

SUMMARY

INTRODUCTION

The Cascade-Siskiyou National Monument (CSNM) was established on June 9, 2000 when President William J. Clinton issued a Presidential Proclamation (Appendix A) under the provisions of the Antiquities Act of 1906 (Appendix B). This Draft Resource Management Plan/Draft Environmental Impact Statement (DRMP/DEIS) provides possible management strategies that achieve the vision and goals pursuant to the Proclamation. The CSNM was created to protect an array of biological, geological, hydrological, archeological and historic objects. Although important individually, collectively these objects in the context of the natural environmental processes comprise a unique, diverse ecosystem.

The Proclamation, which is the principal direction for management of the CSNM, clearly dictates that the Bureau of Land Management (BLM) manage the Monument “to protect the objects identified.” All other considerations are secondary to that edict. The guiding principle for management of the CSNM is to protect, maintain, restore or enhance relevant and important object(s). The Proclamation provided specific management direction and, thus, the alternatives presented in this draft Plan are necessarily constrained to those resources affording required protection. As a result, the range of alternatives presented in this planning document for the CSNM is narrower than typical BLM resource management plans.

ISSUES

Based on scoping comments received and subsequent analysis and evaluation, major planning issues were identified. Those issues are listed below. In addition to the issues identified in scoping, the proposed Plan will address basic environmental and management issues including native plant communities, wildlife habitat, access, recreational opportunities, off-highway vehicle use, special forest products, water quality and visitor use. Specific issues addressed in this DRMP/DEIS are:

- Plant Community Health
- Access and Transportation System
- Hiking/Non-Mechanized Recreation
- Visitor Use
- Special Forest Products
- Mechanized Recreation
- Recreational Animal Stock Use
- Facilities/Rights-of-Way

Livestock grazing management will not be addressed in this Plan. The Presidential Proclamation directed the Secretary of the Interior to “study the impacts of livestock grazing on the objects of biological interests in the Monument with specific attention to sustaining the natural ecosystem dynamics.” The Draft Study of Livestock Impacts on the Objects of Biological Interest in the Cascade-Siskiyou National Monument (USDI 2001) was published in April, 2001. After the Draft Study Plan is peer reviewed and the public has an opportunity to submit comments, it will be finalized and fully implemented. The impacts of livestock grazing will be assessed upon completion of the study.

ALTERNATIVES

This Draft CSNM Resource Management Plan and Draft Environmental Impact Statement describes four alternatives for management of the CSNM, including a “No Action” Alternative A. The “No Action” Alternative will essentially serve as a baseline for most resource and land use allocations. It will allow the reader to compare various strategies for future management. The three “action” alternatives, Alternatives B, C and D, describe various ways activities would be managed in the CSNM. Each alternative has a different emphasis, primarily defined in terms of the amount of management intervention necessary to meet the primary goal of protecting, maintaining, restoring or enhancing relevant and important ecological, biological, geological, and archaeological objects.

Alternative A (No Action)

The No Action Alternative, Alternative A, describes the current management situation which is essentially the BLM Medford District Resource Management Plan guidance combined with the additional non-discretionary specific direction of the Presidential Proclamation. The No Action Alternative fails to provide or create opportunities for enhancement of the monument values beyond the immediate protective measures of the Proclamation. It allows the reader to compare the current interim management with various strategies for future management (Alternatives B, C and D). This alternative will serve as a baseline for most resource and land use allocations.

Alternative B

Alternative B promotes natural ecosystem processes in the management of plant communities. One exception to this philosophy would be in the management of young conifer stands that exist as a result of past management practices. In the young conifer stands, active management would be implemented to ensure the establishment of conifer trees. Activities such as recreation and visitor use are not promoted and accommodations for these uses would be minimal. The transportation system would be maintained at minimal levels mainly for resource protection and many roads would be closed and/or naturally decommissioned.

Alternative C

Alternative C is the preferred alternative. It incorporates active management for protection and maintenance of the conifer communities while limiting some ground disturbing management tools that may be used in maintaining and restoring the other plant communities. Recreation and visitor use is accommodated at levels that don't interfere with protection, maintenance and/or restoration of Monument objects and resources. The transportation system would be managed to accommodate visitor use and safety while closing and decommissioning roads (both mechanical and natural) in order to protect Monument resources.

Alternative D

Alternative D promotes aggressive management for protection, maintenance and restoration of Monument resources through the use of all management tools available. Recreation and visitor use would be accommodated to the fullest extent possible while protecting Monument resources. The transportation system would be managed to accommodate and promote visitor use, where feasible, and safety while aggressively closing and decommissioning roads (both mechanical and natural) in order to protect and restore Monument resources.

MANAGEMENT COMMON TO ALL ALTERNATIVES

Other important issues were raised during scoping which are of concern to the public, but which specific management direction as a result of the Presidential Proclamation, have been adequately addressed in other NEPA documents, are governed by existing laws and regulations or the scope is so narrow that alternatives to management is not appropriate. Because management of these issues has already been determined, alternatives for those issues are not presented in this Plan. The management of the following issues are discussed in further detail in the “Management Common to All Alternatives” section in Chapter 3.

- Aquatic Habitat
- The Soda Mountain Wilderness Study Area
- Wildfire Suppression Activities
- Special Use Activities
- Snags and Coarse Woody Debris
- Fish and Wildlife by the State of Oregon
- The Pacific Crest National Scenic Trail
- Special Status Plants and Animals
- Noxious Weeds
- Air Quality
- Archaeological Sites
- Hyatt Lake Recreation Complex
- Visual Resources
- Off-Highway Vehicles
- Livestock Grazing

Table S-1. Comparison of Alternatives				
Issue	Alternative A	Alternative B	Alternative C	Alternative D
Vegetation Management of Diversity Area	<ul style="list-style-type: none"> • Survey plant communities to establish extent and condition • Vegetation manipulation only for control of noxious weeds • Install approximately 30 enclosures throughout CSNM as part of plant community study and to protect monument objects • Monitor existing sites 	<ul style="list-style-type: none"> • Allow natural processes (succession, wildfire, etc) to attain management objectives relating to plant community and habitat diversity. • Use fencing to initiate restoration of hydrological functioning within seeps, springs, and wetlands to attain plant compositional/structural objectives • Survey, protect and monitor populations of listed and Bureau special status plants • Reduce noxious weeds by: <ul style="list-style-type: none"> - Survey and monitoring plant communities for noxious weeds - Minimizing surface disturbance - Isolating and containing large weed patches - Emphasis on using management tools that minimize soil surface disturbance (bio-control, herbicide, hand-pulling) 	<ul style="list-style-type: none"> • Maintain and enhance plant community & habitat diversity, and shrub browse quality <ul style="list-style-type: none"> - Use prescribed fire and manual treatments to attain the full range of compositional and structural management objectives defined for grass/shrub/woodlands - Use manual thinning to facilitate the use of prescribed fire across the landscape • Treat up to 20% of native grasslands for maintenance • Treat up to 15% of native grasslands being invaded by annual grasses for enhancement purposes • Treat up to 10% of areas dominated by annual grasses in order to restore to native grasslands • Treat up to 20% of wedgeleaf ceanothus stands for maintenance • Treat up to 25% of the oak woodlands for protection and maintenance • Treat up to 20% of the woodlands invaded by shrubs for restoration • Treat up to 10% of the open oak savanna for protection and restoration • Use fencing to initiate restoration of hydrological functioning within seeps, springs, and wetlands to attain plant compositional/ structural objectives, heavy equipment not allowed off designated roads • Reduce weeds by <ul style="list-style-type: none"> - Minimizing surface disturbance - Monitoring plant communities for weeds - Use management tools that minimize soil surface disturbance (bio-control, herbicide), and efficient weed control (herbicides not solely intended for noxious weeds) • All management activities preceded by pilot project • Effectiveness monitoring 	Same as Alternative C but all management tools available to meet objectives

