

UPPER DESCHUTES RESOURCE MANAGEMENT PLAN

TRANSPORTATION TEAM

May 21, 2002
10 AM – 3 PM
Prineville BLM Office

Members Present: Phil Paterno, Mollie, Ray Hartwell, Darrell Pieper, Brian Ferry, Mark DeVoney, Alan Keller, ML Norton, Libby Johnson, Laren Wooley, Bill Zelenka, Clay Penhollow, Kate Kimball, John Pewther, Larry Zakrajsek.

Leaders of Other Teams: Steve Castillo, Bill Dean, Greg Currie, Teal Purrington, Ron Wortman

Facilitator: Terry Morton

Introductions, Agenda Review, Interests & Ground Rules

Summary of Alternatives (see handouts)

Clarifying Questions & Responses

1. On the first map, "Buffers" refer to fire management for Wildland Urban Interface zones, not to Old Growth Juniper.

Recommendations:

Ecosystem:

- Ecosystem Common to All "No Net Loss" is troubling if it would limit cutting invasive juniper, appropriate thinning, or established rights of way – Clarify definition;
- Define "Threatened & Endangered"
- Wildlife Alternative 2: Add Reservoir South
- New rights of way must be surveyed if in bald eagle habitat – if eagle nest is found, decision will require permit of Fish & Wildlife Service
- Concern about 1-2 mile buffer around corridor being too restrictive
- Want to see winter roost sites in Wildlife section (especially Prineville Reservoir) in Common to All

- Deer & antelope winter range – be consistent with ODF&W, State County definitions
- “Maintain & improve” winter range – specify management activities
- Common to All #5: Spur roads not needed would be closed – rehab effort, seed, etc.
- Support of “No Net Loss” idea
- Winter range: BLM recognize State & County incentives assist in mitigation
- Add Common to All: Vegetation within power corridors will be managed for low-growing plant communities
- Winter ranges are ever-changing; need adaptability in management plan (“no net gain”!)
- Fire: if special habitats are taken out, No Net Loss wouldn’t apply – specify

Recreation:

- Designation not based simply on use (user-defined); signed or part of official BLM transportation system
- Want to get legal public access to Powell Butte – park & walk – closed to motorized use (Will motorized access increase motorized use?)
- Define “road,” “trail,” & blue +s on map
- Add to Common to All: open public process to decide how to close each trail – 2nd tier of planning
- Recreation Alternatives are based on contained areas, not regional linkages (Alternative 3—to reduce use); other Alternatives may require land acquisition to provide regional linkages
- All except 3 provide for regional trail linkages – all may require additional land acquisition
- Need to enforce (reliance on partners/community members) (physical controls); intent clear; signage Common to All

Land Use:

- Fence standards

Transportation:

- Alternative 2: "Lease management," yet no new roads (seems restrictive) confusing combination; think of it as "Lease Change" or "Status Quo" – relying on existing road network, not granting discretionary rights of way
- Alternative 2 would restrict additional roads S of Redmond & be inadequate for future growth
- Alternative 2 Transportation Alternative inconsistent with other areas' Alternative 2
- Maintain status quo in terms of *process*, delete "no new roads" or say "new roads only if. . ."
- Between railroad & Hwy 97 should be in all Alternatives (refer to Mark's written comments)
- Not designating additional major transmission corridors won't accommodate growth (ML & Libby will talk with Phil & Mollie); Western Regional Corridor Study not necessarily adequate now; identify future potential corridor sites; focus on gas corridor line; "needs of local utility companies to provide for growth"; define "major"
- Support for leaving it as written, provides sufficient flexibility
- Common to All #7: Delete "discretionary"
- Define "No Net Loss" clearly
- Concern that No Net Loss is Common to All; too restrictive; should be left out of at least 1-2 Alternatives
- No Net Loss OK as is
- West Butte Road should not be in all of 3-6 (especially not 3 & 6)
- Want to be sure we/BLM are reasonable about mitigation measures for No Net Loss (degree of impact considered)
- Alternative 4, Paragraph 1: be honest about trading off Land Use & Natural Resource values for the sake of Recreation
- Concern that there is no alternative that doesn't extend road S of Prineville
- 19th Street & vacating legacy roads should be extended through 5 & 6
- Alternative 5: "surfaced & maintained" extremely expensive
- ATVers won't stay on gravel roads → off road, user-defined, increased conflict
- Specify that Backcountry byways will use existing roads (Alternative 5) & eliminate other roads

Goal: Group agreement & recommendations on Range of Alternatives

Process: The Intergovernmental Team is meeting on May 30 to review & evaluate the Alternatives presented to the Issue Teams, as well as the recommendations of each Team. The All-Team meeting will occur on June 6, & their recommendations will be forwarded to the Provincial Advisory Committee (PAC) for review in mid-June. Based on the PAC's conclusions, BLM staff will conduct an Environmental Impact Survey (EIS) this summer to assess impacts and assist in further evaluation of Alternatives. Issue Teams will be called together in September to review the findings and make recommendations.

Action Items: All members may send any additional comments by e-mail to Phil (philip_paterno@or.blm.gov) by Friday, May 24, 4:30 PM. He will forward them to all Team members. Copy it to Mike Williams (mike_williams@blm.gov.org) and he will include them in a packet to the members of all the teams to be sent on May 31. Comments submitted after that time will wait until the June 6 meeting.

Reminder: All-Team Meeting June 6, Eagle Crest Resort, 9am – 3pm.

Meeting Evaluation:

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<ul style="list-style-type: none">• Good decision to limit input from other Teams & focus on Transportation• Recreation Team input very good & important to this Team's work• Good to get all other groups' input/ context	<ul style="list-style-type: none">• June 6: Highlight changes in document (e.g., Utilities, Millican Road)• Common to All – All Issues: elimination of closed roads• 5/30: Mylar overlays for each Team onto Recreation maps