



U.S. Department of the Interior  
Bureau of Land Management

Medford Biddle Road  
3040 Biddle Road  
Medford, Oregon 97504

November 2000



# Rogue National Wild and Scenic River: Hellgate Recreation Area Management Plan/Draft Environmental Impact Statement - Executive Summary



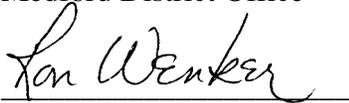
As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interest of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. administration.

**BLM/OR/WA/PK-00/064+1792**

**Hellgate Recreation Area Management Plan  
and  
Draft Environmental Impact Statement**

**November 2000**

**Prepared by:**  
U.S. Department of Interior  
Bureau of Land Management  
Medford District Office



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Ron Wenker  
District Manager



# United States Department of the Interior

BUREAU OF LAND MANAGEMENT  
MEDFORD DISTRICT OFFICE  
3040 BIDDLE ROAD  
MEDFORD, OREGON 97504

IN REPLY REFER TO:  
8351.2(11780)  
Hellgate/RAMP/DEIS

Dear Reader:

The Hellgate Recreation Area Management Plan/Draft Environmental Impact Statement (DEIS) for the 27 mile recreation section (Applegate River to Grave Creek) analyzes alternatives for long term management of this popular recreation area. We have made every effort to disclose and discuss important perspectives on the environmental impacts of the alternatives including the preferred alternative. In the 1995 Medford District Resource Management Plan (RMP), we identified the Hellgate Recreation Area on the Rogue River as a Special Area Land Use Allocation. The RMP indicated that a site-specific management plan for the area was needed to address issues unique to this highly used area. The attached draft plan was developed by Medford District BLM personnel and is representative of a long term studies program designed to develop baseline biological, physical and social data needed to assess our current management direction as well as the proposed alternatives contained in this draft.

We welcome your comments on the content of this document. We are particularly interested in comments that address one or more of the following: (1) new information that would affect the analysis, (2) possible improvements in the analysis; and (3) suggestions for improving or clarifying the proposed management direction. Specific comments are the most useful. Comments, including names and addresses of commentors, will be available for public review. Individual respondents may request confidentiality. If you wish to withhold your name and/or address from public review or from disclosure under the Freedom of Information Act, you must state this prominently at the beginning of your written comment. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety. BLM will respond to comments addressing the adequacy of the Hellgate RAMP/DEIS in the Proposed Management Plan/Final Environmental Impact Statement. This DEIS and your comments will be published on the Medford District web site, [www.or.blm.gov/Medford/](http://www.or.blm.gov/Medford/), under "Planning Documents."

There are five resource management alternatives, each with a different emphasis. Public comment was considered in developing and analyzing issues and alternatives in this document. Also considered was information supplied by local governments, known interest groups and data developed by Bureau staff. The alternatives were designed to resolve, in different ways, the land and resource management issues identified in the early stages of the planning process. In order to be considered in the Proposed Management Plan/Final Environmental Impact Statement, comments must be received within 90 days of the *Federal Register* notice of availability.

BLM will discuss the various management alternatives and answer your questions in a series of public open houses. The open house will take place January 24, 2001, 7-10 p.m., at the Medford District Office, 3040 Biddle Road in Medford and January 18, 2001, 7-10 p.m. at the City of Grants Pass Council Chambers, 101 NW A. Street in Grants Pass. If there is sufficient public interest, additional meetings can be arranged. All meetings will be published on the Medford District web site, [www.or.blm.gov/Medford/](http://www.or.blm.gov/Medford/), under "Planning Documents" and in the Medford, Ashland, and Grants Pass newspapers.

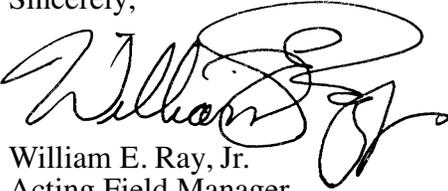
Please keep this copy of the DEIS, as you may wish to refer to it when you review the final document.

All written comments should be sent to:

Cori Cooper, Planning Team Leader  
3040 Biddle Road  
Medford, OR 97504

Or comments may be e-mailed to [Cori\\_Cooper@or.blm.gov](mailto:Cori_Cooper@or.blm.gov).

Sincerely,



William E. Ray, Jr.  
Acting Field Manager  
Grants Pass Resource Area

Sincerely,



Ron Wenker  
District Manager  
Medford District

# **Rogue National Wild and Scenic River: Hellgate Recreation Area Management Plan/Draft Environmental Impact Statement**

**1. Responsible Agency:** United States Department of the Interior, Bureau of Land Management

**2. Draft** (X)      Final ( )

**3. Administrative Action** (X)                      Legislative Action ( )

**4. Abstract:** The Hellgate Recreation Area Management Plan/Draft Environmental Impact Statement considered at least five proposed alternatives for managing various resources and programs along the 27 mile stretch of the Rogue River System. In 1968, the United States Congress designated the U.S. Forest Service and the BLM as the lead agencies for managing the land and water within the identified National Wild and Scenic Rogue River corridor (84 miles from its confluence with the Applegate River downstream to the Lobster Creek Bridge). The portion of the river from the mouth of the Applegate River downstream to Marial, a distance of approximately 47 miles, is administered by the BLM, Medford District Office. The lower 37 miles are located within the boundaries of the Siskiyou National Forest and are administered by the U.S. Forest Service.

The Rogue River was one of eight rivers identified as part of the National Wild and Scenic Rivers System when the Wild and Scenic Rivers Act was passed in 1968. Designated rivers are classified as wild, scenic, or recreational. The original eight rivers were “instant designation” rivers; they were not study rivers. The Hellgate Recreation Area was classified as a recreational river; it was never designated a study river.

All of the recommended planning issues share one topic: the growth of different types of recreation use on the river. How much recreation use can and should the river support? How many visitors to the river by watercraft can and should the river support? Major planning issues revolve around motorized and nonmotorized boating, nonmotorized boat angling, user fees, camping, trails, day-use areas, public access, and visitor services.

The five proposed alternatives for management of the recreational, natural, and cultural resources of the Rogue River Hellgate Recreation Area have been developed and analyzed in accordance with state and federal requirements. Each alternative offers a possible course of action that, if selected, would provide direction for land use and guidelines for future decisions.

