



Bear River Watershed Council

Conservation Leaders in the Bear River Basin

2005

Report to the Logan Ranger District





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Conservation Leaders in the Bear River Basin

The Bear River Watershed Council's Mission is to:

Protect, restore, and sustain the ecosystem health and the biological diversity of the conservation corridor of the Bear River watershed. The corridor is a critical wildlife link between the northern and southern Rocky Mountains passing through southern Idaho and northern Utah.

Our Objectives:

Provide a consistent and united voice to protect of the conservation corridor, its wildlife habitats, and biological diversity through grassroots participation and;

Educate the public, public officials, and land agencies about the threats to the watershed and the conservation corridor and;

Involve volunteers with on-the-ground activities that fulfill our mission and;

Provide support to the appropriate land management agencies to facilitate long-term, ecologically-based management practices.

Our Vision:

The Bear River Watershed Council is committed to 1) the education of the public over the need to protect our watershed, and 2) the involvement of local citizens in proactive on-the-ground measures that support land management agencies mandated to watershed protection. In the process we will improve and protect forest habitats within the watershed while making them more diverse and sustainable for all users and generations to come.

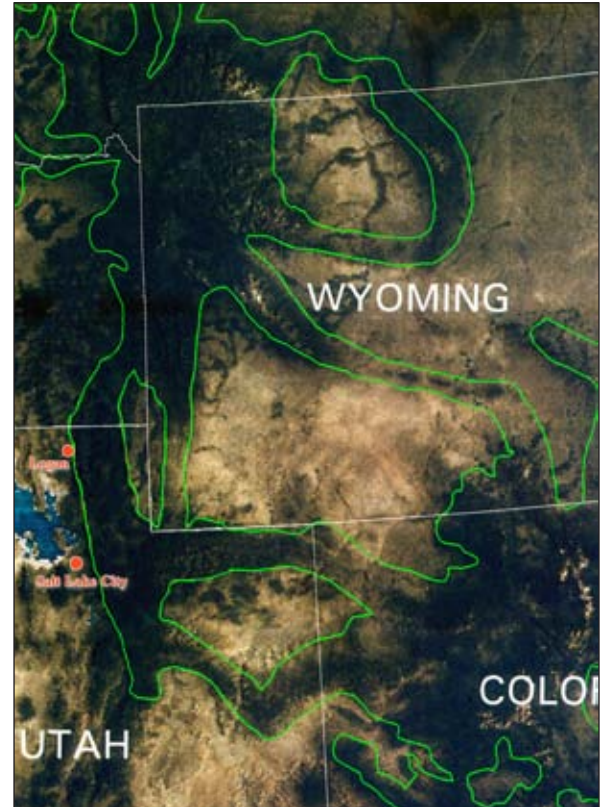


Illustration based on original mapping by the U.S. Forest Service. The green lines represent the forest and vegetative communities that comprise the corridor links connecting the northern and southern Rocky Mountains.

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What is the Bear River Watershed?

The Bear River watershed begins in the high country of Utah in the Uinta Mountains. The Bear River then travels through southwest Wyoming, southeast Idaho and ends its journey back in Utah draining into the Great Salt Lake. During its journey the Bear River slices through the Bear River Mountain range known for its regionally-important conservation corridor that links the northern and southern Rocky Mountains.



From the headwaters in the Uinta Mountains to...



the Bear River Migratory Bird Refuge and Great Salt Lake

What is the Conservation Corridor?

One major component of the Bear River watershed is the mountain range known as the Bear River Mountains, located in northern Utah and southern Idaho. This relatively narrow tract of Forest Service land is part of the Wasatch-Cache National Forest (WCNF) and the Caribou-Targhee National Forest (CTNF) and is a key component of the western United States, biological corridor system. Corridors are areas that remain largely undisturbed or unfragmented, providing important migration links between critical zones of habitat for both plants and animals. These migration pathways are essential for the viability and persistence of species diversity and ecosystem health.

The corridor created by the WCNF along with the CTNF is an 18-mile-wide “critical choke point” that offers the ONLY major link for species migration between the northern and southern Rockies—specifically, the Greater Yellowstone ecosystem, Utah’s High Uintas Wilderness Area, and the state of Colorado. In the 1960s the theory of species isolation known as ‘island biogeography’ was established and scientists have been recommending landscape connectivity to reduce the effect of habitat isolation and ensure species migratory mobility and genetic diversity.

The WCNF Final Environmental Impact Statement and Revised Plan recognized the corridor as “regionally significant” and crucial for the protection of boreal species such as the lynx including for the “larger bodied mammals that are capable of dispersing across many miles.”¹

When human development such as industrial extraction, recreation, and road building limits genetic diversity by habitat fragmentation, species begin disappearing at alarming rates. Restoring linkage corridors at both the local and regional levels is critical to ensuring the long-term health of the watershed and the diverse species that depend upon it.

The Problem

Off-Highway Vehicles (OHVs) have become a major problem for America's public lands causing substantial damage to wild, fragile ecosystems and significant conflicts with non-motorized users. In particular, the vast acreage of beautiful, wild, public land in Utah is attracting a rapidly-growing number of OHV users with little effective restriction on where they can travel.

