



June 5, 2024

Mr. Dave Hogen, Krassel District Ranger  
Payette National Forest  
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McCall, ID 83638  
(208) 634-0600

Electronically submitted: <https://cara.fs2c.usda.gov/Public/CommentInput?Project=60889>

**RE: Comments for the East Fork South Fork Restoration and Access Management Plan Environmental Assessment**

Dear Dave:

I am writing on behalf of the Idaho Conservation League (ICL) to provide our comments and recommendations regarding the East Fork South Fork Restoration and Access Management Plan (ESFS RAMP) Environmental Assessment (EA).

Founded in 1973, the mission of ICL is to create a conservation community and pragmatic, enduring solutions that protect and restore the air you breathe, the water you drink, and the land and wildlife you love. ICL's seven strategic initiatives include confronting climate change, recovering Idaho's wild salmon and steelhead, cleaning up the Snake River, protecting public land, restoring abundance and diversity of Idaho's wildlife, safeguarding North Idaho lakes and waters, and reducing pollution. ICL achieves these goals through public outreach and professional advocacy. With offices in Boise, McCall, Ketchum, and Sandpoint, the organization is a consistent, statewide voice for conservation in Idaho and represents more than 26,000 members and supporters. ICL's members and supporters care deeply about protecting and restoring the environment.

The Idaho Conservation League is an organizing and voting member of the Big Creek-Yellow Pine-South Fork collaborative, a coalition who worked together to find common ground and reach consensus recommendations regarding access and travel management issues in the Big Creek, Yellow Pine, and South Fork Salmon areas. The collaborative reached consensus on a number of restoration and access management recommendations and submitted them to the Forest Service for consideration on November 15, 2021. We include those recommendations in the following document to demonstrate our solidarity and commitment to the collaborative process and the consensus-driven results.

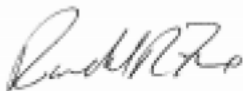
We appreciate the effort the Forest Service has made for the EFSF RAMP project, including the development of three action alternatives, two of which incorporate some of the collaborative recommendations, and the creation and publication of an interactive project Story Map. While

the EFSF RAMP EA states that Alternative C "...most closely reflect(s) the Collaborative's proposal," (p. 15), none of the alternatives contain the full complement of collaborative recommendations. In fact, in The Alternatives section of the Story Map, the Forest Service states that, "This alternative adopts all recommendations from the Big Creek-Yellow Pine Collaborative that *meet the project purpose and need* (emphasis added)." We do believe that all the recommendations put forth by the coalition meet the project Purpose and Need, which is to, "make formal determinations regarding the status of roads and trails within the project area while minimizing impacts of motorized use," (EA, p. 4), accomplishing this by determining a minimum road system, decommissioning unneeded routes, designating routes open for public motor vehicle use (including motorized trails), improving watershed conditions and fish habitat through various methods, and completing a project-specific Forest Plan amendment to except Forest Plan standards for opening routes to public motorized use. Therefore, we ask that the Forest Service consider adopting and incorporating the collaborative recommendations more fully in the selected alternative.

As the EA notes, the collaborative could not reach consensus on road decommissioning and dispersed campsite management. Therefore, these comments and recommendations reflect our commitment to the collaborative by supporting said recommendations, while also supporting improved watershed and fisheries conditions through additional actions proposed in Alternatives B and D. We encourage the Forest Service to consider developing, and ultimately implementing, a fourth action alternative that includes the collaborative recommendations, combined with additional proposed actions that would achieve the project's overall purpose and need. Because the coalition could not reach consensus regarding road decommissioning and dispersed campsite management, each coalition member is encouraged to comment on those topics as best fits their personal or organizational mission/vision. Our full comments and specific recommendations are found in the following document.

Thank you for the opportunity to submit comments for the East Fork South Fork Restoration and Access Management Plan EA.. Should you have any questions regarding these comments and recommendations, please do not hesitate to contact me. We look forward to working with the Krassel Ranger District on this and future projects.