Release of this draft EIS, begins a 90-day comment period.

**5. Date comments must be received by:**

**6. Date Hellgate Recreation Area Management Plan/Draft Environmental Impact Statement made available to Environmental Protection Agency and public:**

**7. For further information contact:**

Cori Cooper, Team Leader  
Bureau of Land Management  
Medford District Office  
3040 Biddle Road  
Medford, Oregon 97504  
Telephone: (541) 618-2428



# User's Guide

The Hellgate Recreation Area Management Plan/Draft Environmental Impact Statement (RAMP/DEIS) is divided into seven sections: Summary, Chapter 1 - Introduction, Chapter 2 - Alternatives, Chapter 3 - Affected Environment, Chapter 4 - Environmental Consequences, Chapter 5 - Consultation and Coordination, and supporting materials or appendices. The major sections of the RAMP/DEIS are explained below.

## Chapter 1

This chapter contains introductory material to the Draft RAMP/EIS. It includes a description of the planning area and the purpose and need for preparing the Draft RAMP/EIS. Of importance, it identifies the issues or concerns addressed in the RAMP/EIS process. Included is a discussion of the RAMP's relationship to BLM policies, programs, and other plans.

## Chapter 2

This chapter describes the range of alternatives including the No Action Alternative (Current Management) and the BLM's Preferred Alternative (Alternative E), which is the Medford District's Proposed Action. The range of alternatives lists different ways the issues could be resolved; the alternatives present different approaches to meeting the underlying needs identified in Chapter 1.

## Chapter 3

This chapter describes the physical, biological, and socioeconomic characteristics of BLM-administered land as they exist in the planning area. Resources that could be affected by BLM management alternatives are emphasized.

## Chapter 4

In this chapter, the environmental consequences (effects) of implementing the alternatives (described in Chapter 2) are defined and compared to the existing conditions (described in Chapter 3). This chapter is organized by resource elements and issues. Effects are described by alternative within each individual resource as appropriate. Direct, indirect, and cumulative effects are all considered to the extent identifiable in each analysis (40 CFR 1508.8).

## Chapter 5

This chapter describes agencies and organizations BLM has worked with during the preparation of the Draft RAMP/EIS. It summarizes public involvement and includes the List of Preparers.

## Tables, Maps, and Figures

Tables, maps, and figures are located after each chapter.

## Acronyms

BLM- Bureau of Land Management  
EIS- Environmental Impact Statement  
ESA- Endangered Species Act  
MDO- Medford District Office  
MTB- Motorized Tour Boat  
OHV- Off-highway Vehicle  
ORV- Outstandingly Remarkable Value  
RAMP- Recreation Area Management Plan  
RMP- Resource Management Plan  
VC- Visitor Center



# Executive Summary

The Hellgate Recreation Area covers approximately 8,000 acres in southwestern Oregon administered by the BLM Medford District Office (see Map 1-1 and Figure 1-1). The Hellgate Recreation Area, the first 27 miles of the National Wild and Scenic Rogue River, is classified as a recreational river area. Management of this recreational river area will give primary emphasis to protecting the values that make it outstandingly remarkable while providing a diversity of river-related recreational opportunities in a developed setting.

All of the following planning issues revolve around the growing demand for recreational use on the river and the need to protect the natural and cultural resources (see Figures 2-1, 2-2 and 2-3). Some of the primary issues include:

- Conflicts between recreational users including motorized and nonmotorized float boaters, motorized boaters and anglers, and nonmotorized float boaters and anglers. Most are related to safety, noise, encounters, wakes from motorized boats and competition for use areas.
- Conflicts between recreational users and private landowners concerning noise, encounters and trespass.
- Concerns about the potential impacts to fish species and possible bank erosion from motorized boats and other uses. Research results have decreased it from a conflict to a concern.
- Demand for improved or additional recreation facilities such as visitor centers, parking areas, fishing access, boat launch sites, restrooms, trash cans, campsites and day-use sites.
- Demand for diverse recreation opportunities such as jetboat racing, multiple use trails, rock hounding, gold panning, historic site exploration and wildlife viewing.
- Demand for increased visitor services such as river patrols, law enforcement and educational activities.

Each alternative offers a possible course of action that, if selected, would provide direction for land use and guidelines for future decisions (see Tables S-1 and S-2). The alternatives respond to the issues identified during the “scoping” phase of the planning process.

## Range of Planning Alternatives

### **Alternative A:**

Fewer Watercraft and Less Visitor Use. The objectives of Alternative A are to improve natural resource conditions, significantly reduce watercraft use levels and provide recreational opportunities in a less crowded setting than currently occurs while protecting the environment and outstandingly remarkable values.

### **Alternative B:**

No Action or Current Management/Watercraft and Visitor Use As It Is Now. The objectives of Alternative B are to continue present levels of management and visitor use while retaining the generally natural appearing condition of the area while protecting the environment and outstandingly remarkable values.

### **Alternative C:**

Angler and Floater Enhancement/More Watercraft and Visitor Use. The objectives of Alternative C are to enhance the angling and floating experience while protecting the environment and outstandingly remarkable values.

## **Alternative D:**

Maximum Watercraft and Visitor Use. The objectives of Alternative D are to maximize the level of recreational use while protecting the environment and outstandingly remarkable values.

## **Alternative E:**

The Preferred Alternative. The objectives of Alternative E are to increase the level of recreational use while protecting the environment and outstandingly remarkable values.

# **Planning Issues**

All of the recommended planning issues share one topic: the growth of different types of recreation use on the river (see Figure 2-1 and 2-2). How much recreation use can and should the river support? In addition, how many visitors to the river by watercraft can and should the river support?

## **Motorized Boating**

How should motorized boating (commercial, private, and competitive) be managed (e.g., how many, what type, permitted season, river reach, mix between commercial and private)? Motorized boats are defined as boats with a motor, regardless of the horsepower rating.

The increase in the number of visitors using motorboats, especially motorized tour boats (MTBs) has prompted concerns over conflicts among motorized boating and nonmotorized float boating, boat angling, and landowners (see Figure 2-3). Motorized boating contributes to competition for fishing areas. Many anglers and other users resent the noise, wake, and potential safety problems of motorized boating. The issue also includes a concern over streambank erosion/deposition as it affects the condition of riparian areas, loss of private land and possible impacts to sensitive fish species. The visitor use conflicts are most evident during the hot summer weekends and the fall fishing season.