Recent years have seen OHV sales dramatically increase throughout Utah, with state registration for OHVs and dirt bikes up a startling 294% in just five years. Nationally, the number of OHV users climbed sevenfold in the last 30 years—from five million in 1972 to 36 million in 2000. Statistics show OHV users account for about 1.8 million or 5% of visitors to national forests.

The rapidly increasing power of OHVs has given these vehicles access to previously inaccessible backcountry. OHV management is an acknowledged priority for federal land management agencies such as the U.S. Forest Service (USFS), but the administration and agencies lack effective OHV monitoring procedures and have not allocated sufficient resources to collecting data on use and impacts.

Moreover, a firm policy on how to handle OHV abuses is generally lacking, and where regulations do exist, the agency often does not have the resources to follow its own rules and policies.

Chief Dale Bosworth said, "At one time, we didn't manage the use of off-highway vehicles, either. OHVs are a great way to experience the outdoors, and only a tiny fraction of the users leave lasting traces by going cross-country. But the number of people who own OHVs has just exploded in recent years. In 2000, it reached almost 36 million. Even a tiny percentage of impact from all those millions of users is still a lot of impact. Each year, we get hundreds of miles of what we euphemistically refer to as "unplanned roads and trails."



OHV use climbed 294% in 5 years



Hill climbing in Providence Canyon.



Trash is becoming a serious problem and represents a minority of users uncaring attitude.

Our Solution: Project MUD

What is Motorized Use Data Project (MUD)?

Project MUD is a grassroots and volunteer based data collection and monitoring project for Off-Highway Vehicle (OHV) impacts to the Wasatch-Cache National Forest (WCNF) in northern Utah. Using a field monitoring protocol, Project MUD identifies motorized user impacts and utilizes the data to engage the public and the Logan Ranger District.

Project MUD's long-term goal is to protect and improve critical habitat in the WCNF and the biological "wildlife linkage" system.

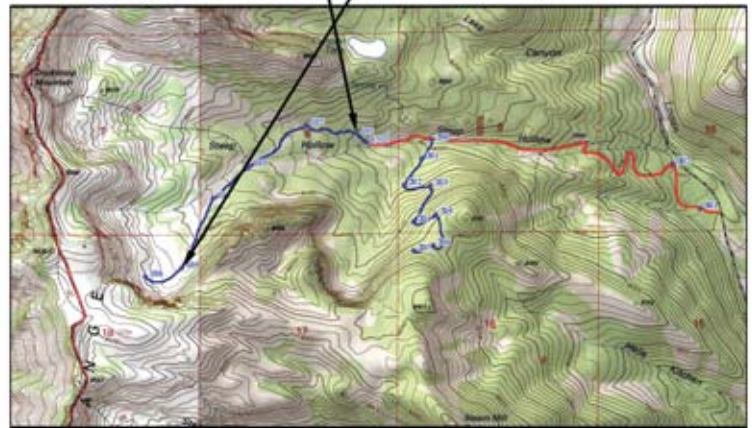
Project MUD was launched three years ago when volunteers were first sent into the field to document OHV impacts such as illegal roads, erosion, dispersed camping damage, and motorized intrusions into wilderness areas. Since then, the Logan Ranger District has utilized Project MUD information to sign trouble areas and restore habitat by closing unauthorized roads.

During this process, we have developed a partnership with Great Old Broads for Wilderness and the Utah Quiet Forests Coalition. The coalition has created a four-pronged strategy to address the growing OHV threat to Utah's national forests. The coalition cites Project MUD as an effective model "utilizing an existing, effective citizen-activist organization using an OHV field monitoring protocol."

In this partnership the Great Old Broads for Wilderness has developed a national, Web-based database. Project MUD is one of four pilot projects supplying data. The Wild Utah Project, a member of the Utah Quiet Forests Coalition, will also access the data using their GIS capabilities to map issues and important conflicts to wildlife habitat.

The following report is data collected from the past three summers. The full set of processed data is included on the enclosed CD in Web format.

We would like to thank you, your office staff and the many volunteers that have contributed to the efforts and accomplishments we have made so far. By removing illegally-constructed shelters and building fences to protect sensitive areas, these projects have begun to make a difference.



Authorized Routes **Unauthorized Routes**



MUD Conclusions

Motorized Use Data Project, (MUD) is in the process of providing an extensive investigation into the effects of Off-Highway Vehicle (OHV) use in the Bear River Mountain range and specifically, the Logan Ranger District of the Wasatch-Cache National Forest.

BRWC's analysis of Project MUD data found that volunteers have walked 130 miles of the district's 321.43 miles of authorized roads and discovered 30 miles of unauthorized routes. Extrapolating for the entire district, Project MUD's figures indicate a troubling 100 miles of unauthorized routes. We want to emphasize the fact that 100 miles is a conservative estimate.

Project MUD is beginning to paint a disturbing portrait of overwhelming degradation and destruction to natural resources; presenting compelling evidence that shows lasting damage to the Logan Ranger District's management area by illegal OHV use and is incompatible with the NFS's mission to "sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations."

Furthermore, Project MUD predicts that existing conflicts between OHV users, other recreational activities, and wildlife will only increase in the future due to an expanding OHV marketplace and growing population.

