

Chapter 1. Purpose of and Need for Action

Introduction

Motor vehicles are used for many activities on the Tonto National Forest, such as sightseeing, camping, hiking, hunting, fishing, recreational riding, and collecting fuelwood and other forest products, as well as permitted and administrative uses. Current regulations prohibit trail construction and operation of vehicles in a manner that is damaging to the land, wildlife, or vegetation (*36 CFR 261—Prohibitions*). However, these regulations have not proven sufficient to control the addition of routes or environmental effects.

The project area being analyzed in this document is the entire Tonto National Forest. Of the six ranger districts that make up the Tonto National Forest, two currently permit cross-country motorized travel (Payson and Pleasant Valley), except in areas that are closed by forest order; restricted to seasonal use; or designated by Congress, such as wilderness areas. The other four ranger districts (Cave Creek, Globe, Mesa, and Tonto Basin) are closed to cross-country travel per the 1985 Tonto National Forest Land and Resources Management Plan (Forest Plan).

This draft environmental impact statement (draft EIS) describes the proposed project to improve the management of motorized vehicle use on National Forest System lands on the Tonto National Forest in accordance with the Travel Management Rule (*36 CFR 212, 251, and 261*). The project will result in the publication of a motor vehicle use map (MVUM) showing those roads, trails and areas designated for motor vehicle use. After the MVUM has been released to the public, travel off the designated system will be prohibited unless authorized by permit or as allowed by the Travel Management Rule and the designated Responsible Official.

The Tonto National Forest has evaluated alternatives and is issuing this draft EIS to disclose the potential effects of changes to the existing system of National Forest System roads, prohibiting cross-country travel, and designating a system of roads, trails, and areas where motorized travel can occur on the forest in order to comply with the Travel Management Rule.

Document Structure

The Forest Service has prepared this draft EIS in compliance with the National Environmental Policy Act (NEPA) and other relevant Federal and State laws and regulations. This draft environmental impact statement discloses the direct, indirect, and cumulative environmental impacts that would result from the proposed action and alternatives.

The document is organized into four chapters:

Chapter 1. Purpose and Need for Action: The chapter includes information on the history of the project proposal, the purpose of and need for the project, and the Agency's proposal for achieving that purpose and need. This section also details how the Forest Service informed the public of the proposal and how the public responded.

Chapter 2. Alternatives, including the Proposed Action: This chapter provides a more detailed description of the Agency's proposed action as well as alternative methods for achieving the stated purpose. These alternatives were developed based on significant issues raised by the public and other agencies. This discussion also includes mitigation measures. Finally, this section provides a summary table of the environmental consequences associated with each alternative.

Chapter 3. Affected Environment and Environmental Consequences: This chapter describes the existing condition of the project area and the environmental effects of implementing the proposed action and other alternatives. This analysis is organized by resource area.

Chapter 4. Consultation and Coordination: This chapter provides a list of preparers and agencies consulted during development of the environmental impact statement.

Additional documentation, including detailed analyses of project area resources, may be found in the project record located at the Tonto National Forest Supervisor's Office, 2324 E. McDowell Road, Phoenix, Arizona and on the Forest website at: [Tonto National Forest Travel Management Project Documents](#)

The Travel Management Rule

On November 9, 2005, the Forest Service published travel management regulations governing off-highway vehicles (OHVs) and other motor vehicles on national forests and grasslands. This is referred to as the Travel Management Rule or "final rule." The final rule was developed in response to the substantial increase in use of OHVs on National Forest lands and related damage to forest resources caused by unmanaged OHV use over the past 20 to 30 years. The regulations implement *Executive Order (EO) 11644* and *EO 11989* regarding off-road use of motor vehicles on Federal lands. The final rule "provides for a system of [National Forest System] NFS roads, NFS trails, and areas on NFS lands that are designated for motor vehicle use... Motor vehicle use off designated roads and trails and outside of designated areas is prohibited" (*36 Code of Federal Regulations (CFR) 212.50*). Per the final rule, forests that do not already restrict motorized travel to designated roads, trails, and areas must do so. Designated roads, trails, and areas shall be identified on a motor vehicle use map (MVUM) and made available to the public.

Once roads, trails, and areas on the Tonto National Forest have been designated and identified on the MVUM, motor vehicle use off of the designated system is prohibited. The following vehicles and uses are exempted from this prohibition: (1) aircraft; (2) watercraft; (3) over-snow vehicles²; (4) limited administrative use by the Forest Service; (5) use of any fire, military, emergency, or law enforcement vehicle for emergency purposes; (6) authorized use of any combat or combat support vehicle for national defense purposes; (7) law enforcement response to violations of law, including pursuit; and (8) motor vehicle use that is specifically authorized under a written authorization issued under Federal law or regulations (*36 CFR 251.51*).