Respectfully submitted,



Randy Fox  
Public Lands Associate



# Idaho Conservation League's Comments for the East Fork South Fork Restoration and Access Management Plan Environmental Assessment

## **Big Creek-Yellow Pine-South Fork Coalition Recommendations**

On November 15, 2021, the Big Creek-Yellow Pine-South Fork Coalition submitted a letter to the Forest Service which contained the collaboratives consensus-driven recommendations. We incorporate portions of that letter in these comments to reflect ICL's commitment to the collaborative process and to honor the collaborative process. Further, we include notations regarding the proposed action's inclusion or exclusion in the project's proposed actions.

### **Projects benefiting motorized recreation:**

- Redesign switchbacks on Sheep Creek Trail (#071) for pack saddle/motorcycle use (recommendation not included in the proposed actions/alternatives)
- Construct a new ATV loop along unauthorized mining roads on Red Mountain (recommendation not included in the proposed actions/alternatives)
- Maintain Quartz Creek Road/Trail (#067) as an ATV trail past the Quartz Creek bridge up to the proposed Red Mountain ATV loop (recommendation for ATV trail <50" included in Alternative C; in Alternatives B and D the trail is proposed as <70". We do not support Alternative B or D on this point and recommend implementing this proposed action as an ATV trail <50")
- Designate Wilson Mine Road as ATV trail (recommendation included in the proposed actions/alternatives)
- Designate short segment of Horse Heaven Road for Trail Open to All Vehicles (TOV) use (recommendation included in the proposed actions/alternatives)

### **Projects benefiting non-motorized recreation:**

- Designate and sign the non-motorized trail to Fish Lake (recommendation not included in the proposed actions/alternatives)
- Place Salt Creek Trail back on the U.S. Forest Service system as a designated non-motorized trail (recommendation not included in the proposed actions/alternatives)

### **Projects benefiting natural resources:**

- Address sediment delivery issues on the Yellow Pine Bar Road (leading to camping) through graveling/resurfacing (recommendation not specifically included in the proposed actions/alternatives but may be accomplished through standard road maintenance; we ask that the Forest Service clarify the proposal's status in the final project EA)
- Reroute the McCall-Yellow Pine Road around the Eiguren Ranch & recontour the "Bowling Alley" slide area (recommendation not included in the proposed actions/alternatives)

- Maintain Missouri Creek Trail (#31) non-motorized trail status and conduct trail improvements for sediment reduction (recommendation not included in the proposed actions/alternatives)
- Conduct Storm Damage Risk Reduction (“SDRR”) work around sediment delivery points & fix trail issues on Quartz Creek Road/Trail (#067) (Some level of SDDR treatment would occur for routes designated for motorized use in the proposed action [Hydrology Specialists Report, p. 12])
- Fix culvert issues on East Fork South Fork Salmon River Road hanging culvert and Spring Creek culvert (on Profile Summit Road) (we believe the latter half of this recommendation has been addressed under a separate project; the rest of the recommendation is not included in the proposed actions/alternatives)
- Decommission Mule Hill Road for resource benefits (recommendation not included in the proposed actions/alternatives)
- Decommission Sugar Creek spurs for resource benefits (partially included if Sugar Creek road and associated spurs are moved to ML2AP or decommissioned)

### **Detailed Recommendations and Map links for Individual Projects from the Proposed Action**

#### **Projects benefiting motorized recreation:**

An integral goal of the Collaborative charter was to find motorized recreation opportunities to preserve or enhance effective public access within Management Areas 12 and 13. The Collaborative believes the following projects help achieve this goal:

**Sheep Creek Trail:** This 2-wheel motorcycle trail has two switchback sections that are continual steeped and too tight for stock and motorcycle access. The trail needs to be rerouted to have fewer and wider switchbacks that will accommodate a broader variety of visitors and be more sustainable than existing alignment. Redesign switchbacks and reroute as necessary for safer use by pack stock and motorcyclists (~1.1 miles). Decommission the old trail that will no longer be used. Map: <https://arcg.is/0u0H1b>