Throughout the year OHVs run haphazardly across the district's pristine meadows, wetlands, riparian areas, creeks, and streams. The irreplaceable conservation corridor is a national gem and the Logan Ranger District represents the heart of this genetic land bridge.

Overall, OHV use appears to serve as thrill-seeking entertainment for a small group of "renegades" who behave as though National Forests are their personal playgrounds. Unfortunately, these thrills come at a very high price to America's National Forests in the form of degraded wilderness, destroyed natural quiet, endangered wildlife, threatened visitor safety, and elevated air, water, and noise pollution.



MUD 2005 Report

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Successful Route, Spawn Creek (#142)

We CONGRATULATE the efforts of everyone involved.

The Logan Ranger District has invested time and thought into this section of the Great Western Trail (GWT) and Shoshone Trail (#025). Signs, diversions for erosion and an OHV bridge over Spawn Creek are positive observations made during our MUD survey. Motorized users are obeying signs and not leaving the trail. Closed areas are showing the return of native plants. There is some confusion as to the route number. It is signed as #025 or the Shoshone Trail designation and not as the Logan Ranger District Travel Plan #142. This sign problem is confusing and occurs throughout the district.



Closed areas are recovering from past damage.



Water diversions were installed and are working.

Our Projects



Volunteers build fence in High Creek, 2004



High Creek in the spring of 2005

High Creek Fence Project September 25, 2004

Twenty-three volunteers from Bear River Watershed Council, Utah Conservation Corps, Bridgerland Audubon, and Cache Valley's Goodwill Riders in cooperation with the Logan Ranger District, built a buck-and-pole fence up High Creek, September 25, 2004. The fence will protect and help restore an unauthorized, motorized hill-climbing area, and serve as a visual reminder that the Travel Plan only allows motorized travel on designated routes.

National Public Lands Day September 24, 2005

Thirty volunteers built a barrier fence up Millville Canyon and removed a large 15x25' lean-to, wood stove, and sofa. The Bear River Watershed Council in cooperation with the Logan Ranger District organized the effort for National Public Lands Day.

The new fence will protect a side canyon and spring from illegal motorized use. It will also serve as a visual reminder that the Travel Plan only allows motorized travel on designated open routes. BRWC identified these issues in Millville Canyon during a Project MUD survey.

Volunteers were from Bear River Watershed Council, Utah Conservation Corps, Bridgerland Audubon, ECOS, Millville Scout Troop #305, and the Wasatch Outlaws (4x4 club) with donations from Caffé Ibis and the Old Grist Mill Bread Company. In addition, Mike and Suzanne Johnson made a financial contribution for the fencing material.



Volunteers build fence in Millville Canyon and...



remove a lean-to and garbage, 2004.



Logan Dry Canyon illegal structure before...



and Logan Dry Canyon after.

*Logan Dry Canyon Project
October 16, 2005*

Volunteers from Bear River Watershed Council and Bridgerland Audubon removed an illegal structure up Logan Dry Canyon. Volunteers piled and strapped together the material and pulled it back to the trailhead in several unwieldy loads.

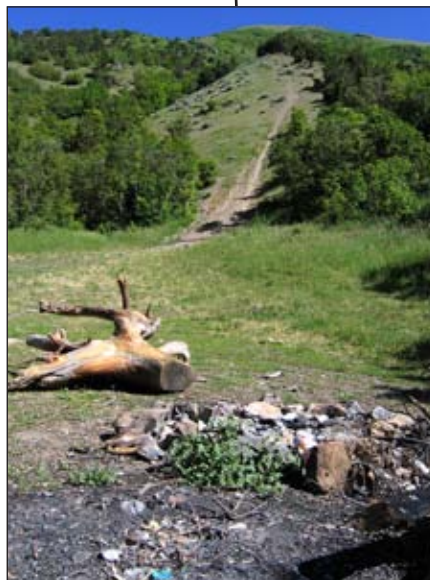
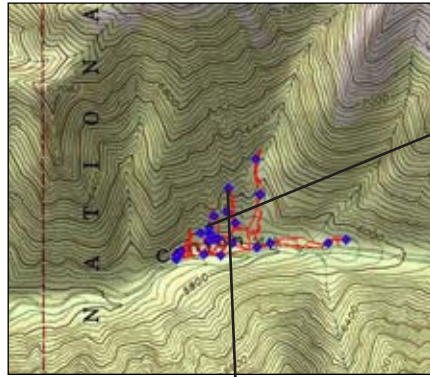


Areas of Concern

After MUD's extensive investigation, it is apparent the foothills and canyons of the Front Range have serious issues like easy access by uneducated users. There is no question that population growth will dominate the impact issues along the Front Range of the Bear River Mountains. For example, Logan City is currently 50,000 citizens (projected to be 121,766 in 2050). Where are these thousands of residents going to recreate?

Providence Canyon

Our concern in Providence is a severely-impacted area that is approximately 1/2 mile east of the FS/DWR boundary. The impacted area is approximately 1/2 mile in length. Within the area are 15 entry points, 59 intersections, six hill climbing areas and four stream crossings. We have not counted all the fire rings. Impacts include large amounts of trash, hill climbing, rutting, trampling of vegetation, bare and compacted soil, and fire rings. We have attempted to walk every route "tracking" with a GPS unit and we have not photographed all impact points. We understand that Providence City, the Division of Wildlife Resources and the Logan Ranger District are taking steps to dealing with this situation. We look forward to assisting projects in the canyon and offer our limited resources.