Table S-1. Comparison of Alternatives

Issue	Alternative A	Alternative B	Alternative C	Alternative D
<p>Vegetation Management of Old-Growth Emphasis Area</p>	<ul style="list-style-type: none"> • Survey plant communities to establish extent and condition • Monitor existing sites 	<p>The following prioritized criteria would be used when identifying treatment areas under Alternative B.</p> <ol style="list-style-type: none"> 1) The overriding priority would be the reduction of high fuel hazards along the ridge line that separates the north/south management zones (map 42). 2) Where recent stand replacement events have occurred and it is determined that some treatment is needed to help re-establish trees. 3) Those ecoregions within the CSNM that currently lack LSOG habitat and have relatively high amounts of potential habitat (habitat 3). 4) Young stands that need to be treated to increase tree growth in order to accelerate the creation of LSOG habitat characteristics or to reduce moderate to high levels of insect and disease related mortality. 5) Where early-successional forest is adjacent to (generally within 1/4 mile) existing LSOG, such that treating it would lead to development of larger blocks of LSOG habitat. 6) Young stands (habitat 3) in areas generally lacking LSOG habitat and which will respond to treatment by accelerated development into LSOG habitat. Younger stands are generally considered more responsive to treatment and should be given a high priority. 7) Stands within riparian areas and subwatersheds lacking LSOG habitat and/or desired structures. 8) Effectiveness monitoring of all treated sites. 	<p>The following prioritized criteria would be used when identifying treatment areas under Alternative C.</p> <ol style="list-style-type: none"> 1) The overriding priority would be the reduction of high fuel hazards along the ridge line that separates the north/south management zones. 2) Treatment of activity fuels (excess slash that results from stand treatments). 3) Where recent stand replacement events have occurred and it is determined that some treatment is needed to help re-establish trees. 4) Treatment of all stands with high fire hazard within ¼ mile of LSOG habitat (type 1&2) 5) Treatment of forest stands in habitat type 3 that have moderate fire hazard and that are within ¼ mile of existing LSOG habitat. 6) Treatment of LSOG habitat that have high fuel hazard. Non-commercial thinning may occur in some of these stands before fuel treatments to reduce the white fir components within LSOG habitat at risk due to density (decreased vigor), insect infestation, disease, or fuel ladders. 7) Effectiveness monitoring of all treated sites. 	<p>The following prioritized criteria would be used when identifying treatment areas under Alternative D.</p> <ol style="list-style-type: none"> 1) The overriding priority being the reduction of high fuel hazards along the ridge line that separates the north/south management zones. 2) Treatment of activity fuels (excess slash that results from stand treatments). 3) Where recent stand replacement events have occurred and it is determined that some treatment is needed to help re-establish trees. 4) Treatment of all stands with high fire hazard within ¼ mile of LSOG habitat (type 1&2) 5) Treatment of all in habitat type 3 that have moderate fire hazard and that are within ¼ mile of existing LSOG habitat. 6) Treatment of LSOG habitat that have high fuel hazard. Non-commercial thinning may occur in some of these stands before fuel treatments to reduce the white fir components within LSOG habitat at risk due to density (decreased vigor), insect infestation, disease, or fuel ladders. 7) Treatment of existing LSOG habitat that have high fuel hazard by commercial thinning habitat types 1 and 2 with high fuel hazards and treating the activity fuels. 8) Treatment of all forest stands in habitat type 5 within ¼ mile of existing LSOG habitat that have moderate fuel hazard to reduce fuel loading. 9) Effectiveness monitoring of all treated sites.

Table S-1. Comparison of Alternatives				
Issue	Alternative A	Alternative B	Alternative C	Alternative D
Special Forest Products	<ul style="list-style-type: none"> • No collection of any Special Forest Products in the CSNM except for administrative or traditional native American gathering purposes 	<ul style="list-style-type: none"> • No collection of any Special Forest Products in the CSNM except for administrative or traditional native American gathering purposes 	<ul style="list-style-type: none"> • No commercial collection of any Special Forest Products • No public collection of plant material except casual collection of mushrooms/fungi, for personal use • Special use permits issued for administrative purposes or traditional native American gathering purposes • Firewood collection personal use allowed by permit only in slash decks • Collection of rock/gems for personal use only by permit in pre-designated sites 	<ul style="list-style-type: none"> • No commercial collection of any Special Forest Products • No public collection of plant material except casual collection of mushrooms/fungi, for personal use • Special use permits issued for administrative purposes or traditional native American gathering purposes • Firewood collection personal use allowed by permit only in slash decks and treatments areas where pre-designated trees are marked • Casual collection of rock/gems for personal use only by permit in pre-designated sites