## **Nonmotorized Float Boating**

How should nonmotorized float boating be managed (e.g., how much, what kind, permitted season, mix between commercial and private)? Does visitor use by nonmotorized float boating affect sensitive fish species? Nonmotorized float boating means watercraft without a motor (inflatable rafts, hard shell and inflatable kayaks, driftboats and canoes).

The growth of nonmotorized float boating has prompted concerns over conflicts among nonmotorized float boaters and motorized boaters, anglers, and landowners. The social problems are most evident during the hot summer weekends (see Figure 2-3). The number of commercial permittees is not limited in the Hellgate Recreation Area under current management. Visitors to the river by watercraft have the choice to either have a private trip or employ the services of a commercial outfitter.

## **Nonmotorized Boat Angling**

How should a quality nonmotorized boat angling experience be maintained or enhanced (e.g., how much, what kind, permitted season, mix between commercial and private watercraft use)? Nonmotorized boat angling means fishing from a watercraft without a motor (inflatable rafts, hard shell and inflatable kayaks, driftboats and canoes).

The nonmotorized boat angling experience issue has four main components: competition for fishing areas, angler versus boating conflicts (i.e., boating across fishing water), biological health of fisheries resources, noise and safety conflicts between nonmotorized angling watercraft users and motorboat users (see Figure 2-3). The jet boat or motorized tour boat service was clearly identified by anglers as a major point of controversy.

## **User Fees**

Should user fees be levied on all visitors using watercraft within the Hellgate Recreation Area of the Rogue River? How can fees that are collected be reinvested in on-the-ground management? Should private users pay their share of the cost of management services and facilities provided?

## **Recreational Opportunities**

What types of recreational opportunities should be provided?

### **How and Where Should Camping be Managed?**

How should BLM contribute to the developed and undeveloped camping opportunities while protecting river resources? What level and type of developments are appropriate?

### **How and Where Should a Trail System be Managed?**

How should BLM contribute to the developed and undeveloped trails while protecting river resources? What level and type of developments are appropriate?

The limited number and primitive quality of trails within the Hellgate Recreation Area restricts access for recreationists. A trail system to accommodate a broad range of visitors (e.g., hikers, equestrians, anglers, bicyclists and off-highway vehicle users) could be developed to improve access opportunities to the Hellgate Recreation Area and adjacent public lands.

### **What Type of Day-Use Areas Should be Provided?**

What type of day-use recreational opportunities should be provided? Should there be more “watchable wildlife” sites?

Day-use activities that occur in the planning area are: driving for pleasure, fishing, gold panning and dredging, wildlife observation, rock hounding, picnicking, sightseeing, photography, sunbathing, boating, swimming and hunting.

### **What Action Should be Taken to Manage Public Access?**

Are additional or improved boat ramps and fishing access sites needed? Should vehicular access be regulated?

There are many launch and landing sites with crowding problems and visitors exhibiting rude behavior during periods of high use.

### **What Action Should be Taken to Provide Visitor Services?**

Where should a visitor center be located? What level and type of developments are appropriate?

The existing visitor center at Rand is inadequate for current needs and fails to meet requirements established by law for public buildings.

## **Specific Management Decisions to be Made**

Many issues and concerns were identified during several scoping processes and subsequently analyzed by the BLM. The following lists the issues for which specific management decisions will be made as part of the RAMP. These decisions are grouped here to facilitate discussion and incorporation in the plan. These groupings are used throughout the RAMP.

### **All Watercraft Use (Motorized and Nonmotorized)**

Decisions will be made whether or not to establish:

- Sound management areas.
- Erosion sensitive areas.

- Angling enhancement zones.
- Fall chinook spawning/sensitive areas.
- Safety sites of concern.

### **All Motorized Boating**

Decisions will be made whether or not to establish:

- Seasons of use.
- River reaches.
- Thrill power maneuver areas.
- Boat speed limit areas.
- Two-way radio communication requirements.

### **Private Motorized Boating**

Decisions will be made whether or not to establish:

- Allocations.
- River reaches.

### **Commercial Motorized Angling**

Decisions will be made whether or not to establish:

- Allocations.
- Maximum number of permits.
- Maximum number of passengers.

### **Commercial Motorized Tour Boating**

Decisions will be made whether or not to establish:

- Allocations for the number of boat trips for the Applegate Reach.
- Allocations for the number of boat trips for the Dunn Reach.
- Allocations for the number of boat groups/runs.
- A maximum boat size.
- A maximum number of permits.
- Notice display requirements.
- Off-plane procedure requirements.
- Annual daily schedule.
- Daily use or time allowed in the planning area.

### **Special Motorized Boating Events**

Decisions will be made whether or not to establish:

- Allocations for the time allowed per event.
- River reaches.
- Requirements for new events.

### **Nonmotorized Float Boating**

Decisions will be made whether or not to establish:

- Allocations.

### **Nonmotorized Boat Angling**

Decisions will be made whether or not to establish:

- Allocations.

### **Boater Fees and Permits and User Fees**

Decisions will be made whether or not to establish:

- Boater fees and permits by commercially-guided watercraft.
- Requirements for boater permits and fees by watercraft for private use.
- Requirements for user fees.

## Camping

Decisions will be made whether or not to establish:

- Primitive camping areas.
- Developed camping areas.
- Human waste packout.
- Campfire requirements, such as the use of fire pans.
- Camping day limits.
- Maximum group size limits.

## Trails

Decisions will be made whether or not to establish:

- New trails to be developed.
- Existing trails to be improved and/or expanded.
- Off-highway vehicle trails to be managed.

## Day-Use Areas

Decisions will be made whether or not to establish:

- Primitive day-use areas.
- Developed day-use areas.
- Back Country Byways.
- Watchable wildlife sites.
- Limited off-highway vehicle use areas.
- Prohibition-of-firearm discharge areas.

## Public Access

Decisions will be made whether or not to:

- Maintain existing boat ramps.
- Improve boat ramps.
- Develop new boat ramps.
- Develop new fishing access sites.
- Regulate vehicle access by requiring day-use parking passes on BLM-administered lands.