Hill climbing in Providence Canyon

Peter Sinks

Motorized users are using the old gravel pit on the Peter Sinks as a "playground" and not for outdoor recreation. This ugly scar on this unique landscape is just asking for a reclamation project.



Old gravel pit beside Peter Sinks road

Millville Canyon

The state of Utah and the FS have designated this route as a portion of the Shoshone Trail. Unfortunately, This Front-Range canyon has many of the same issues as other Front-Range canyons, easy accessibility. However, impacts in Millville Canyon have several unique concerns.

The canyon has areas where OHVs are “digging” or “mudding” in the streambed. There even appears to be an area where motorized users have created a “pond” by this activity.

There are numerous unauthorized roads in the upper section of the canyon and one appears to be under construction by motorized users. It appears the goal is to create a loop from South Fork Canyon to Millville Canyon.

Motorized users are creating numerous braiding routes (or side spurs) because they are avoiding areas of deep rutting and difficult sections along the upper main route.

MUD has not followed every route to their conclusion. There is still much work to do in this area.



A series of unauthorized roads in the upper canyon



Poor drainage and braiding routes created



A “mudding” area created by the activity



“Digging” across a streambed



Travel Plan Changes

Project MUD has found inconsistencies or changes in the Travel Plan from the 1991 map to 1997 map and would like to understand the justification, validation, and public process that was carried out in making these changes.

Little Bear Creek

Probably the most troublesome is the Little Bear Creek trail. It was originally designated “closed to ATV” travel but has been opened to ATV travel and included in the Shoshone Trail System.



Little Bear Creek, 1991



Little Bear Creek, 1997

RT 110 Sink Hollow

Originally closed, is now open to ATV, snowmachine, and motorcycle.



RT 110 Sink Hollow, 1991



RT 110 Sink Hollow, 1997

Logan Canyon Summit

The 1997 map adds a lengthy continuation of the route to the forest boundary.



RT 106 Bear Lake Summit, 1991



RT 106 Bear Lake Summit, 1997

RT 033

Originally closed, the small section leading into Idaho now open to motorcycle, snowmachine, and ATV travel.



RT 033, 1991



RT 033, 1997

Travel Plan Changes

RT 047

The 1997 map has Cowley Canyon Spur removed from the travel plan.



RT 047 Spur, 1991



RT 047 Spur, 1997

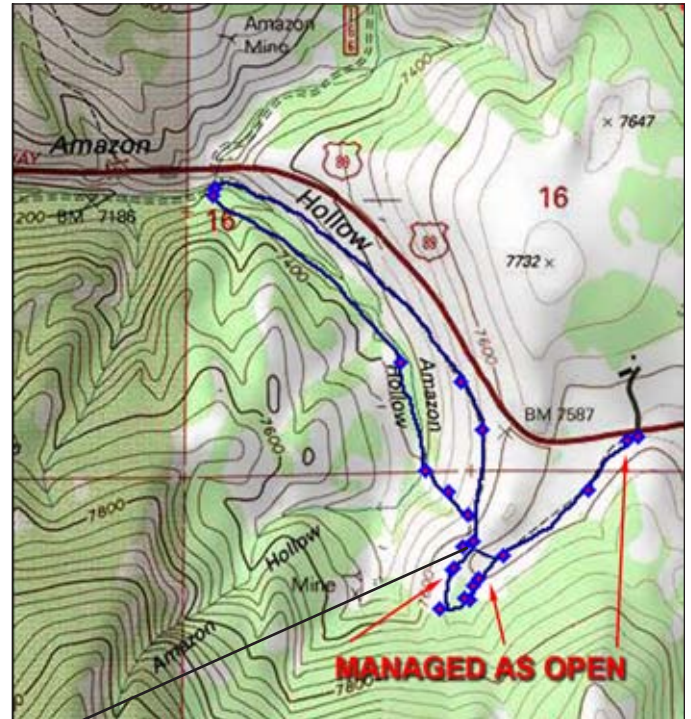


Closed, Managed as Open

Amazon Hollow

The Travel Plan has Amazon Hollow as closed but currently the FS is managing it as open. We would be interested in knowing what justifications the FS used in making this decision.

The unauthorized route beyond the “closed managed as open” area only has two small rocks enforcing the closure. During MUD documentation recent tracks were observed skirting the barrier.



Amazon Hollow, closed, managed as open



Managed beyond this point as closed; barriers are ineffective.



No effort to manage as closed

Steep Hollow

Unauthorized road #2 is a remaining route transferred to the FS from SITLA in January 1999. Its original use was to harvest timber. The Travel Plan has the route closed.



Steep Hollow illegal #2

Closed, Managed as Open

(Continued)

Upper Spawn Creek area

This route northbound is closed on the Travel Plan but is managed as open. There are no signs, barriers, or other indications as to the status of the route use. The first section has heavy use and has rutting, deep puddles, and vegetation concerns.