Table S-1. Comparison of Alternatives

Issue	Alternative A	Alternative B	Alternative C	Alternative D
<p>Transportation System</p>	<p>The transportation plan would be similar to current management except for the specific roads listed below and map 30. These roads were closed to use by unauthorized vehicles as part of interim management.</p> <ul style="list-style-type: none"> • Closed Schoheim road (41-2E-10.1), except between the southwest section line of T.40S.,R.4E.,Sec.4 and the Copco road where it provides access to private property. • Closed Randcore Pass Road (40-4E-19.2) past the junction with road 40-4E-31.0 • Closed Skookum Creek road (40-2E-28 and 40-3E-27.2) past the junction with road 40-3E-27.1 • Closed road 41-2E-3.0 past the point where it crosses the Pacific Crest National Scenic Trail • Closed road 41-3E-9.0 past the barricade in T41S, R2 E, Section 9, SW1/4NW1/4 • Closed Lone Pine Ridge Road (40-3E-31) past the block in T40S, R3E Section 31 • Closed an un-numbered road which crosses the Oregon-California border at the section line between sections 7 and 18, T41S, R4E • Closed an un-numbered road which crosses the Oregon-California border at the south section line of Section 13, T41S, R2E 	<p>The transportation plan would be similar to the other alternatives except for the specific roads listed below and map 31</p> <ul style="list-style-type: none"> • Schoheim road (41-2E-10.1); the western portion would be closed and left to decommission naturally, the eastern portion would be closed for use by unauthorized vehicles except between the southwest section line of T.40S.,R.4E.,Sec.4 and the Copco road where it provides access to private property • Randcore Pass Road (40-4E-19.2) past the junction with road 40-4E-31.0 would be closed for use by unauthorized vehicles • Skookum Creek road (40-2E-28 and 40-3E-27.2) past the junction with road 40-3E-27.1 would be closed for use by unauthorized vehicles • Close the Pilot Rock access road (BLM #40-2E-33) where it intersects old Highway 99 with a gate to prevent vehicle access • Road 41-2E-9.0 past the barricade in T41S, R2E, Section 9, SW1/4NW1/4 would be closed and left to decommission naturally 	<p>The transportation plan would be similar to the other alternatives except for the specific roads listed below and map 32</p> <ul style="list-style-type: none"> • Schoheim road (41-2E-10.1); the western portion would be closed and mechanically decommissioned, the middle portion would be closed and left to decommission naturally, the eastern portion would be closed for use by unauthorized vehicles except between the southwest section line of T.40S.,R.4E.,Sec.4 and the Copco road where it provides access to private property. • Pilot Rock Road (41-2E-3.0) past the point where it crosses the Pacific Crest National Scenic Trail would be closed and mechanically decommissioned • Maintain Pilot Rock access road (BLM #40-2E-33) in current condition. • Randcore Pass Road (40-4E-19.2) past the junction with road 40-4E-31.0 would be closed for use by unauthorized vehicles • Skookum Creek road (40-2E-28 and 40-3E-27.2 Segment A) past the junction with road 40-3E-27.1 would be improved down to where Sections 36 (T.40S.,R.3E.) and 1 (T.41S.,R.3E) meet and closed to unauthorized vehicles between November 15 and April 1 of each year. • Skookum Cr. road past the common line of Sec. 36 (T.40S.,R.3E.) and Section 1 (T.41S.,R.3E) would be close to unauthorized traffic throughout the year. • Improve the Soda Mountain lookout road for extended season use and install a gate where spur road takes off to the lookout. 	<p>The transportation plan would be similar to the other alternatives except for the specific roads listed below and map 33</p> <ul style="list-style-type: none"> • Schoheim road (41-2E-10.1); most of the road would be closed and mechanically decommissioned, the eastern portion would be closed for use by unauthorized vehicles except between the southwest section line of T.40S.,R.4E.,Sec.4 and the Copco road where it provides access to private property. • Randcore Pass Road (40-4E-19.2) past the junction with road 40-4E-31.0 would be closed and mechanically decommissioned. • Skookum Creek road (40-2E-28 and 40-3E-27.2) past the junction with road 40-3E-27.1 would be improved and left open to the public throughout the year down to where Section 36 (T.40S.,R.3E.) and Section 1 (T.41S.,R.3E) meet. Skookum Creek road past where Section 36 (T.40S.,R.3E.) and Section 1 (T.41S.,R.3E) meet would be closed to unauthorized use and major portion of the road mechanically decommissioned. • Improve spur road in Section 21 (T.40S.,R.3E.) that ties back into the BLM 39-3E-32.3 road • Pilot Rock Road (41-2E-3.0) past the point where it crosses the Pacific Crest National Scenic Trail would be closed and mechanically decommissioned. • Improve the Pilot Rock road (BLM #40-2E-33&41-2E-3.0 before the PCNST) to allow all season use. This may include surface rock or surface rock plus oil.

Table S-1. Comparison of Alternatives

Issue	Alternative A	Alternative B	Alternative C	Alternative D
Transportation system (cont.)		<ul style="list-style-type: none"> • Lone Pine Ridge Road (40-3E-31) past the block in T40S, R3E Section 31 would be closed and left to decommission naturally • The un-numbered road which crosses the Oregon-California border at the section line between sections 7 and 18, T41S, R4E would be closed for use by unauthorized vehicles • The un-numbered road which crosses the Oregon-California border at the south section line of Section 13, T41S, R2E would be closed and left to decommission naturally. 	<ul style="list-style-type: none"> • Road 41-2E-9.0 (segments A&B) past the barricade in T41S, R2 E, Section 9, would be closed and mechanically decommissioned • Lone Pine Ridge Road (40-3E-31) past the block in T40S, R3E Section 31 would be closed and left to decommission naturally • The un-numbered road which crosses the Oregon-California border at the section line between sections 7 and 18, T41S, R4E would be closed for use by unauthorized vehicles • The un-numbered road which crosses the Oregon-California border at the south section line of Section 13, T41S, R2E would be closed and mechanically decommission. 	<ul style="list-style-type: none"> • Road 41-3E-9.0 past the barricade in T41S, R2 E, Section 9, SW1/4NW1/4 would be closed and mechanically decommissioned. • Lone Pine Ridge Road (40-3E-31) past the block in T40S, R3E Section 31 would be closed and mechanically decommissioned. • The un-numbered road which crosses the Oregon-California border at the section line between sections 7 and 18, T41S, R4E would be closed for use by unauthorized vehicles. • The un-numbered road which crosses the Oregon-California border at the south section line of Section 13, T41S, R2E would be closed and mechanically decommissioned.
Mechanized Recreation	<ul style="list-style-type: none"> • All forms of mechanized recreation are restricted to roads designated for public access • Snowmobiles are allowed on roads in the designated areas listed on map 53 	<ul style="list-style-type: none"> • All forms of mechanized recreation are restricted to roads designated for public access • No roads would be designated for snowmobile use thus the Monument would be closed to snowmobiles 	<ul style="list-style-type: none"> • All forms of mechanized recreation are restricted to roads designated for public access • Designating roads specifically for non-motorized mechanized recreation could be considered in the future • All BLM-administered roads in the north zone (map 42) of the Monument would be designated for snowmobile use except roads designated as closed or decommissioned 	<ul style="list-style-type: none"> • All forms of mechanized recreation are restricted to roads designated for public access • Designating existing roads or constructing new roads specifically for non-motorized mechanized recreation could be considered in the future • All BLM-administered roads in the Monument would be designated for snowmobile use except roads designated as closed or decommissioned