**Quartz Creek Road/Trail (# 067):** After leaving Yellow Pine and starting at the junction of the Abstein Road and Quartz Creek Road (after crossing the bridge over the EFSFSR), the road designation for the public for FS # 067 will remain TOV up to the location of the old Tungsten Mine, providing a wide area for a vehicle turnaround. From the old Tungsten Mine, the designation will become ATV (<50 inch) for the rest of the Quartz Creek trail up to the newly proposed Red Mountain ATV trail (~0.73 miles) with the expressed intention that the existing road footprint not be narrowed to <50 inch and be kept at existing width. Map: <https://arcg.is/yn5nn>

**Red Mountain ATV loop:** A new ATV trail (~2.96 miles) will be designated on

existing, unauthorized road prisms on Red Mountain. This ATV loop will continue from the portion of the Quartz Creek Road/Trail re-designated for ATV use as part of this Proposed Action. There are numerous short spur roads off the newly designated ATV loop trail that should be closed by rocks or gates (if mineral access is needed) or scarification to encourage staying on the main trail. Again, it is noted that the existing road footprint not be narrowed to <50 inch and be kept at existing width. Map: <https://arcg.is/DTSrW>

**Wilson Mine Road:** There is an existing road prism currently being used as an unauthorized route, to the north and west of the Wilson Mine private property boundary. The Collaborative recommends designating this existing use trail as an authorized ATV trail (~0.9 miles). Close off side roads using rocks or gates (if mineral access is needed) so that unauthorized motorized use does not occur on private property. Create turnaround at an appropriately wide location and place rocks around turnaround so no new trail development occurs. Map: <https://arcg.is/1TLTyP>

**Horse Heaven Road:** Designate short segment of the Horse Heaven Road for TOV use, all the way to top of the ridge (~0.8 miles). Add boulders or other appropriate controls to facilitate a turn around and overlook area. Map: <https://arcg.is/1jST9G>

#### **Projects benefiting non-motorized recreation:**

In an effort to preserve or enhance effective non-motorized recreation public access within Management Areas 12 and 13, the following opportunities have been identified:

**Fish Lake Trail:** Designate the Fish Lake Trail as a non-motorized trail (~1.8 miles). Construct a pull out on the Profile Road for parking and install an informative and pack in / pack out sign at the trailhead. Conduct minor trail improvements as necessary. Map: <https://arcg.is/14Sibn>

**Salt Creek Trail:** There is currently a trail prism that starts at the confluence of Salt Creek and the EFSFSR. This proposal would designate the Salt Creek Trail as a non-motorized trail (~4 miles). Conduct minor trail improvements as necessary. Map: <https://arcg.is/0b4000>

#### **Projects benefiting natural resources:**

An important aspect of this Collaborative recommendation is to maintain and improve conditions for Endangered Species Act-listed fish and wildlife. When the word decommissioning is used in this document, it is referring to full recontour of the road prism to match the surrounding hill slope.

**Yellow Pine Bar Road:** Gravel the Yellow Pine Bar Road that leads to campsites along the EFSFSR (~0.9 miles). This could be done the next time the county gravels the EFSFSR road. Map: <https://arcg.is/0bWe1C>

**McCall-Stibnite Road:** Reroute a section of the EFSFSR road to improve conditions for fish habitat and human safety. Decommission the existing road through the “Bowling Alley” slide area by full recontour (~0.8 miles) in an effort to reduce sediment delivery to streams. Construct a new road on Forest Service land, farther from the EFSFSR, to bypass the “Bowling Alley” and improve safety conditions. Please refer to the letter previously sent by the Collaborative (on \_\_\_\_\_) to the Forest Service and Valley County concerning the recommendations for this road. Map: <https://arcg.is/0CD4b9>