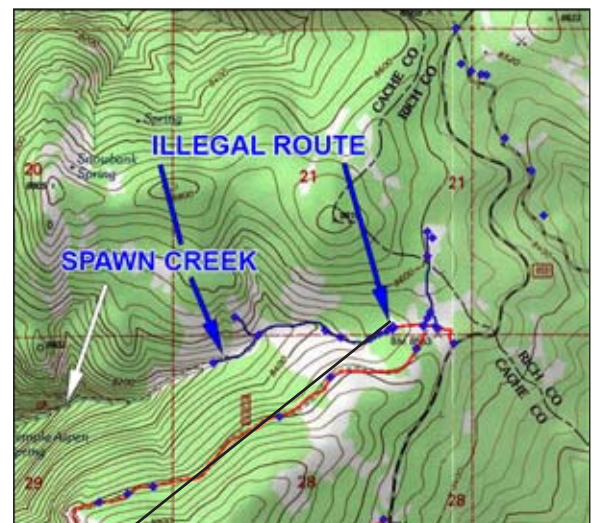


No effort to manage as closed

Unauthorized Roads

Upper Spawn Creek area

This trail was part of an old timber harvest and is designated "closed" to motorized use.



This sign was placed illegally stating the route was open to OHVs and motorcycles. It is closed to all motor vehicles. The sign was returned to the district office.

Unauthorized Roads

(Continued)

Hyde Park Ridge

Nasty networks of ATV routes weave through adjacent lands on their way to the FS boundary and several continue penetrating into the wilderness. MUD has only followed one so far. It climbs a steep ridge and finally fades.

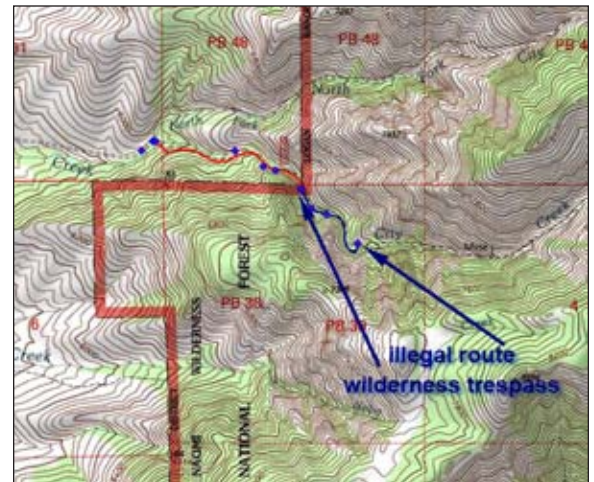
The wilderness boundary was only marked with carsonite sign on the side of the route with metal fence posts blocking the route that users had driven over and bent flat.



Hyde Park Ridge, Wilderness Trespass

TR 030 City Creek

This route is a designated hiking trail (TR 030) that a small number of OHVs have been using the lower section. The only access is private property, which limits the number of users able to access the canyon. The route has a number of stream crossings and violates the wilderness boundary.



City Creek, Wilderness Trespass

Swan Peak

It appears the purpose of this unauthorized route is to connect Garden City with the Swan Flat road (RT 014). There has been an attempt to close off the illegal activity with boulders and signs. Our 2005 summer visit showed the beginning of the unauthorized route at the Swan Flat road vegetation beginning to reclaim. However, the steep climb up the ridge has nothing growing and shows signs of erosion.



Swan Peak

Unauthorized Roads

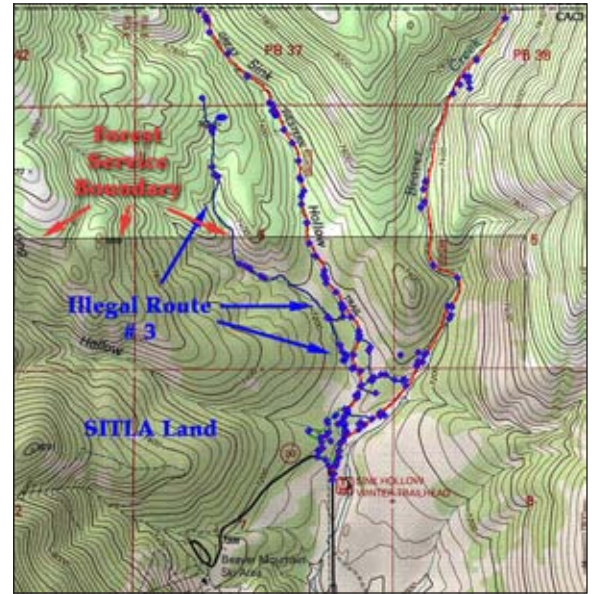
(Continued)

RT 110 Sink Hollow

In January 1999, the Forest Service swapped land around Beaver Mountain Ski Resort to the State Institutional Trust Lands Administration (SITLA). SITLA has acknowledged it “does not have the funds or personnel to maintain” the existing recreational uses.

One unauthorized route (#3) leaves SITLA land from Sink Hollow road (RT 110) and pushes into National Forest lands.

At the end of the northwest fork there appears to be a user CONSTRUCTION effort. Their intent seems to push up and over to Peterson Hollow, then down to Franklin Basin (RT 003). It looks like, but we cannot be certain that snowmobile users are “trimming” the route vegetation in the winter.