Table S-1. Comparison of Alternatives				
Issue	Alternative A	Alternative B	Alternative C	Alternative D
Non-mechanized Recreation	<ul style="list-style-type: none"> • Pacific Crest National Scenic Trail is the only designated trail • No new hiking trails would be constructed pending completion of the CSNM management plan • Hiking allowed throughout the CSNM • Camping allowed throughout CSNM • Campfires allowed throughout CSNM • No current restrictions on rock climbing • No current restrictions on hang gliding or para-sailing 	<ul style="list-style-type: none"> • No new hiking trails would be designated • No new trails would be constructed • Hiking in RNAs confined to existing roads/trails • No camping in monument except at designated campground (Hyatt Lake) and dispersed “no trace” camping along the PCNST • Campfires allowed only in existing gates/rings in Hyatt Lake campground • Technical rock climbing, hang gliding, or para-sailing is not allowed in the CSNM 	<ul style="list-style-type: none"> • The Pacific Crest National Scenic Trail is the only officially designated trail in CSNM. • Allows proposal of new hiking trail designation or construction in the future to be analyzed only within designated visitor use concentration zones (map 42) • Hiking in RNAs confined to existing roads/trails • Dispersed “no trace” camping allowed across entire monument except for the RNAs and structures in the Box-O ranch area • Organized Groups that have existing permits would be allowed to camp outside of designated campground (Hyatt Lake). Renewal of permit would be analyzed to ensure its consistency with protection of monument objects. No new applications for group camping would be accepted • Group camping would be allowed for administrative purposes • Campfires allowed within CSNM except the RNAs • Technical Climbing not allowed in the CSNM • Hang Gliding/Para-Sailing allowed in designated areas by permit only 	<ul style="list-style-type: none"> • The Pacific Crest National Scenic Trail is the only officially designated trail in CSNM. • Allows proposal of new trail designation or construction in the future to be analyzed across monument except in the WSA and RNAs • Hiking in RNAs confined to existing roads/trails • Dispersed “no trace” camping allowed across entire monument except for the RNAs and structures in the Box-O ranch area • Organized Groups that have existing permits would be allowed to camp outside of designated campground (Hyatt Lake). Renewal of permit would be analyzed to ensure its consistency with protection of monument objects. A limited number of new applications for group camping would be analyzed to ensure consistency with protection of monument objects • Group camping would be allowed for administrative purposes • Campfires allowed within CSNM except the RNAs • Technical Rock Climbing allowed on Pilot Rock only • Hang Gliding/Para-Sailing allowed in all areas of the monument except the WSA and RNAs

Table S-1. Comparison of Alternatives

Issue	Alternative A	Alternative B	Alternative C	Alternative D
<p>Recreational Animal Stock Use</p>	<ul style="list-style-type: none"> • Allowed throughout the CSNM except in RNAs • Commercial recreational animal stock use operations would not be considered in the CSNM until completion of management plan 	<ul style="list-style-type: none"> • Not allowed in the CSNM 	<ul style="list-style-type: none"> • Recreational animal stock use would be allowed for recreational purposes only (No commercial recreational animal stock use) • Not allowed in RNAs. • Number of stock per group would be 4 animals on overnight trips and 6 animals on day trips. • Animals can not overnight within 200 feet of waters edge (includes springs, seeps, and streams) • Activity not allowed in South Mgt. Zone (map 42) from Nov.15 to May 1 	<ul style="list-style-type: none"> • Not allowed in RNAs. • Number of stock per group would be 8 animals on overnight trips and 12 animals on day trips. • Animals can not overnight within 100 feet of waters edge (includes springs, seeps, and streams) • Animals should be fed weed free food at least 24 hours prior to entering the Monument • No requirement to furnish food for recreational animals stock, but if feed is furnished certified weed-free feed can be supplied • Commercial recreational animal stock use would not be allowed in WSA or RNAs • Only 3 special recreation permits for commercial recreational stock use would be issued each year. Permits would have specific restrictions that protect CSNM objects. • Permittees would be allowed only on pre-designated routes/camp sites with specific restrictions applied • Number of stock per commercial group would be 8 animals on overnight trips and 12 animals on day trips • Recreational commercial stock animals can not overnight within 200 feet of waters edge (includes springs, seeps, and streams) • Food for commercial stock animals must be brought in (No grazing) • Feed brought in to CSNM must be certified weed-free • Animals should be fed weed free food at least 24 hours prior to entering the Monument • Commercial recreational animal stock use activity is not allowed in South Mgt. Zone (map 42) from Nov.15 to May 1

Table S-1. Comparison of Alternatives

Issue	Alternative A	Alternative B	Alternative C	Alternative D
<p>Visitor Facilities</p>	<ul style="list-style-type: none"> • Use of existing visitor facilities: - BLM Medford District Office as official visit or center - BLM Hyatt Lake Recreation Complex as service center - Oregon Visitor Center in Ashland as service center • No parking off of roads except at designated sites • No new parking/trailhead facilities allowed only as needed for resource protection • New toilet facilities would constructed or furnished as needed for resource protection • Continue use and maintenance of existing signs/interpretive sites for protection monument objects and provide travel information • New interpretive sites could be developed consistent with monument objects protection • New signs would be installed only for protection of CSNM objects and public safety 	<ul style="list-style-type: none"> • Use of existing visitor facilities without improvements: - BLM Medford District Office as official visitor center - BLM Hyatt Lake Recreation Complex as service center - Forest Service in Ashland as service center • No parking off of roads except at designated sites • No new facilities would be designated or constructed • Maintain existing designated facilities which include: - Pilot Rock parking facility at Pacific Crest National Scenic Trail (PCNST) - Pilot Rock parking facility at Rock Quarry below PCNST - Soda Mtn. parking facility at PCNST - Porcupine Gap parking facility at PCNST - Horse Corrals at old Highway 99 - Hyatt Lake Recreation Complex • No new toilet facilities would constructed or furnished • Continue use and maintenance of existing signs/interpretive sites to protect monument objects and provide travel information • No new interpretive sites would be developed • New signs would be installed only for protection of CSNM objects 	<ul style="list-style-type: none"> • Improve/Alter existing facilities if necessary to accommodate visitors • Potential of development of visitor center facility in local community • No parking off of roads except at designated sites • Maintain existing designated parking and trailhead sites • Improve/Alter existing designated parking/trailhead sites in the recreation concentration zone (map 42) • Consider new parking/trailhead facilities only within recreation concentration zone • Temporary toilets would be provided where necessary for public health and safety • New permanent toilet could be constructed only in the Hyatt Lake Recreation complex • Continue use and maintenance of existing signs/interpretive sites for protection of monument objects and to provide travel information • Improvements/alterations of existing signs/interpretive sites could occur only in the recreation concentration zones within the north management zone (map 42) • New interpretive sites and/or signs could be developed, as needed, in the recreation concentration zones within north management zone for: - resource protection - provide travel information - provide educational information - provide for public safety • No new interpretive sites would be developed in the south management zone and new signs would be installed only for resource protection, navigation, and/or public safety 	<ul style="list-style-type: none"> • Improve/Alter existing facilities if necessary • Potential for acquisition of existing facility (pvt/coop/govt) for visitor center facility within CSNM • Potential of acquisition or construction of new visitor center facility in surrounding community • Potential for construction of new visitor center in the recreation concentration zone of CSNM • No parking off of roads except at designated sites • Maintain existing designated parking/trailhead sites • Improve/Alter existing designated parking/trailhead sites throughout CSNM • Consideration of new parking/trailhead facilities throughout CSNM • Toilet facilities would be maintained at existing sites which are at the Hyatt Lake Recreation Complex plus temporary toilets would be provided where necessary for public health and safety • New permanent toilet could be constructed only in the recreation concentration zone for public health and safety (map 42) • Continue use and maintenance of existing signs/interpretive sites for protection monument objects and provide travel information • Improve/Alter existing signs/interpretive sites as needed • New interpretive sites and/or signs could be developed as needed throughout the CSNM