## Visitor Services

Decisions will be made whether or not to:

- Develop a new administrative and/or visitor center.
- Determine the location of same.

## Rogue River Studies

In response to the issues and concerns identified by the public during scoping, contracted and independent studies were conducted to gather additional information to assist in future decisions related to the river. Studies included:

• **Boating Safety.** This study identified, mapped and described sites of potential safety risk to boaters. Recommendations such as the use of “spotters” at certain points along the river and designation of a lead or “scout” boat in parties were made to reduce risks.

*Water Resources Consulting 1995*

• **Fisheries.** This effort focused on the effects of river use on juvenile fish. It concluded that all watercraft disturbed the fish, however, slow moving watercraft and people wading in the river disturbed fish the most.

*Oregon Department of Fish and Wildlife 1995*

- **Economic Effects.** All aspects of river use were evaluated to determine their relationships to the local economy. Recreational use of the river was found to be a significant economic contributor to the area.

*Economic Strategies Northwest 1994*

- **Erosion.** Erosion sensitive sites within the study area were mapped and evaluated. Five percent of the area was found to be sensitive. Most erosion was naturally caused and some erosion was due to motorized boats and other human-caused sources.

*Oregon State University 1993*

- **Cultural Resources.** This study included a literature and field review. All cultural resources were mapped and described for the area. The study recommended protective measures and educational opportunities and listed areas unsuitable for recreational use or development.

*Cascade Research of Ashland 1994/Resource Inventory 1995*

- **Landowner Attitudes.** Interviews with riverside land owners were conducted to assess general perceptions relative to each type of use. The study concluded that motorized boats were the least favorable use in the eyes of landowners.

*Southern Oregon University 1994*

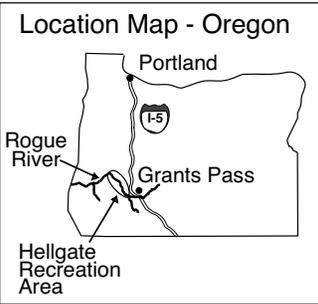
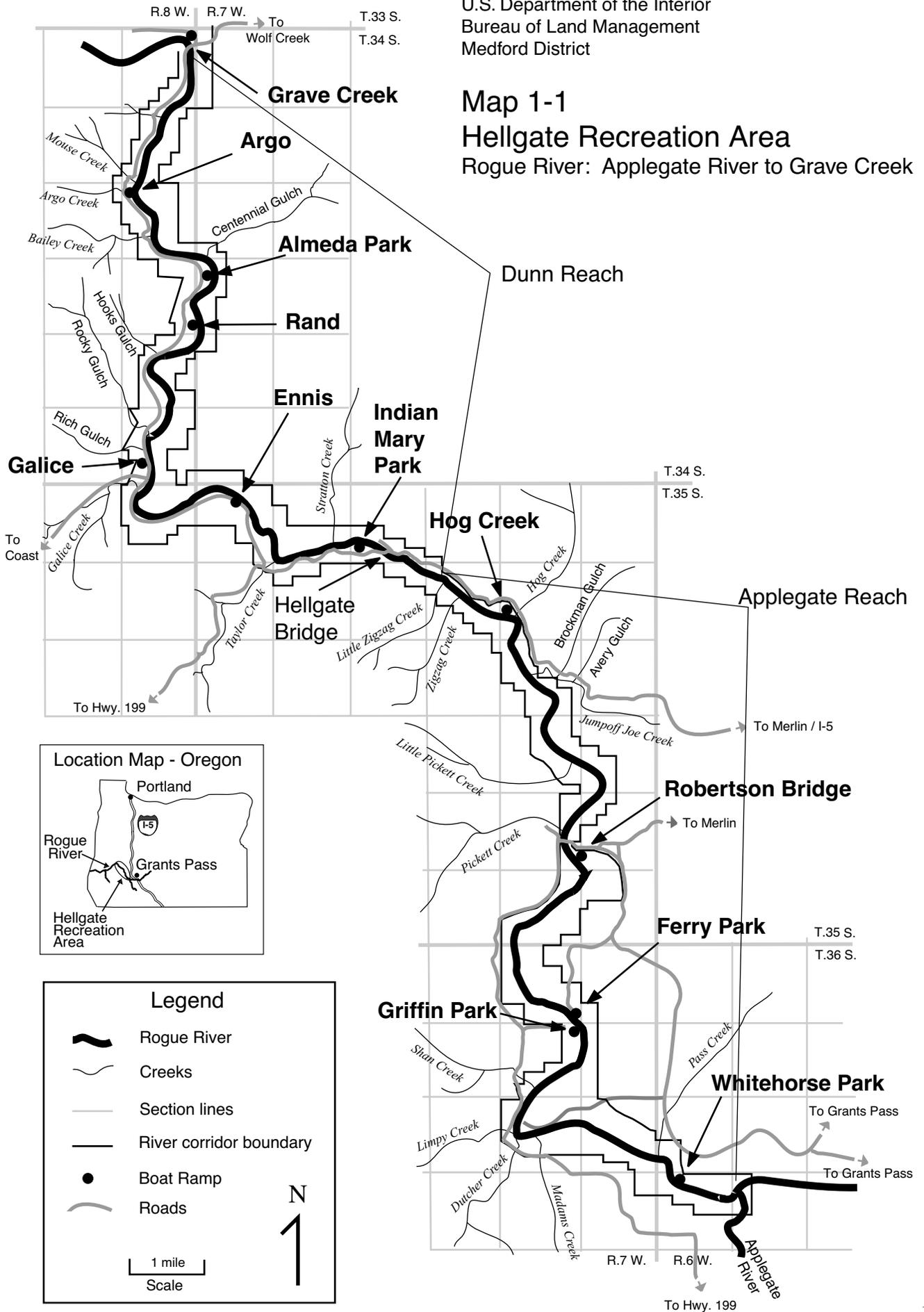
- **Visitor Attitudes.** User groups were identified and interviewed to determine their perceptions of the quality of their recreation experience and their satisfaction levels. A majority in all groups recognized the existence of crowding and user conflicts though they all were generally satisfied with the quality of their recreation experience.