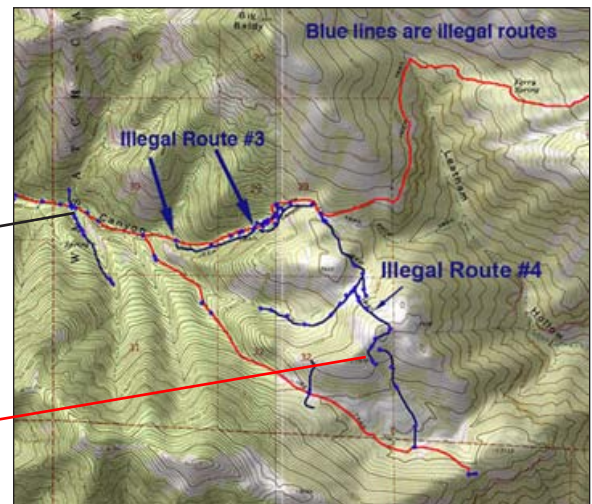
RT 110 Sink Hollow, unauthorized route #3

RT 168 Millville Canyon

RT 023 South Fork Millville Canyon

There is a serious problem of unauthorized and braided routes in the upper section of Millville Canyon. The map shows the intensity. Note “Our Projects” (pages 8-9) where we constructed a fence closing off one of these unauthorized roads.

There appears to be a user CONSTRUCTION effort underway to create a loop route from South Fork to the top of Millville and Leatham Hollow Canyons. The effort appears to connect two unauthorized roads (one from each side) and is only 100 yards from making the connection and accomplishing this goal.



RT 168 Millville and RT 023 S. Fork

RT 138 Steep Hollow

Unauthorized road #1 is a serious concern. Motorized users are intentionally skirting rock barriers and traveling into the sensitive sub-alpine and alpine regions.



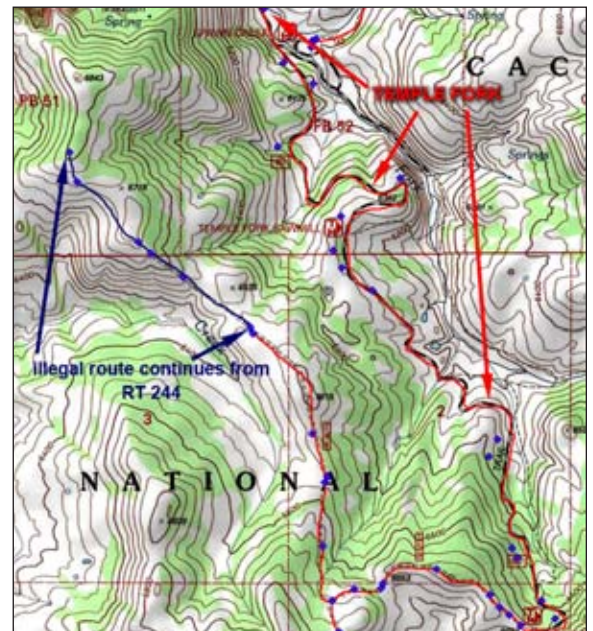
RT 138 Steep Hollow

Unauthorized Roads

(Continued)

RT 244 continues illegally

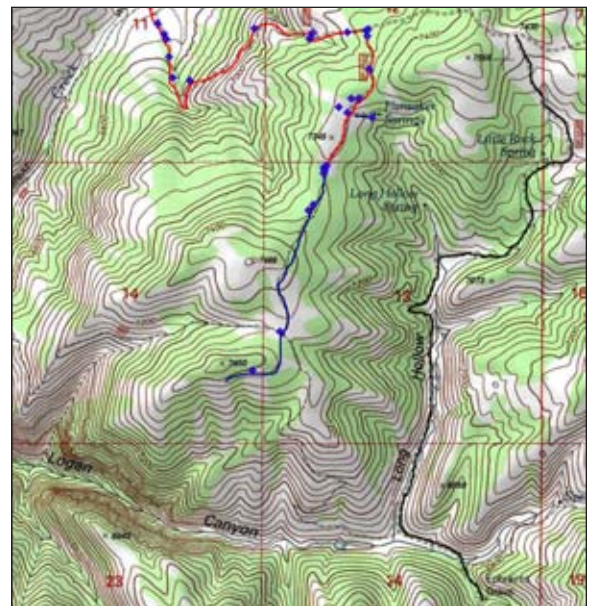
This unauthorized route continues through a gate from the legal route, climbs a steep hill, and fades on the top of a high point.



RT 244 illegally continues

RT 246 Hunsaker Spring continues illegally

Motorized users are skirting rock barriers at the end of RT 246 and continuing to a high point (7460).



RT 246 illegally continues

Cheney Spring

This user-created route extends from RT 240 to Cheney Spring through wetlands. Eight riders on OHVs passed our volunteer through the wet meadow at North Cheney Spring.