Table S-1. Comparison of Alternatives				
Issue	Alternative A	Alternative B	Alternative C	Alternative D
Linear Rights-of-Way	<ul style="list-style-type: none"> • New Rights-of-Way (ROW) applications are accepted and analyzed • New facilities could be constructed in CSNM as long as they don't interfere with protection of resource and/or monument object(s) • New communication site proposals would be analyzed for consistency in protecting monument objects • New facilities could be built at existing communication sites with some VRM limitations 	<ul style="list-style-type: none"> • No new Rights-of-Way (ROW) except for valid existing rights (VER) • No new facilities constructed in CSNM • No new communication sites • No new additional facilities at existing communication sites 	<ul style="list-style-type: none"> • No new ROW except for VER • Allow limited construction of new utility facilities and alteration of existing utilities that meet Visual Resource Mgt. objectives and don't interfere with protection of objects in the monument • Maintenance of ROW consistent with protection of CSNM objects • No new communication sites • No new additional facilities at existing communication sites • Mitigate visual affects of existing communication sites 	<ul style="list-style-type: none"> • No new ROW except for Valid Existing Rights • Allow limited construction of new utility facilities and alteration of existing utilities that meet Visual Resource Management objectives and don't interfere with protection of objects in the Monument • Maintenance of ROW consistent with protection of CSNM objects • No new communication sites • New facilities could be built on existing communication site that meet VRM objectives • Develop a site specific management plan which addresses site efficiency and visual resources

Environmental Consequences

Analysis Assumptions and Guidelines

The following assumptions and guidelines were used to guide and direct the analysis of environmental consequences:

- The alternatives would be implemented substantially, as described in Chapter 3, including the Management Common To All Action Alternatives.
- The Bureau of Land Management would have sufficient funding and personnel to implement and enforce the plan.
- Current trends in recreation use would continue.
- The planning period for the analysis is the next 10 years at which time the BLM will evaluate the plan and make necessary adjustments. Short-term impacts are those that would occur during the first five years of plan implementation. Long-term impacts are those that would occur beyond the first five years.
- Specific actions to protect human life would be taken regardless of the management criteria in the plan alternatives.
- Livestock grazing in the Monument will continue at present levels (Alternative A) and will be governed by applicable laws and regulations. Once sufficient data is gathered from the study to determine impacts of livestock grazing on the objects of biological interest, a Plan amendment addressing livestock grazing activities would be completed.
- Research and monitoring would be fully funded.
- The Best Management Practices (Appendix AA) and Monument Aquatic Conservation Strategy (Appendix BB) are common to all action alternatives.
- Site specific NEPA analysis including required surveys would be accomplished before implementation of activities in the proposed alternatives.

Summary of Environmental Consequences

The following tables briefly summarize the effects of the proposed alternatives to important resources, processes or objects of the Cascade-Siskiyou National Monument. In most cases, summarizing only gives a broad overview of the effects to the important resources, processes or objects of the Monument. A complete analysis of the environmental consequences as a result of the proposed alternatives can be found in Chapter 4.

Table S-2. Comparison of Area Affected by Alternatives				
Activities	A	B	C	D
Potential Vegetation Treatments for Late-successional and Old-Growth Protection	0 acres	3,400 acres	7,800 acres	14,200 acres
Potential Vegetation Treatments for Diversity Emphasis	0 acres	0 acres	2,000 acres	2,000 acres
Potential Vegetation Treatments for Noxious Weed Management	3,000 acres	3,000 acres	3,000 acres	3,000 acres
Potential new trail construction for non-mechanized vehicles	0 miles	0 miles	0 miles	20 miles
Land available for communication sites	3 acres	3 acres	3 acres	3 acres
Miles of major utility corridors available	15 miles	15 miles	15 miles	15 miles
Number of property owners denied reasonable access to their property	0	0	0	0
Land under reciprocal Rights-of-Way agreement	30,260 acres	30,260 acres	30,260 acres	30,260 acres
Mechanical Decommission	0 miles	0 miles	24 miles	52 miles
Natural Decommission	0 miles	49 miles	28 miles	6 miles
Improve Drainage and Block Road to the Public	77 miles	28 miles	21 miles	12 miles
Improve Road and Leave Open	0 miles	3 miles	0 miles	3 miles
Block Road to Public	0 miles	3 miles	4 miles	7 miles
Miles of BLM managed roads open and maintained for public use	174 miles	168 miles	174 miles	171 miles

Table S-3. Comparison of Impacts of the Proposed Alternatives			
Alternative A	Alternative B	Alternative C	Alternative D
Cultural Resources			
<p>Interim road closures of over seventy miles has limited access and disturbance to most cultural sites.</p> <p>No vegetation management results in minimal disturbance to sites.</p> <p>Increase in visitation as a result of Monument designation has resulted in unauthorized collecting of artifacts.</p> <p>Dispersed grazing does not have an affect on archeological resources.</p>	<p>Closure of about 30 miles of road and natural decommission of about 50 miles further limits site disturbance.</p> <p>Minimal amount of vegetation management results in small potential of disturbance to sites.</p> <p>Increase in visitation as a result of Monument designation has resulted in unauthorized collecting of artifacts.</p> <p>Dispersed grazing does not have an affect on archeological resources.</p>	<p>Closure of 25 miles of road and natural decommission of 28 miles limits site disturbance. Mechanically decommissioning 24 miles of road increases potential of disturbing sites.</p> <p>Moderate amount of vegetation management increases potential for site disturbance although minimal use of mechanical equipment lowers risk of disturbance.</p> <p>Increase in visitation as a result of Monument designation has resulted in unauthorized collecting of artifacts.</p> <p>Dispersed grazing does not have an affect on archeological resources.</p>	<p>Closure of 19 miles of road and natural decommission of 6 miles limits site disturbance. Mechanically decommissioning 52 miles of road greatly increase risk of site disturbance.</p> <p>Moderate amount of vegetation management using heavy equipment has highest potential for site disturbance.</p> <p>Increase in visitation as a result of Monument designation has resulted in unauthorized collecting of artifacts.</p> <p>Dispersed grazing does not have an affect on archeological resources.</p>