**Missouri Creek Trail:** After the Missouri Creek fire, fire crews conducted some trail work on the Missouri Creek Trail. Additional trail maintenance that keeps water off the trail (e.g., water bars) would reduce the amount of fine sediment entering Missouri Creek. Conduct trail improvements, addressing water drainage issues (~3.4 miles). Map: <https://arcg.is/H5bG>

**Quartz Creek Sediment Reduction:** Quartz Creek has been identified as having the highest sediment delivery to streams of all roads in the EFSFSR drainage. Significant sediment reduction can be obtained by road/trail gravel lifts, water bar construction and maintenance, in-sloping, and general SDRR work at sediment delivery points identified through Geomorphic Road Analysis and Inventory Package (GRAIP) surveys (~1.4 miles). Map: <https://arcg.is/1vimKi>

**Culvert Fixes:** Two culverts on National Forest System roads need repair in the project area. 1) One problem culvert exists on the old EFSFSR Road, above the current EFSFSR Road (approximately mile marker 3.1) (<https://arcg.is/1XmaDS>). During spring flows, water passing through this culvert has the potential to cause road damage and sediment delivery to the stream. The Collaborative recommends removing this culvert and creating a small section of stream channel. 2) Another problem culvert exists on the Profile Creek Road, along Spring Creek. This culvert is undersized and needs to be modified for increased capacity or replaced with an appropriately sized culvert. Map: <https://arcg.is/jSP8a>

**Mule Hill Road:** Decommission the Mule Hill Road through full recontour and restore stream crossings during the decommissioning process (~2.1 miles). Map: <https://arcg.is/08mqz8>

**Sugar Creek Spur Roads:** Decommission Sugar Creek Spur roads through full recontour (~3.9 miles). Map: <https://arcg.is/10qLXy>

### **Upper Quartz Creek Trail/Road**

As we note in our consensus-driven collaborative recommendations above, the Forest Service provides two separate alternatives for the 4.68 miles of unauthorized routes from the Quartz

Creek Bridge up to and around Red Mountain. Alternative C contains the collaborative recommendation, which is to convert and authorize the 4.68 miles of trail as ATV <50”, whereas Alternatives B and D propose that these sections of unauthorized routes be converted to UTV<70”. As noted in the Fisheries Specialist Report, Quartz Creek provides cold water refugia for Bull trout and Westslope Cutthroat Trout (Table 1e) and contains 2.3 miles of road within the Riparian Conservation Area (RCA) (Table 1h). Further, the report indicates that Quartz Creek, among others, “have the most legacy impacts from roads and mining,” (Fisheries Specialist Report, p. 79). The 2008 Travel Plan Record of Decision opened the portion of the road in question as an ATV ,50” trail, with 109 vehicles passing a traffic counter between July 21 and October 23, 2023.

The collaborative recommended that the management direction remain consistent with current conditions and, based on a preponderance of data, we recommend that the Forest Service adopt the Alternative C proposal for the Quartz Creek trail. An ATV<50” trail provides access and recreation opportunities while limiting the potential impacts, including sediment delivery from a larger trail footprint/prism.

## **Recommendations Outside the Collaborative Process**

### **Sugar Creek Road**

Although the Big Creek-Yellow Pine-South Fork Collaborative were able to provide a consensus-based recommendation to decommission the spur roads/routes associated with the Sugar Creek Road, the coalition could not reach a consensus recommendation for the main Sugar Creek route and recommended that the, “next time the road is opened would be the time to evaluate opening this road to the public or decommissioning through road recontour,” (November 15, 2021 Coalition Recommendation Letter). Since the potential future management of the Sugar Creek Road is proposed in the three action alternatives, we offer our comment and recommendations regarding future management direction here. Under Alternative B, 4.85 miles of National Forest System Road 51883 (Sugar Creek Road) would be changed from the current management designation of ML2AP (Administrative and Private Access Only) to ML1, Closed to Vehicular Traffic. Under Alternative C, the Sugar Creek Road would be retained as ML2AP, with the Forest Service pursuing an easement with the private landowner. Finally, under Alternative D the Sugar Creek Road would be changed from ML2AP to ML2, Open for Public Motorized Use and numerous improvements, including the installation of an aquatic organism passage (AOP) culvert, SDRR treatments to minimize effects to watershed and fisheries resources and cut-and-fill slope stabilization efforts, would need completing prior to opening the route to public use.