*Oregon State University 1992*

# **Executive Summary Map, Figures and Tables**



**Map 1-1**  
**Hellgate Recreation Area**  
Rogue River: Applegate River to Grave Creek



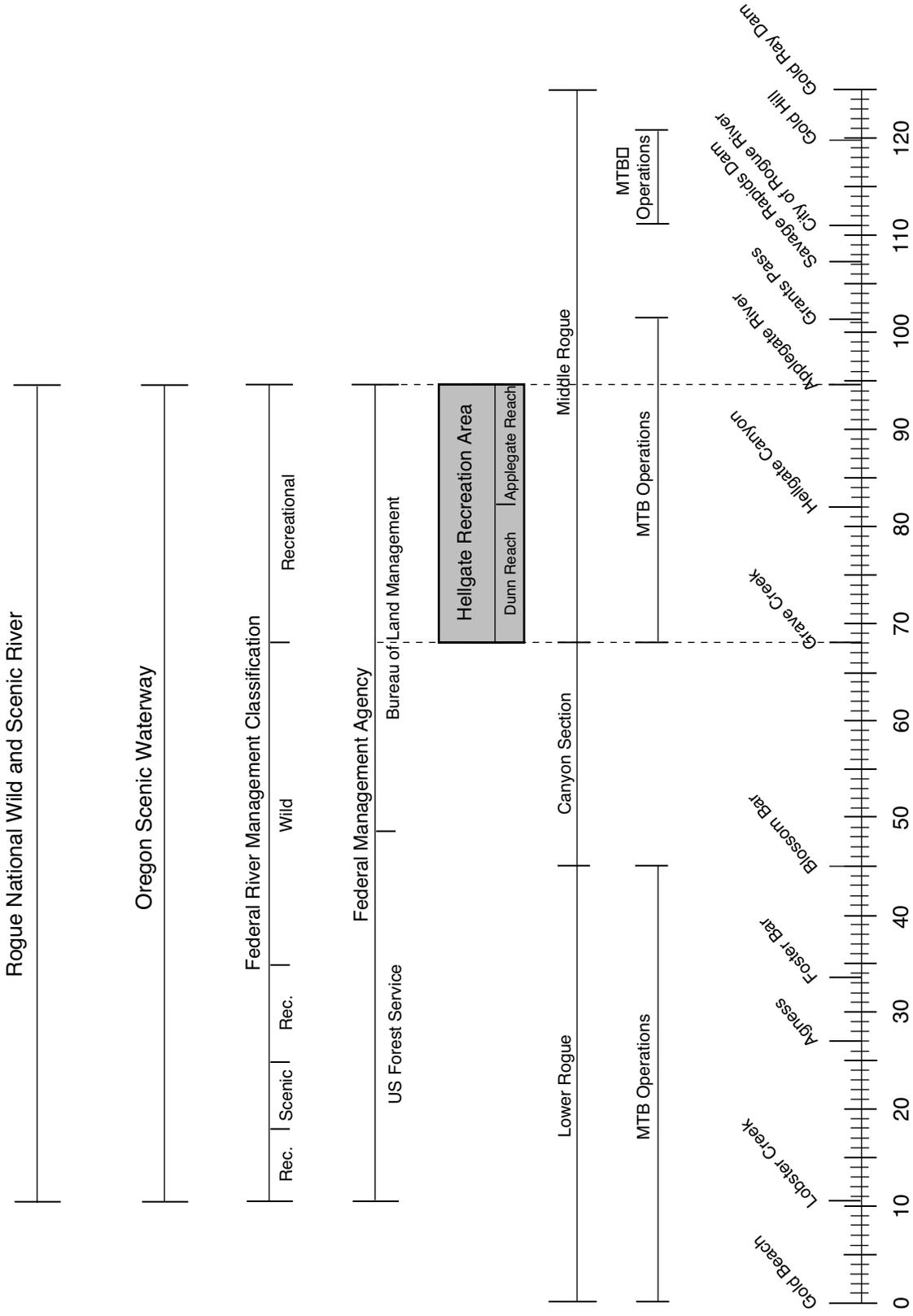
**Legend**

- Rogue River
- Creeks
- Section lines
- River corridor boundary
- Boat Ramp
- Roads