Table S-3. Comparison of Impacts of the Proposed Alternatives

Alternative A	Alternative B	Alternative C	Alternative D
Soils			
<p>Interim road closure of about 77 miles of natural surface roads has decreased surface disturbance and erosion. Erosion rates on closed roads will remain above natural levels. Existing roads that are open for all season use receiving very minimal maintenance resulting in degradation of road surface and ditch lines and increased erosion rates.</p> <p>No vegetation treatments results in no increase in surface disturbance short-term but risk of catastrophic fire increases which could result in very high soil erosion rates.</p>	<p>Closure of about 30 miles of natural surface roads decreases surface disturbance and erosion. Erosion rates on closed roads will remain above natural levels. Pulling culverts and installing natural drainage facilities to 49 miles of natural decommission roads will result in short-term increase in erosion rates but long-term decrease in erosion rates as these areas return to near natural erosion rates.</p> <p>Minimal vegetation management would result in limited surface disturbance and slight increase in short-term erosion rates. Has slight affect on reducing fire hazard long-term.</p>	<p>Closure of 25 miles of road limits soil surface disturbance and decreases existing erosion rates. Erosion rates would continue to be slightly above natural rates long-term. Natural decommissioning of 28 miles of road will result in short-term increase in erosion rates but long-term decrease in erosion rates as these areas return to near natural erosion rates. Mechanically decommissioning 24 miles of road increases short-term erosion rates but long-term erosion rates would return to near natural levels.</p> <p>Vegetation manipulation of approximately 7,000 acres for fuel hazard reduction and another 2,000 for diversity management would increase erosion rates slightly short-term but decreases risk of catastrophic fire thus reducing very high long-term erosion rate increases.</p>	<p>Closure of 19 miles of road limits soil surface disturbance and decreases existing erosion rates. Erosion rates would continue to be slightly above natural rates long-term. Natural decommissioning of 6 miles of road will result in short-term increase in erosion rates but long-term decrease in erosion rates as these areas return to near natural erosion rates. Mechanically decommissioning 52 miles of road increases short-term erosion rates but long-term erosion rates would return to near natural levels.</p> <p>Vegetation manipulation of approximately 14,000 acres for fuel hazard reduction and another 2,000 for diversity management would increase erosion rates slightly short-term but decreases risk of catastrophic fire thus minimizing the risk of very high long-term erosion rate increases. Use of heavy equipment would have moderate short term negative effects and moderate positive long-term effects.</p>
Aquatic & Riparian Habitat			
<p>Slight decrease in sediment from closing roads.</p> <p>Maintain hazardous fire conditions.</p>	<p>Short-term moderate decrease in sediment from closing and decommissioning roads.</p> <p>Long-term effects are: Slow recovery of naturally decommissioned roads resulting in above natural level sedimentation rates for a longer period of time. - Improved CWD recruitment, lower water temperatures, increase in humidity as a result of an acceleration toward late-successional characteristics in riparian areas. - Reduced fire hazard resulting in decrease risk of catastrophic disturbance in riparian areas.</p>	<p>Short-term negative effects from potential sediment pulses from road decommissioning but improved condition of seeps and springs.</p> <p>Long-term faster recovery of decommissioned roads resulting in sedimentation rates returning to natural levels within a few years after decommissioning. - Reduced fire hazard resulting in decrease risk of catastrophic disturbance in riparian areas.</p>	<p>Short-term negative effects from potential sediment pulses from road decommissioning but improved condition of seeps and springs.</p> <p>Long-term faster recovery of decommissioned roads resulting in sedimentation rates returning to natural levels within a few years after decommissioning. - Reduced fire hazard resulting in decrease risk of catastrophic disturbance in riparian areas.</p>

Table S-3. Comparison of Impacts of the Proposed Alternatives			
Alternative A	Alternative B	Alternative C	Alternative D
Hydrological Processes			
<p>Low to moderate short-term negative effects on Peak flow as 174 miles of existing roads has increased surface run-off over natural rates but minimal areas of ground disturbance and vegetation removal is occurring in transient snow zones.</p> <p>Low to moderate negative short-term affects on summer low flow resulting from water withdrawals.</p> <p>Cumulative effects are low to moderate on Peak flow as vegetation in transient snow zone area matures but the risk of catastrophic fire increases.</p> <p>Cumulative effects on summer low stream flow is low as little change in water withdrawal is anticipated.</p> <p>Low to moderate short and long term negative effects on water quality parameters are minimal as existing roads keep turbidity rates slightly over natural rates. Riparian vegetation is maturing but having little affect on reducing high summer temperature that results in low dissolved oxygen.</p> <p>Bacteria/Pathogens currently found in many streams.</p>	<p>Low to moderate short-term negative effects on Peak flow as amount of proposed vegetation treatments is not enough to have discernable increase. The positive effects of naturally decommissioning roads will not be realized in the short-term.</p> <p>Low to moderate negative short-term affects on summer low flow resulting from water as withdrawals do not decrease.</p> <p>Cumulative effects are low to moderate on Peak flow as vegetation in transient snow zone area matures and small amount of vegetation treatments proposed does not decrease the risk of catastrophic fire.</p> <p>Cumulative effects on summer low stream flow is low as little change in water withdrawal is anticipated.</p> <p>Low to moderate short and long term negative effects on water quality parameters are minimal as existing roads have turbidity rates slightly over natural rates. Riparian vegetation maturing but little affect on reducing high summer temperature that results in low dissolved oxygen. Vegetation treatments have negligible impact on water quality.</p> <p>No proposed actions to reduce Bacteria/Pathogens found in many streams.</p>	<p>Low to moderate short-term negative effects on Peak flow as amount of proposed vegetation treatments does not decrease soil infiltration rates and does not increase runoff potential. Mechanical Decommissioning of 24 miles of road will increase infiltration rates and lower runoff.</p> <p>Low to moderate negative short-term affects on summer low flow resulting from water as withdrawals do not decrease and effects of riparian enhancement projects are not discernable.</p> <p>Cumulative negative effects are low to moderate on Peak flow as vegetation in transient snow zone area matures and vegetation treatments lower fire hazard rating and slightly decreases the risk of catastrophic fire.</p> <p>Cumulative effects on summer low stream flow is low as little change in water withdrawal is anticipated.</p> <p>Low to moderate short and long term negative effects on water quality parameters as 24 miles existing roads will be mechanically decommissioned slightly increasing turbidity rates existing rates. Existing vegetation maturing but will have little effect on reducing high summer temperature that results in low dissolved oxygen. Sediments from vegetation treatments slightly increase turbidity.</p> <p>No proposed actions to reduce Bacteria/Pathogens found in many streams.</p>	<p>Low to moderate short-term negative effects on Peak flow as amount of proposed vegetation treatments does not decrease soil infiltration rates and does not increase runoff potential. Mechanical Decommissioning of 52 miles of road will increase infiltration rates and lower runoff.</p> <p>Low to moderate negative short-term affects on summer low flow resulting from water as withdrawals do not decrease and effects of riparian enhancement projects are not discernable.</p> <p>Cumulative negative effects are low to moderate on Peak flow as vegetation in transient snow zone area matures and vegetation treatments lower fire hazard rating and moderately decreases the risk of catastrophic fire.</p> <p>Cumulative effects on summer low stream flow is low as little change in water withdrawal is anticipated.</p> <p>Low to moderate short and long term negative effects on water quality parameters as 52 miles existing roads will be mechanically decommissioned slightly increasing turbidity rates existing rates. Existing vegetation maturing but little effect on reducing high summer temperature that results in low dissolved oxygen. Sediments from vegetation treatments slightly increase turbidity.</p> <p>No proposed actions to reduce Bacteria/Pathogens found in many streams.</p>