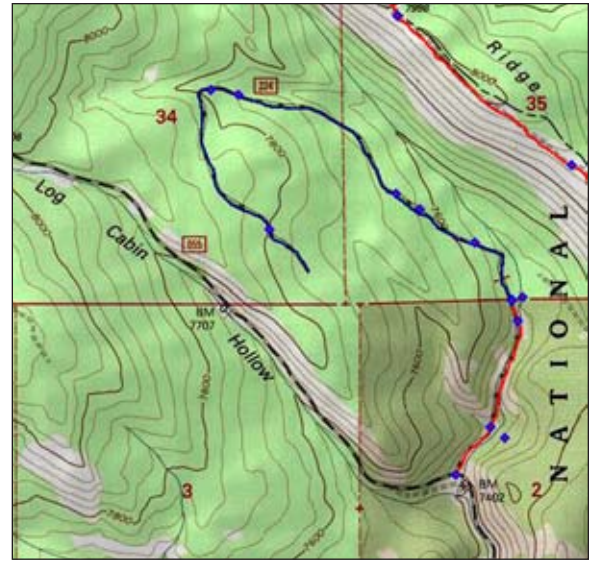
Cheney Spring

Unauthorized Roads

(Continued)

RT 224 Log Cabin Hollow

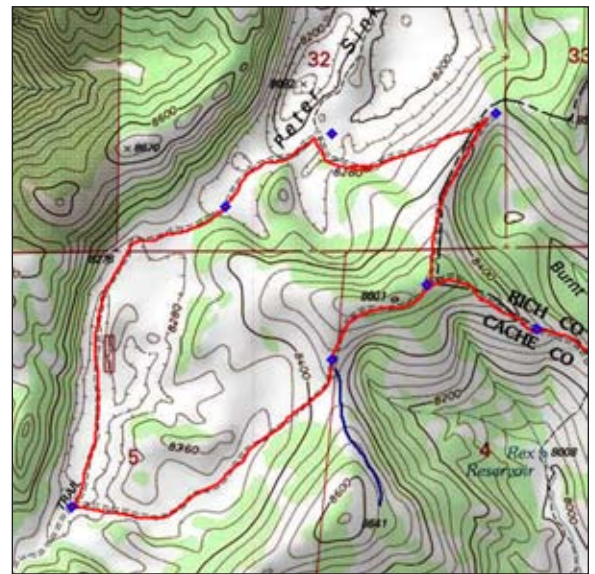
This unauthorized route was an old timber sale. The land approaching the route is SITLA. The current gate is not effective and recent vehicle tracks were evident.



Log Cabin Hollow

Peter Sinks illegal spur

This is a short spur climbing to a high point. Volunteers observed the route from the Peter Sinks road and MUD needs to follow the remainder of the route to its end.



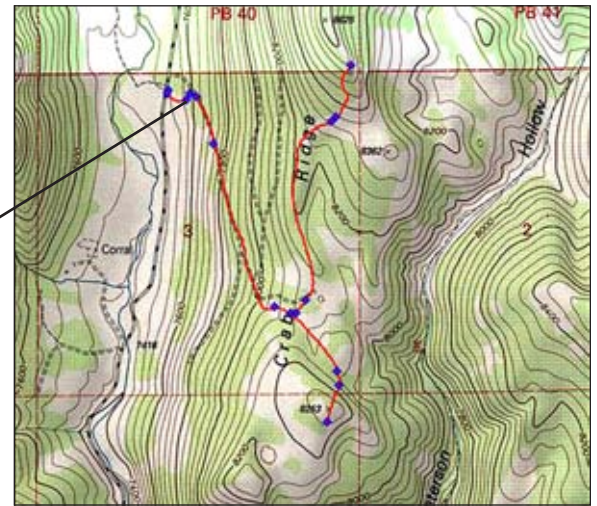
Peter Sinks Spur



Private Property Trespass/Road Density

Crab Ridge

Crab Ridge is private property. However there is a trespass problem. When Project MUD documented the route, someone had removed and hidden the “Stay Out” sign. (The MUD volunteer found and hung the sign to the obvious nail.) When the fieldwork volunteer started walking this route, they were not aware the route was on private property.



Crab Ridge, Private Property Trespass

BRWC wants to remind the FS to consider private road density during future forest planning, specifically, wildlife issues such as the lynx and the conservation corridor.

MUD Route Index (processed and available on our Web site)

Herd Hollow	RT #047
Swan Peak	Unauthorized road
Richardson Fork	RT #240
Amazon Hollow	Unauthorized road
Peter Sinks	RT #173
Public Grove	RT #220
Cowley Canyon	RT #052
Richards Hollow	RT #019
Lower Providence Canyon	RT #022
Providence Canyon Severely Impacted Area	RT #022a
Lower Millville Canyon	RT #168
Upper Millville Canyon	RT #168 Unauthorized road #1&2
Upper Millville Canyon	RT #168 Unauthorized road #3
Upper Millville Canyon	RT #168 Unauthorized road #4
Upper Millville Canyon	RT #168 Unauthorized road #5
South Fork Millville Canyon	RT #023
South Fork Millville Canyon	RT #023 Unauthorized road #1
Log Cabin Hollow/Closed Logging Road	RT #224
Jebo Canyon	RT #175
Baxter Sawmill, Cox Spring, Swamp Spring	RT #130