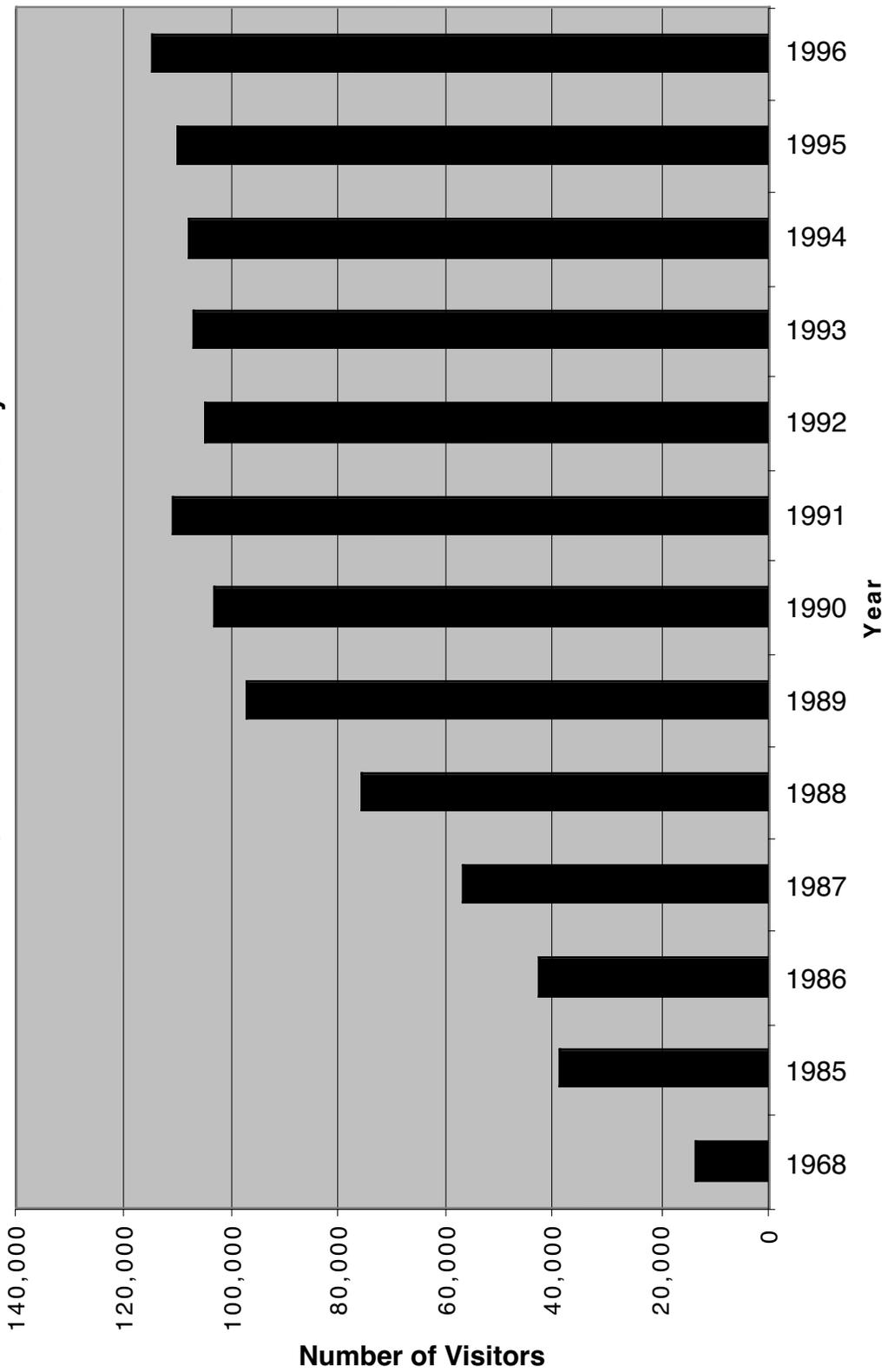
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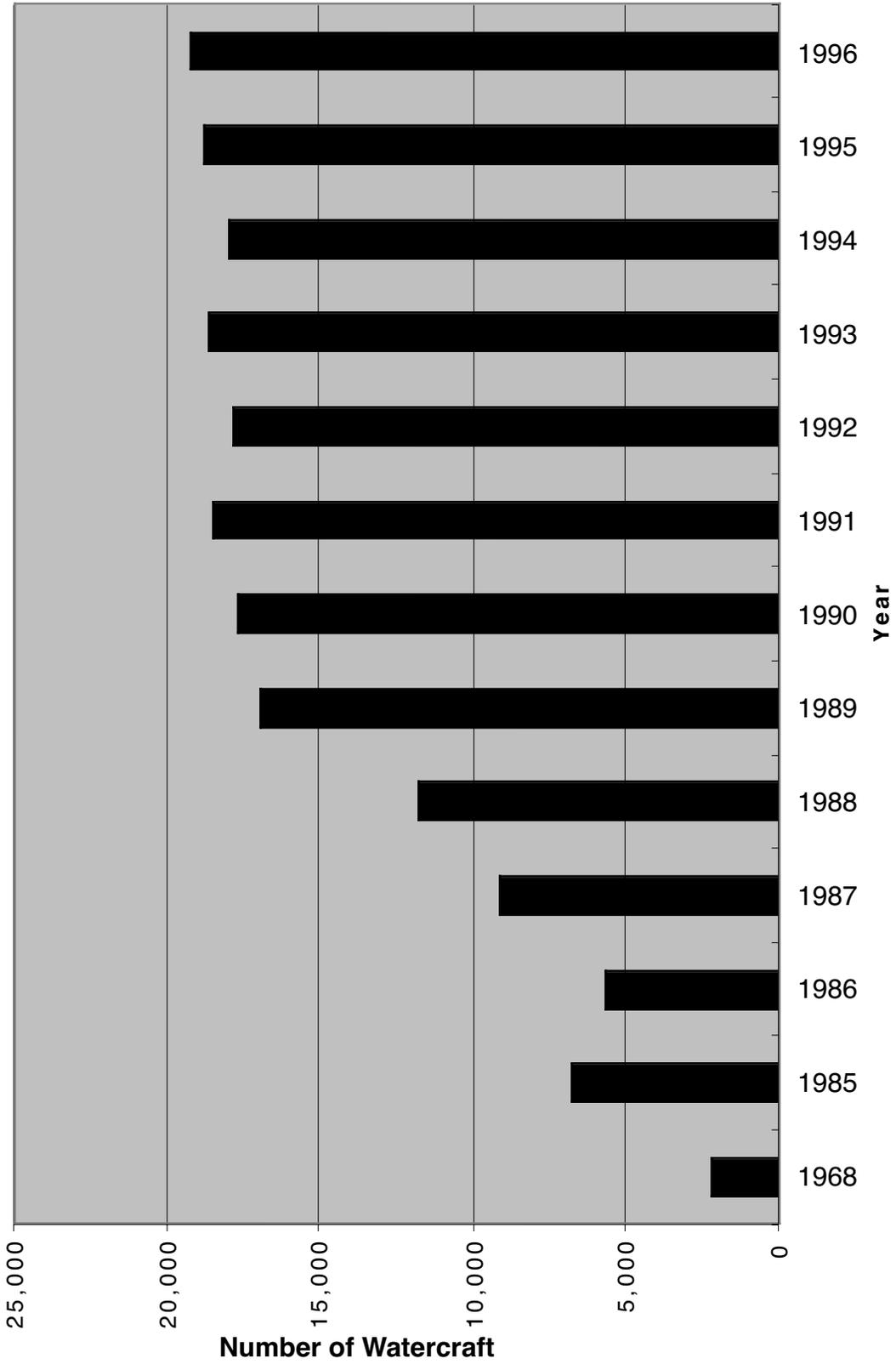
**Figure 1-1 Management Jurisdiction and Motorized Tour Boat (MTB) Operations from the Mouth of the Rogue River to Gold Ray Dam**