Table S-3. Comparison of Impacts of the Proposed Alternatives

Alternative A	Alternative B	Alternative C	Alternative D
Terrestrial Wildlife			
<p>Essentially no habitat manipulation or fuels reduction treatment thus no immediate short term effects to wildlife habitat.</p> <p>In the long term, the continuing problem of increasing fire hazard due to fuels build-up in both early- and late-successional habitats as large tree mortality associated with excessive stand density in conifer stands continues.</p> <p>Early-successional associated species would generally not benefit in the short- or long-term as brush fields are becoming decadent and unproductive, oak woodlands are being encroached upon by conifers and brush and this alternative does nothing to reverse these trends.</p>	<p>Long- and short-term effects of this alternative on wildlife are expected to be very similar to those described under Alternative A except slight decrease in hazard fuel reduction.</p> <p>Early-successional associated species would generally not benefit in the short- or long-term as brush fields are becoming decadent and unproductive, oak woodlands are being encroached upon by conifers and brush and this alternative does nothing to reverse these trends.</p> <p>Treating 2,346 acres of young stands would have no negative effect on late-successional associated species.</p>	<p>Fuel reduction measures and silvicultural treatments in the type 5 stands could temporarily reduce the canopy closure to the point that the treated stands (839 acres) no longer function in the short term as dispersal habitat for Northern Spotted Owls</p> <p>Fuel reduction treatments could have slight short-term negative effects on the suitability of the forest stands in the short-term (5-10 years) for late-successional species as forest canopy is opened up reducing dispersal habitat.</p> <p>Late-successional habitat associated species would benefit long-term as a result of this alternative because 3,185 acres of stands with potential to become late-successional habitat (types 3 and 5) would be treated with that goal in mind.</p> <p>Early-successional species would benefit from treatments in these stands. Forage availability for a variety of species would be increased, and the loss of early-successional habitat to the process of succession would be slowed.</p>	<p>Fuel reduction measures and silvicultural treatments in the type 5 stands could temporarily reduce the canopy closure to the point that the treated stands (7,239 acres) are no longer function in the short term as dispersal habitat for Northern Spotted Owls but would increase the rate of development of late-successional stand characteristics in the long term.</p> <p>Treatment of about 1,770 of mature forest stands with high fuel hazard would result in a decrease late-successional habitat quality in the short-term due to loss of canopy closure and stand complexity but long term positive effects as desired long-term stand development and fire protection objectives are met.</p> <p>Same effects to early-successional habitat associated species as Alternative C but on a slightly larger scale across the landscape.</p>

Table S-3. Comparison of Impacts of the Proposed Alternatives			
Alternative A	Alternative B	Alternative C	Alternative D
Vegetation			
<p>Alternative does not allow for the development of a fire maintenance program that would lower the fire hazard in grasslands.</p> <p>Non-native annual grass invasion within the CSNM is likely to continue.</p> <p>Encroachment of shrub and conifers would continue decline of meadows and woodlands.</p> <p>Not converting previous irrigated pastures to dryland species will continue decline of vegetation condition.</p> <p>Young forest stands will develop into dense slow growing and fire prone stands of pine or mixed conifer.</p> <p>Mature forest stands will grow slowly within residual groups of larger trees left from previous logging.</p> <p>No significant direct or indirect effects will occur to sensitive plants from alternative; existing populations will continue to exist and be exposed to natural random events.</p>	<p>Alternative does not allow for the development of a fire maintenance program that would lower the fire hazard in grasslands.</p> <p>Non-native annual grass invasion within the CSNM is likely to continue.</p> <p>Encroachment of shrub and conifers would continue decline of meadows and woodlands.</p> <p>Not converting previous irrigated pastures to dryland species will continue decline of vegetation condition.</p> <p>Young forest stands will develop into dense slow growing and fire prone stands of pine or mixed conifer.</p> <p>Mature forest stands will grow slowly within residual groups of larger trees left from previous logging.</p> <p>No significant direct or indirect effects will occur to sensitive plants from alternative; existing populations will continue to exist and be exposed to natural random events.</p>	<p>Prescribed fire is a useful tool in former grasslands currently invaded by shrubs.</p> <p>Applications of prescribed fire, defoliation treatments, and herbicides could favor the native herbaceous component and retard the condition decline of meadows and woodlands.</p> <p>Restoration of irrigated pasture improve condition of vegetation communities.</p> <p>Ninety percent of young conifer stands would be thinned which would enhance tree growth and reduce wildfire hazard.</p> <p>Fifteen percent of mature conifer stands would be thinned noncommercially and underburned reducing fire hazard and increasing growth of remaining trees.</p> <p>Approximately 839 acres of middle-aged conifer stands would be commercially and/or non-commercially thinned as groups of dense trees would be thinned from below resulting in accelerated growth of remaining vegetation and reduction in fire hazard.</p> <p>Potential to adversely affect localized sensitive plant species and small populations of rare plants, mostly from direct physical impacts. Cumulative effects are low to moderate as disturbance is increased.</p>	<p>Prescribed fire is a useful tool in former grasslands currently invaded by shrubs. Use of heavy equipment will enhance the spacial and temporal effectiveness of prescribed fire.</p> <p>Applications of prescribed fire, defoliation treatments, and herbicides could favor the native herbaceous component and retard the condition decline of meadows and woodlands. Use of heavy equipment will enhance the spacial and temporal effectiveness.</p> <p>Restoration of irrigated pasture improve condition of vegetation communities. Heavy equipment will accelerate conversion process but may increase potential of noxious weed spread.</p> <p>Ninety percent of young conifer stands would be thinned which would enhance tree growth and reduce wildfire hazard.</p> <p>Fifteen percent of mature conifer stands would be thinned noncommercially and underburned reducing fire hazard and increasing growth of remaining trees.</p> <p>Approximately 7,239 acres of middle-aged conifer stands would be commercially and/or non-commercially thinned as groups of dense trees would be thinned from below resulting in accelerated growth of remaining vegetation and reduction in fire hazard.</p> <p>Potential to adversely affect localized sensitive plant species and small populations of rare plants, mostly from direct physical impacts. Cumulative effects are moderate as disturbance is increased from heavy equipment.</p>