The rule further states that "the responsible official may incorporate previous administrative decisions regarding travel management made under other authorities, including designations and prohibitions of motor vehicle use, in designating NFS roads, trails, and areas" (*36 CFR 2212.50(b)*). The final rule does not require reconsideration of any previous administrative decisions that allow, restrict, or prohibit vehicle use on NFS roads, trails or areas and that were made under other authorities. However, the responsible official may choose to

² Over snow vehicle use on the Tonto National Forest is limited to occasional use during infrequent heavy snowfall in the northern ranger districts of Payson and Pleasant Valley, mostly for emergency ingress and egress to private land. Such use is minimal and will not be covered in this decision.

reconsider past decisions, with public involvement, as necessary to achieve the purposes of the final rule (Federal Register, vol. 70, no. 216, p. 68269). This NEPA analysis concerns changes to the system that are needed to meet the Travel Management Rule.

As part of the process in complying with the final travel management regulations, the Tonto National Forest conducted a forestwide travel analysis process in 2006, reviewing the entire current road system. The intent of this process was to identify needed changes to the existing road and motorized trail systems. In early 2013, with the development of an environmental impact statement to analyze the effects of implementing the travel management rule, forest staff reviewed and refined the proposed designated road and motorized trail system to ensure protection, while providing for administration and utilization, of National Forest System lands (*36 CFR 212.5(b)*).

For the purposes of this analysis, the term “road” or “trail” is defined as a National Forest System road or trail that is designated for motor vehicle use pursuant to *36 CFR 212.51*. An unauthorized road or trail is, “a road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas” (*36 CFR 212.1*). Unauthorized routes have generally developed without agency authorization, environmental analysis, or public involvement and do not have the same status as National Forest System roads or trails included in the forest transportation system.

The travel management rule employs an iterative, ongoing process that begins with an analysis of the transportation system, which is then carried into a NEPA analysis for proposed changes to the system of roads, trails, and areas. This results in the designated transportation system, which can be adapted over time. The motor vehicle use map will show this system and will be valid until the forest issues a new map based on system changes found to be necessary. The final rule states that this map will be reissued every year, which would be reflective of any changes made to the designated system.

Location of Proposed Travel Management

The Tonto National Forest covers approximately 2,964,308 acres in central Arizona and is the fifth largest national forest in the National Forest System. The Tonto National Forest spans a range of ecosystems from the Sonoran Desert through a variety of chaparral and pinyon pine/juniper up to the mixed conifer and ponderosa pine of the Mogollon Rim. The Tonto National Forest is divided into six ranger districts: Cave Creek, Globe, Mesa, Payson, Pleasant Valley, and Tonto Basin (Figure 1).