**Figure 2-1 Visitor Use  
Overall Trend in Visitors by Watercraft**

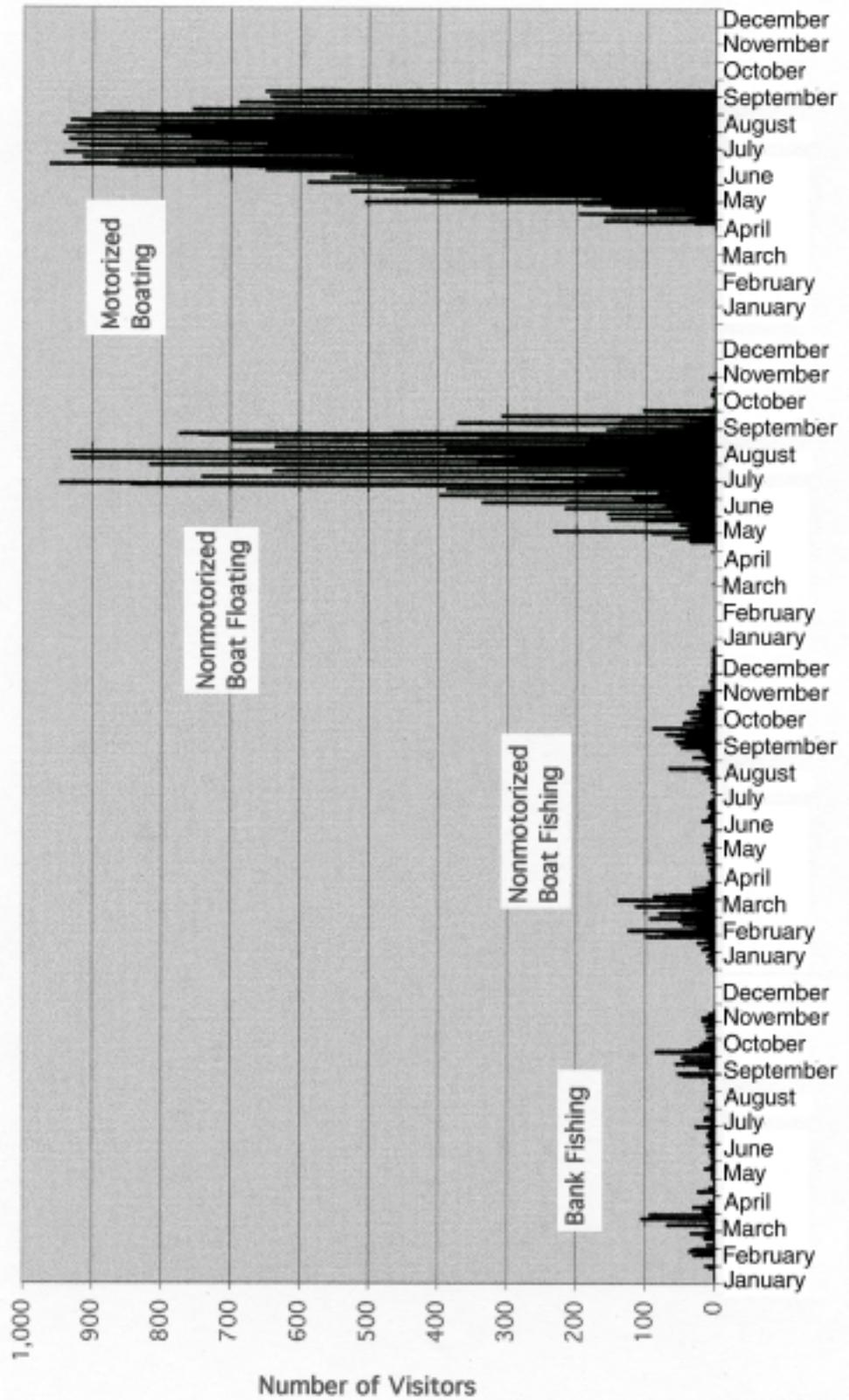


**Figure 2-2 Watercraft Trips  
Overall Trend of Watercraft**



**Figure 2-3. Visitor Use Comparison of Bank Fishing, Nonmotorized Boat Fishing, Nonmotorized Float Boating, and Motorized Boating in 1991**

1991 was the last year that contracted studies were utilized to obtain accurate counts for each category of activity. Subsequent observation since 1991 indicate that these trends have remained static.



**Table S-1. Summary of Issues by Alternatives**

<b>Issues</b>	<b>Alternative A</b> Fewer Watercraft & Less Visitor Use	<b>Alternative B</b> Current Management/ No Action	<b>Alternative C</b> Angler & Floater Enhancement/More Watercraft & More Visitor Use	<b>Alternative D</b> Maximum Watercraft and Visitor Use	<b>Alternative E</b> Preferred Alternative
<b>Motorized Watercraft</b>	Reduce motorized use to 1985 levels.	Present use levels. MTBs - 19 trips/day	MTBs - 12 trips/day.	MTBs - 26 trips/day.  Fees and permits for all watercraft users.	MTBs - 19 trips/day.  White water trips in the Dunn Reach restricted in July and August weekends.
<b>Nonmotorized Watercraft</b>	Limitations to 1985 levels.  Fees and permits required for commercial and private users.	No regulations.	No regulations.	No regulations.  Fees and permits would be required.	No regulations.  Regulations would be required if carrying capacities are reached.
<b>Fees</b>	Required for all user groups.	Required for commercial users only.	Required for commercial users only.	Required for all users.	Required for commercial users only.
<b>Recreational Opportunities</b>	No changes to current management.	Additional development and controls.	Additional development and controls.	Additional development and controls.	Additional development and controls.
<b>Camping</b>	Additional development.	No change.	Additional development.	Additional development.	Additional development.
<b>Trails</b>	No change.	Additional development and controls.	Additional development and controls.	Additional development and controls.	Additional development and controls.
<b>Day-Use Access</b>	A new VC would be constructed in Merlin or Grants Pass. Rand Staff would provide customer services out of the new VC. The River program staff would continue to provide administrative services out of the district office.	The Rand staff would continue to provide customer services out of the Rand VC and the River program staff would provide administrative services out of the district office.	A new VC would be constructed at Hog Creek. The Rand staff would provide customer services out of the new VC. The River program staff would provide administrative services out of the district office.	A new VC would be constructed in Rand. The Rand staff would provide customer services out of the new VC. The River program staff would provide administrative services out of the district office.	A new VC would be constructed in Rand. The Rand and River program staff would provide customer and administrative services out of the new VC.
<b>Visitor Services</b>					