Table S-3. Comparison of Impacts of the Proposed Alternatives			
Alternative A	Alternative B	Alternative C	Alternative D
Wildfire Suppression			
<p>No reduction in fuel loading results in continued increase in fire hazard which would decrease wildfire suppression effectiveness.</p> <p>Temporary road closures slightly impairs access of initial attack forces. All existing roads that were identified by ODF that are critical for suppression needs in the area south Soda Mountain, Pilot Rock, and Keene Ridge would be available for fire suppression efforts.</p>	<p>Small amount of fuel reduction results in small decrease in fire hazard slightly increasing wildfire suppression effectiveness.</p> <p>Natural decommissioning of 49 miles of road that were temporarily closed. All existing roads that were identified by ODF that are critical for suppression needs in the area south Soda Mountain, Pilot Rock, and Keene Ridge would be available for fire suppression efforts.</p>	<p>Moderate amount of fuel reduction results in decrease in fire hazards further increasing wildfire suppression activities.</p> <p>Mechanical decommission of 24 miles of road does not change effects on initial attack activities but could slightly hamper extended attack efforts in the long term. All existing roads that were identified by ODF that are critical for suppression needs in the area south Soda Mountain, Pilot Rock, and Keene Ridge would be available for fire suppression efforts.</p> <p>Improvements would be done on the Skookum Creek road and the Soda Mountain lookout road which could increase response time to fires. This would be a positive impact to suppression efforts.</p>	<p>Moderate amount of fuel reduction results in decrease in fire hazards further increasing wildfire suppression activities.</p> <p>Mechanical decommission of 52 miles of road does not change effects on initial attack activities but could hamper extended attack efforts in the long term. All existing roads that were identified by ODF that are critical for suppression needs in the area south Soda Mountain, Pilot Rock, and Keene Ridge would be available for fire suppression efforts.</p> <p>Improvements would be done on the Skookum Creek road and the Soda Mountain lookout road which could increase response time to fires. This would be a positive impact to suppression efforts.</p> <p>Existing system that runs from Keene Ridge through Agate Flat to the Copco road. The roads that allow important tie route to occur are the Skookum Creek road which runs from Keene Ridge to the Schoheim road in the Agate flat area which then ties into the Copco road. This Alternative would decommission the lower 1½ miles of the Skookum Creek road which would in effect block this tie system which could moderately affect initial attack efforts in that area.</p>
Transportation System			
<p>All motorized and non-motorized mechanized travel is prohibited on the Schoheim road (BLM road 41-2E-10.1) and temporarily restricted on approximately 77 miles of roads. Approximately 174 miles of road open and maintained.</p>	<p>All motorized and non-motorized mechanized travel is prohibited on the Schoheim road (BLM road 41-2E-10.1) and approximately 49 miles of roads will be naturally decommission and 28 miles will be remain under temporary closure. Approximately 168 miles of road open and maintained.</p>	<p>All motorized and non-motorized mechanized travel is prohibited on the Schoheim road (BLM road 41-2E-10.1) and approximately 28 miles of roads will be naturally decommission, 24 mechanically decommissioned and 21 miles will be remain under temporary closure. Approximately 174 miles of road open and maintained.</p>	<p>All motorized and non-motorized mechanized travel is prohibited on the Schoheim road (BLM road 41-2E-10.1) and approximately 6 miles of roads will be naturally decommission, 52 miles mechanically decommissioned and 12 miles will be remain under temporary closure. About 3 miles of road will be improved and added to the approximately 171 miles of road open and maintained.</p>

Table S-3. Comparison of Impacts of the Proposed Alternatives			
Alternative A	Alternative B	Alternative C	Alternative D
Recreational Use			
<p>Slight negative effect on mechanized vehicle users particularly motorized OHVs as Schoheim road is permanently closed and other roads temporarily closed. No off designated road use by any mechanized vehicle.</p> <p>No allowance for additional roads/trails for mechanized vehicles is slight negative affect as approximately 174 miles currently available.</p> <p>No new hiking trails established is a negative impact.</p> <p>No effect on camping from present situation.</p> <p>No commercial permits established for commercial recreational horseback use thus no effect.</p>	<p>Slight negative effect on mechanized vehicle users particularly motorized OHVs as Schoheim road is permanently closed and other roads temporarily closed or naturally decommissioned. Three mile of road would be re-opened. No off designated road use by any mechanized vehicle.</p> <p>No allowance for additional roads/trails for mechanized vehicles is slight negative affect as approximately 171 miles available.</p> <p>No new hiking trails established and hiking confined in RNAs is a slight negative impact.</p> <p>Moderate negative impact to campers as camping only allowed at Hyatt Lake Recreation complex.</p> <p>No recreational use of horses in the Monument causes moderate negative effect hunters and recreational riders.</p> <p>No commercial permits for commercial recreational horseback use slight negative effect on riders and hunters.</p>	<p>Slight negative effect on mechanized vehicle users particularly motorized OHVs as Schoheim road is permanently closed and other previously closed roads are permanently closed or naturally decommissioned (52 miles).No off designated road use by any mechanized vehicle.</p> <p>Additional roads could be designated for mechanized vehicle use which has a slight positive impact.</p> <p>Allows for new hiking trail designation or construction in the visitor use zone is slight positive effect to hikers.</p> <p>Slight impact to campers as dispersed camping allowed anywhere except RNAs and structures at Box O ranch.</p> <p>Allows recreational horse use (with restrictions) across the Monument except RNAs which is a slight negative effect.</p> <p>Limited permits allowed for commercial recreational horseback use slight positive effect on tourist.</p>	<p>Slight negative effect on mechanized vehicle users particularly motorized OHVs as Schoheim road is permanently closed and other previously closed roads are permanently closed or naturally decommissioned (77 miles). Three mile of road would be re-opened. No off designated road use by any mechanized vehicle.</p> <p>Allows for new designations and new construction for mechanized recreation which is the least restrictive of the alternatives.</p> <p>Allows for new hiking trail designation or construction any where in Monument but RNAs is slight positive effect to hikers.</p> <p>Slight impact to campers as dispersed camping allowed anywhere except RNAs and structures at Box O ranch.</p> <p>Allows recreational horse use (with restrictions) across the Monument except RNAs which is a slight negative effect.</p> <p>Limited permits allowed for commercial recreational horseback use slight positive effect on tourist.</p>
Land Use Authorizations			
<p>Existing authorizations renewed upon request and review relates to minimal effects.</p> <p>No effects on access to private property.</p>	<p>Moderate negative effects to electrical and communication industry as no new application accepted. Only existing permits renewed.</p> <p>No effects on access to private property.</p>	<p>Moderate negative effects to electrical and communication industry as no new application accepted. Only existing permits renewed.</p> <p>No effects on access to private property.</p>	<p>Slight positive effects to electrical and communication industry as new application accepted for facilities at existing sites.</p> <p>No effects on access to private property.</p>
Minerals			
<p>Negligible effects as mineral potential of area low.</p> <p>Approved projects would have to mitigate potential damage to aquatic resources, stream channels, and riparian habitat. If mitigation was not possible, the project would not be approved.</p>	<p>Negligible effects as mineral potential of area low.</p> <p>Potential adverse environmental impacts associated with extraction of common mineral varieties from inside the Monument would be avoided under this Alternative.</p>	<p>Negligible effects as mineral potential of area low.</p> <p>Approved projects would have to mitigate potential damage to aquatic resources, stream channels, and riparian habitat. If mitigation was not possible, the project would not be approved.</p>	<p>Negligible effects as mineral potential of area low.</p> <p>Approved projects would have to mitigate potential damage to aquatic resources, stream channels, and riparian habitat. If mitigation was not possible, the project would not be approved.</p>