High Creek	RT #048 lower
High Creek	RT #048 upper
City Creek (Unauthorized road into wilderness)	Trail #030
Hyde Prk Cyn (Unauthorized road into wilderness)	Unauthorized road #1
Spawn Creek	RT #025
Upper Spawn Creek/illegal use	Illegal use
Upper Spawn Creek North/"closed" route in use	"Closed" route
Hunsaker Corral	RT #153
North Spur from RT #153	RT #244
Temple Peak	RTs #255, 252, 253,251
Hunsaker Spring	RT #246
Steep Hollow	RT #138
Steep Hollow	Unauthorized road #1
Steep Hollow	Unauthorized road #2
Sink Hollow	RT #110
Sink Hollow Unauthorized road #1 & #2	Unauthorized road #1& #2
Sink Hollow Unauthorized road #3	Unauthorized road #3
Sink Hollow/Beaver Creek Dispersed Campground	
Beaver Creek	RT #011
Franklin Basin/Crab Ridge (private)	RT #003 Unauthorized road #1

MUD Route Index (collected but unavailable on our Web site)

Temple Fork	RT #007
Franklin Basin	RT #003
Log Cabin Ridge	RT #176
Twin Creek	RT #005
Bear Lake Summit	RT #106
Swan Flat	RT #014
Herd Hollow	RT #055
Slide Out Canyon	
Jebo Creek	RT #175
Cheney Creek	RT #239
Willis Sink	RT #007
Maple Bench	RT #086
Tufts Creek	Unauthorized road (construction)

Recommendations

- The Logan Ranger District should make OHV damage to our National Forest their number one priority. In doing so, prioritizing and closing renegade routes and increasing law enforcement activities would make a perceptible commitment to the public.
- Cache County's major population centers have immediate user accessibility to Bear River Mountain's Front-Range lands and appear (from MUD data) to be the most affected FS lands by motorized users.

Landowners adjacent to the Forest Service's Front Range such as Utah's Division of Wildlife Resources and private landowners are overwhelmed with irresponsible users and unfortunately; this user attitude carries over onto the neighboring Forest Service lands. The Logan Ranger District could implement a county wide project to fence private lands to protect the watershed. This could be a cost sharing with the FS, County and landowners.

Population will undoubtedly increase (for example Logan City's population of nearly 50,000 residents is projected to be 121,766 in 2050), further compounding the situation.

We would like to recommend the Logan Ranger District in coordination with local governments begin future planning by creating a "Cache Valley Front Range Initiative." The initiative could identify campgrounds, picnic areas, trails, and other use areas to be developed and subsequently protected from the current abuse. The plan could look ahead 20 to 50 years.

We also plan on making this recommendation to state and county governments when time permits.

- Invoke President Nixon's Executive Order 11644 that requires decisions to open an area to motorized use must be based upon the protection of resources, minimization of conflicts among various users, promotion of the safety of all users of public lands, and the minimization of disruption of wildlife and their habitat.

In May of 1977 President Jimmy Carter amended Executive Order 11644 with Executive Order 11989. This order requires the Secretary of the Interior to close areas to motorized use if it is determined that use will cause or is causing considerable adverse effects on the soil, vegetation, wildlife and habitat. (Emphasis added)

- MUD volunteers witnessed the streams of Millville and Providence Canyons running heavily laden with sediment. We would like to recommend a monitoring process to "analyze and evaluate current and potential impacts" of motorized use in these two canyons.

Forest Service regulations in 36 Code of Federal Regulations ("C.F.R.") Part 212 grants the Logan Ranger District the authorization to implement such a process.

§ 212.55 Criteria for designation of roads, trails, and areas.

(a) General criteria for designation of National Forest System roads, National Forest System trails, and areas on National Forest System lands.

In designating National Forest System roads, National Forest System trails, and areas on National Forest System lands for motor vehicle use, the responsible official shall consider effects on National Forest System natural and cultural resources... (Emphasis added)

(b) Specific criteria for designation of trails and areas. In addition to the criteria in paragraph (a) of this section, in designating National Forest System trails and areas on National Forest System lands, the responsible official shall consider effects on the following, with the objective of minimizing:

(1) Damage to soil, watershed, vegetation, and other forest resources;

§ 212.57 Monitoring of effects of motor vehicle use on designated roads and trails and in designated areas.

For each administrative unit of the National Forest System, the responsible official shall monitor the effects of motor vehicle use on designated roads and trails and in designated areas under the jurisdiction of that responsible official, consistent with the applicable land management plan, as appropriate and feasible.

- The district needs to implement a strategy addressing the immediate need for more and better quality barriers constructed on the district.
- More consideration to improving authorized routes so users are not avoiding difficult sections and creating braided or parallel tracks (i.e. Millville Canyon).



¹ FEIS at 2-50, Appendix B2-26. Revised Plan at 3-3.

The Bear River Mountain linkage corridor connects

. . . forests from the northern Rocky Mountains in Canada to the southern Rocky Mountains [and] has its narrowest part through the Wasatch-Cache National Forest in northern Utah. This linkage provides for sustaining biological diversity from the potential for exchange of genetic materials within species to the potential for migration of entire populations and communities as environmental conditions change. . . . Vegetation and ecological conditions within the National Forest are even more important when viewed in the context of other land ownerships that are increasingly being developed or managed for non-wildland purposes.