Regarding the Sugar Creek Road, we believe that Alternative B best fits the EFSF RAMP Purpose and Need. As the Fisheries Specialist Report clearly outlines, Sugar Creek is one of the, “most Important areas for Chinook Salmon spawning,” (p. 4). In fact, between 2009-2018 on average 10% of all redds in the EFSF Salmon River and its associated tributaries, including Johnson Creek, were found in Sugar Creek (Fisheries Specialist Report, p. 6). Sugar Creek is

not only Designated Critical Habitat (DCH), it provides DCH for Bull trout and steelhead, as well. In fact, numerous bull trout redds were identified congruent with Chinook salmon redds, as documented by the Nez Perce Tribe-Department of Fisheries Resource Management (Fisheries Specialist Report, Figure 3). Bull trout obviously have a significant presence in Sugar Creek and as the species represent, “the only aquatic Management Indicator Species (MIS) for the Payette National Forest,” (Fisheries Specialists Report, p. 11), we cannot overstate the importance of Sugar Creek to the watershed’s fishery.

Even with current road management for National Forest System Road 51883 set to ML2AP, the Fisheries Specialist Report indicates that a relatively high unauthorized use pattern persists, with 42 vehicles documented in a single day. Forging the creek is the primary sediment delivery method in this waterway section (p. 19). The Fisheries Specialist Report goes further to state, “Negative direct effects to ESA-listed fish from increased motorized traffic and associated human activities that could disturb spawning fish *are more likely along Sugar Creek under Alternative D* (emphasis added),” (p. 22). Additionally, Alternative D requires a project-specific Forest Plan amendment to exempt Road Standard 1339. The amendment will be necessary, “because repairs to reopen the Sugar Creek Road to an ML2 standard road, long-term maintenance of the road, and localized sediment delivery from these actions to spawning habitat would likely cause adverse effects to ESA listed fish or critical habitat without demonstrable short- or long-term benefits to ESA listed fish or critical habitat,” (Fisheries Specialist Report, p. 31). Conversely, if the Forest Service were to select the Alternative B proposed management direction, modeled sediment delivery in the Sugar Creek subwatershed predicts, “a 50 percent reduction in sediment delivery if alternative B were fully implemented,” (EA, p. 44).

Therefore, we recommend that the Forest Service adopt the Alternative B Sugar Creek Road proposal and designate the route management as ML1, Closed to Vehicular Traffic. We further recommend that the Forest Service decommission the spur roads associated with the Sugar Creek Road in order to achieve the best potential for reducing sediment delivery impacts to this critical waterway.

### **Road Decommissioning and Sediment Delivery**

We believe that the most efficient method for reducing unauthorized routes and the creation of additional unauthorized trails/routes stemming from either system or non-system roads is through the complete decommissioning or full obliteration of unnecessary, duplicative, or otherwise unsupported routes that currently exist on the landscape. We do understand the need for creating and ensuring access opportunities to our public lands. However, when non-system roads/routes create more disturbances and impacts that are resolved, the Forest Service is obligated to create and implement effective management systems that reduce or eliminate the adverse effects and negative impacts to natural resources. The greater South Fork Salmon watershed, including the EFSF and its tributaries, represent the single most important Chinook salmon fishery in West Central Idaho. Reducing sediment delivery, improving riparian conditions, and addressing the total maximum daily load (TMDL) placed on Profile Creek for temperature (Hydrology Specialists Report, Table 3, p. 8) through improved



riparian conditions are three goals that will help achieve and meet the project's Purpose and Need through unauthorized route decommissioning.