**Table S-2. Summary of Environmental Consequences**

	<b>Alternative A</b> Fewer Watercraft & Less Visitor Use	<b>Alternative B</b> Current Management/ No Action	<b>Alternative C</b> Angler & Floater Enhancement/More Watercraft & More Visitor Use	<b>Alternative D</b> Maximum Watercraft and Visitor Use	<b>Alternative E</b> Preferred Alternative
<b>Outstandingly Remarkable Values</b>					
<b>Natural Scenic Qualities</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Fisheries</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Recreation</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Air</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Fire</b>	Beneficial effect.	Adverse effect.	Adverse effect.	Adverse effect.	Adverse effect.
<b>Soils</b>	Beneficial effect.	Minimal/Neutral effect	Minimal/Neutral effect	Adverse effect.	Minimal/Neutral effect.
<b>Water</b>	Beneficial effect.	Minimal/Neutral effect	Minimal/Neutral effect.	Adverse effect.	Minimal/Neutral effect.
<b>Riparian Areas, Wetlands and Floodplains</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Fisheries</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Adverse effect.	Minimal/Neutral effect.
<b>Scenery</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Motorized Boaters</b>	Adverse effect.	Minimal/Neutral effect.	Adverse effect.	Beneficial effect.	Minimal/Neutral effect.
<b>Nonmotorized Boaters</b>	Beneficial effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.

**Table S-2. Summary of Environmental Consequences**

	<b>Alternative A</b> Fewer Watercraft & Less Visitor Use	<b>Alternative B</b> Current Management/ No Action	<b>Alternative C</b> Angler & Floater Enhancement/More Watercraft & More Visitor Use	<b>Alternative D</b> Maximum Watercraft and Visitor Use	<b>Alternative E</b> Preferred Alternative
<b>Boat Anglers</b>	Beneficial effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Adverse effect.	Minimal/Neutral effect.
<b>Bank Anglers</b>	Beneficial effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Campers</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Trail Users</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Beneficial effect.	Beneficial effect.
<b>Other Recreational Users</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Boating Safety</b>	Adverse effect.	Beneficial effect.	Beneficial effect.	Beneficial effect.	Beneficial effect.
<b>Visitor Use</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Law Enforcement</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Adverse effect.	Minimal/Neutral effect.
<b>Outfitter Services</b>	Adverse effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Landowners</b>	Beneficial effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Adverse effect.	Minimal/Neutral effect.
<b>Sound</b>	Beneficial effect.	Minimal/Neutral effect.	Beneficial effect.	Adverse effect.	Minimal/Neutral effect.
<b>Transportation</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.
<b>Socioeconomics</b>	Adverse effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Beneficial effect.	Minimal/Neutral effect.
<b>Management Costs</b>	Minimal/Neutral effect.	Minimal/Neutral effect.	Minimal/Neutral effect.	Adverse effect.	Minimal/Neutral effect.
<b>Gross Revenues</b>	Adverse effect.	Minimal/Neutral effect.	Adverse effect.	Beneficial effect.	Minimal/Neutral effect.

**Table S-3. Primary Issues of Concern by Alternative**

	<b>Alternative A</b>	<b>Alternative B</b>	<b>Alternative C</b>	<b>Alternative D</b>	<b>Alternative E</b>
	<p>Significantly reduces watercraft use levels. Provides recreation opportunities in a less crowded setting. Fees and permits are required for all user groups. Limitation on commercial permits.</p>	<p>Continue present use levels and management methods. Motorized use remains static while nonmotorized continues to grow. Permits are required for commercial use only.</p>	<p>More floatcraft and visitor use. Enhances floating and angling experience. Minimizes potential impacts to fisheries. Further restricts motorized use. Permits are required for all user groups.</p>	<p>Maximizes all types of recreation uses. Recreation use levels increase causing a high degree of interaction among user groups. Fees and permits are required for all watercraft users.</p>	<p>Recreation uses are not restricted. Enhances floating and angling experience. Minimizes potential impacts to fisheries. Further restricts motorized use. Permits are not required for private users.</p>
<b>Motorized</b> (MTBs- motorized tour boats.)	<p>Reduce motorized use to 1985 levels. MTBs- 12 trips/day.</p> <p>Dunn Reach trip is 8, except on July 4<sup>th</sup> and weekends in July and August when it is 4 trips.</p> <p>4 permits.</p>	<p>Present use levels. MTBs- 19 trips/day.</p> <p>Dunn Reach trip is 19, except on July 4<sup>th</sup> and weekends in July and August when it is 6 trips.</p> <p>2 permits.</p>	<p>Reduce motorized use to 1985 levels. MTBs- 12 trips/day.</p> <p>Dunn Reach trip is 8, except on July 4<sup>th</sup> and weekends in July and August when it is 4 trips before noon.</p> <p>2 permits.</p>	<p>Increase use levels. MTBs- 26 trips/day.</p> <p>Dunn Reach trip is 16, except on July 4<sup>th</sup> and weekends in July and August when it is 8 trips.</p> <p>4 permits.</p>	<p>Present use levels. MTBs- 19 trips/day.</p> <p>Dunn Reach trip is 8, except on July 4<sup>th</sup> and weekends in July and August when it is 4 trips before noon.</p> <p>4 permits.</p>

<b>Nonmotorized</b>	Boat angling limitations to 1985 levels. Sets maximum of 120 floatcraft/day 9 (split 50/50 between private and commercial boaters).	No regulations.	No regulations.	No regulations.	No regulations.	No regulations.
<b>New Recreation Development</b> (primitive areas are without improvements and developed areas are with trash cans, toilets, etc.).	None.	Boat angling year-round in Applegate and Dunn reaches.	Boat angling year-round in Applegate and Dunn reaches.	Boat angling year-round in Applegate and Dunn reaches.	Boat angling year-round in Applegate and Dunn reaches.	Boat angling year-round in Applegate and Dunn reaches.
<b>Visitor Services (VC)</b>	Construct a new VC in Merlin or Grants Pass.	None.	Some new development (approx. 7 new primitive areas and 8 developed areas).	Some new development (approx. 7 new primitive areas and approx. 18 developed areas).	Many new developments (approx. 7 new primitive areas and approx. 18 developed areas).	Some new developments (approx. 6 new developed areas).
<b>New Trails</b>	One.	No change.	Construct a new VC at Hog Creek.	Construct a new VC at Rand.	Construct a new VC at Rand.	Construct a new VC at Rand.
<b>Limited OHV Areas</b>	Two.	Four.	Eight.	Thirteen.	Five.	Five.





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