The EFSF RAMP EA indicates that sediment delivery in the Sugar Creek subwatershed would decrease by a modeled 50% if Alternative B were fully implemented. These actions include retaining the Sugar Creek Road as a ML1 or ML2AP route AND implementing the 64.56 miles of unauthorized route decommissioning outlined in Alternative B. Table 25 in the EA (p. 56) demonstrates that the proposed actions related to unauthorized route decommissioning, relocating routes out of RCAs, and other actions would result in a decrease in sediment delivery to 8 of 10 subwatersheds in the project area; EFSFSR Deadman Creek would result in no change and the Forest Service anticipates an increase in sediment delivery in Quartz Creek. Under Alternative C sediment delivery would decrease in only the Sugar Creek subwatershed, while delivery is anticipated to increase in 3 of 10 with no change in the remaining 6 subwatersheds. Finally, under Alternative D, 4 subwatersheds would see an anticipated decrease in sediment delivery, 5 would see an increase and 1 subwatershed (Deadman Creek) seeing no change (Deadman's Creek anticipated sediment delivery is consistent throughout all 4 alternatives).

While many of the same unauthorized routes are proposed for decommissioning in Alternative D as in Alternative B, the additional proposed authorized trails and routes in Alternative D, including reopening Sugar Creek Road as an ML2 route and designating 4.68 miles of UTV<70" trail along Quartz Creek to Red Mountain, clearly make a significant impact on the potential sediment delivery to the project area. The proposed route decommissioning, while somewhat dispersed, focuses primarily on two "clusters" of unauthorized routes. The first centers around Stibnite and the old Cinnabar Mine within the South Fork Salmon River Watershed. The second focal area is spur roads off NFD Road 375, Upper Monumental Creek, and the Thunder Mountain area. We believe it is important to note that Monumental Creek is a tributary of the world famous Middle Fork Salmon River and contains a salmon population distinctly different from the population found in the South Fork Salmon watershed. Therefore, we believe that the Forest Service has an obligation to enhance and restore fisheries habitats through these proposed route decommissioning for two distinct populations of ESA-listed salmon and ICL supports those efforts. Therefore, we recommend that the Forest Service implement the full complement of proposed unauthorized route closures as outlined in Alternative B.

### **Dispersed Campsites**

The Payette National Forest has experienced a significant increase in recreation and use of public lands over the past five years, a pattern that is consistent with other public lands in Idaho and throughout the Western United States. With the increased use also comes increased negative impacts and adverse effects that directly tie to America's love for public lands. These impacts are especially harmful in RCAs and along streams and creeks that support ESA-listed and National Forest Sensitive fish species such as is the case in the project area. While we generally support dispersed camping on our public lands, we also believe that impacts to sensitive areas, such as the riparian zone, should be mitigated or eliminated whenever possible.<sup>3</sup>

We support the proposal to address 31 existing dispersed campsites within the project area. Under Alternatives B and D the Forest Service proposes to decommission 3 of the established dispersed campsites, attributing the actions to either campsite loss due to avalanche debris, the campsites association with an old road proposed for decommissioning, or the campsites proximity to a creek or stream and the inability to safely and effectively mitigate the impacts to natural resources in that campsite location. Several other campsites would require official designated campsite signage, while even more campsites will require the addition of large boulders to restrict access to flood plains and streamside parking. We suggest that the Forest Service identify and/or create safe parking options at all open dispersed campsites designate site parking.

At some locations that may allow users to pull further into a location, while at other locations, visitors may be required to park in the designated area and walk into the camping ground. Wherever possible we suggest that the Forest Service move campsites out of the RCA. We recommend that the Forest Service select this proposed action, common to two alternatives, for implementation. If for some reason the Forest Service determines that restricting access won't be as effective with boulders or other natural materials we suggest that the Forest Service reevaluate the location and explore either more restrictive methods, such as a formal gate combined with natural materials or the option to decommission that dispersed camp location.

### **Forest Plan Amendments**

We support the proposal to amend the Forest Plan with a project-specific amendment that exempts the application of Forest Plan Road Standard 1309, which requires that, "...roads be constructed or reconstructed only to provide access to reserved or outstanding rights; to respond to statute or treaty; to support aquatic, terrestrial, and watershed restoration activities; or to address immediate response situations," (EA, p. 6). Specific proposed actions to which the project-specific Forest Plan amendment would apply are:

- Converting 1.82 miles of route to ML2 access to Lightning Peak under Alternatives B and D
- Addressing access to 3 dispersed campsites and designating routes as TOV under Alternatives B and D
- Decommissioning Thunder Mountain/Tim's Cabin route under Alternative B
- Designating 0.62 miles of Thunder Mountain route as ML2 under Alternatives B and D
- Designating .55 miles of Horse Heaven route as TOV under all alternatives
- Designating .27 miles of Horse Heaven route as TOV under Alternative C

We do not support the proposed project-specific Forest Plan amendment to except Road Standard 1339 under Alternative D as this would directly support the proposal to open the Sugar Creek Road to motor vehicles, designating its management as ML2 (see comments above).

### **A Combined Element Alternative Proposal**

As our comments demonstrate, there are components of each action alternative that we feel meet the Purpose and Need of the EFSF RAMP to improve access and restore natural

ecosystem function, particularly to the RCAs and streams within the project area. There are elements of Alternative C which we support as part of the collaborative process and there are additional elements commonly found in Alternative B and D that we believe will benefit the project area's natural resources. We therefore suggest that the Forest Service combine portions of the three action alternatives to create a fourth action option. This option would include the recommendations made by the Big Creek-Yellow Pine-South Fork Collaborative as part of the project development process. Several of these recommendations are found in Alternative C, including:

- .83 miles of Wilson Mine Road converted to ATV<50" trail (allowing for the Forest Service obtaining an easement through private property)
- 4.67 miles of the Quartz Creek Road from the bridge up to and around Red Mountain converted to ATV<50" trail
- .82 miles of unauthorized routes to access Horse Heaven via the Boise National Forest converted to TOV

We also urge the Forest Service to reconsider adding facets of the collaborative recommendations that were not included in Alternative C:

- Redesign switchbacks on Sheep Creek Trail (#071) for pack saddle/motorcycle use
- Designate and sign the non-motorized trail to Fish Lake
- Place Salt Creek Trail back on the U.S. Forest Service system as a designated non-motorized trail
- Address sediment delivery issues on the Yellow Pine Bar Road
- Reroute the McCall-Yellow Pine Road around the Eiguren Ranch & recontour the "Bowling Alley" slide area
- Maintain Missouri Creek Trail (#31) non-motorized trail status and conduct trail improvements for sediment reduction
- Conduct Storm Damage Risk Reduction ("SDRR") work around sediment delivery points & fix trail issues on Quartz Creek Road/Trail (#067)
- Fix culvert issues on East Fork South Fork Salmon River Road hanging culvert and Spring Creek culvert (on Profile Summit Road)
- Decommission Mule Hill Road for resource benefits

From Alternative B we recommend the Forest Service include:

- Designating 4.68 miles of Quartz Creek Road as ATV<50"
- Designating the Sugar Creek Road as ML1, Closed to Vehicular Traffic. Moving the route from ML2AP to ML1 represents a strong commitment to avoiding unnecessary impacts to Sugar Creek and the ESA-listed species it supports.

Finally, we recommend the Forest Service include two proposed actions common to both Alternatives B and D:

- Decommissioning 64.56 miles of unauthorized routes from the landscape

- Hardening, improving, and decommissioning dispersed campsites throughout the project area