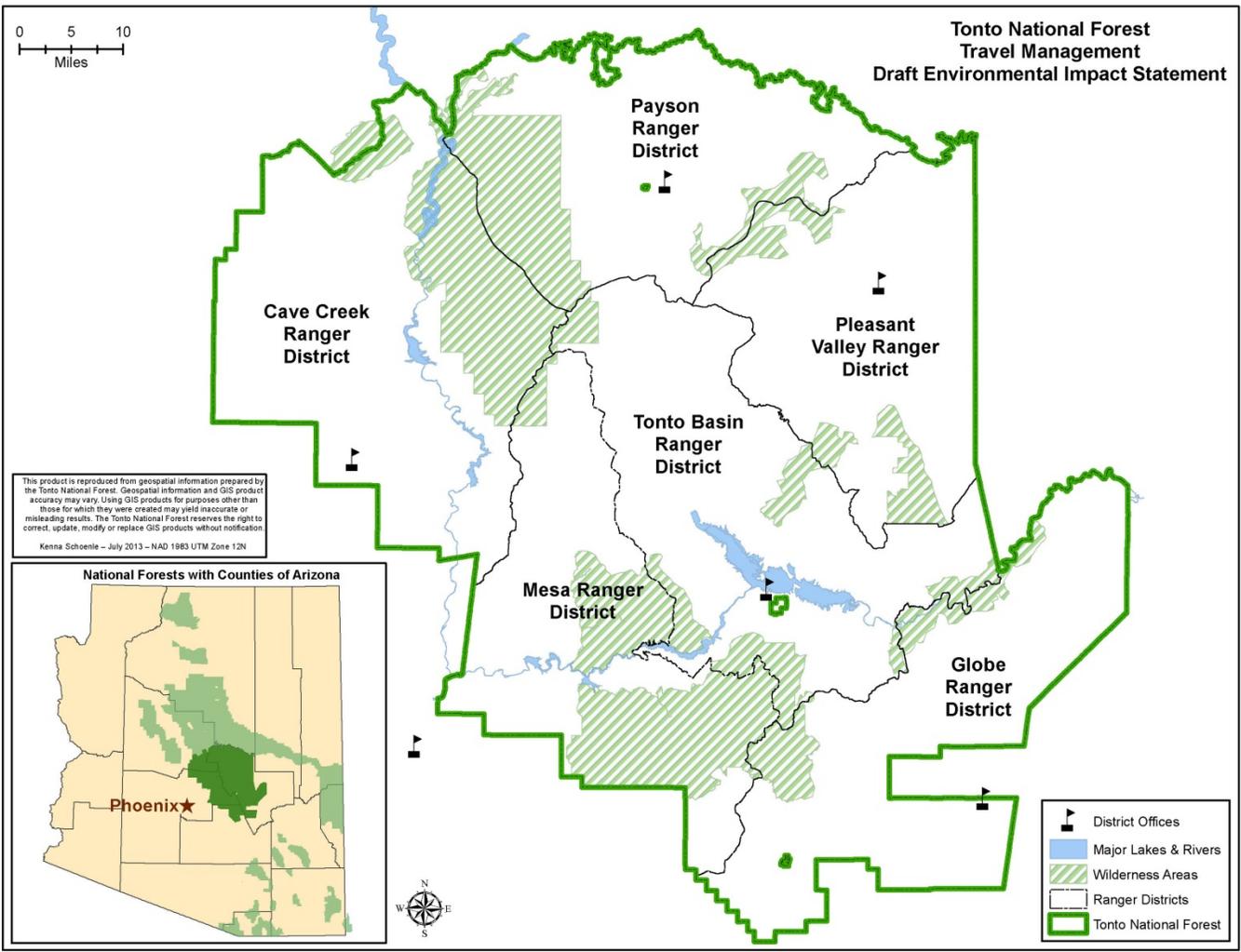


Figure 1: Map of the Tonto National Forest, including Ranger Districts

The Tonto National Forest abuts the northern edge of the Phoenix metropolitan area, which has a population of more than four million people. The city of Phoenix itself has a population of approximately 1.5 million³, making it the sixth largest city in the United States. The Phoenix area is a popular destination for conferences, conventions, and tourism with its warm and sunny year-round climate, wide variety of business, cultural, and recreational offerings, serviced by many direct flights from most major U.S. cities. These factors combine to make the Tonto National Forest one of the most heavily visited national forests (U.S. Forest Service, 2005a), with nearly 5 million recreational visitors annually (U.S. Forest Service, 2012).

Many of these visitors drive through the Tonto National Forest for sightseeing the natural landscape or on their way to other destinations, such as the Grand Canyon or other northern, high-elevation locations to escape the Phoenix Valley's summer heat. Others come for the variety of water-based recreation such as fishing, boating, water skiing, swimming, rafting, or to picnic near picturesque desert lakes and rivers.

Background of Motor Vehicle Use and Management on the Tonto National Forest

Motor vehicles are used for many activities on the Tonto National Forest. These activities include sightseeing, camping, hiking, hunting, fishing, recreational riding, and collecting fuelwood and other forest products, as well as permitted and administrative uses. Motor vehicle use is both a form of access to nonmotorized activities on the Forest and a form of recreation in and of itself. On Arizona National Forests and other public lands, off-highway vehicle (OHV) use varies depending on terrain and user preferences: off-road motorcycles, including dirt bikes, have a narrow wheelbase width and can be ridden on single-track trails; all-terrain vehicles (ATVs) often have a wheelbase width of 50 inches or less and riders straddle the vehicle, with multiple riders sitting one in front the other; utility terrain vehicles (UTVs) allow riders to sit side-by-side and may have a wheelbase width greater than 50 inches; and full-sized vehicles, which have a high enough clearance and traction to drive off paved roads.

During the past ten years, OHV use has increased dramatically across the nation and on millions of acres of public land in the western U.S. In Arizona, sales of OHVs increased 623 percent, from 1995 to 2006 (Arizona State Parks, 2009). Prior to 2001, the majority of OHV sales in Arizona consisted of ATVs; however, by 2008 UTVs had surpassed the sales of ATVs in Maricopa County (Arizona State Parks, 2009). According to a survey conducted by Arizona State Parks (2009), 22 percent of adult Arizona residents have participated in motorized recreation, with nearly 11 percent indicating that motorized vehicle use accounts for the majority of their recreation. Riding a motorized vehicle off designated and maintained roads and trails can result in effects to resources, including increased soil erosion, decreased water quality, decreased air quality, damage to cultural resources, disruptions to wildlife, changes in natural vegetation, or conflicts with forest users seeking a nonmotorized experience. Managing motorized recreation is particularly challenging on the Tonto National Forest as the desert ecosystem does not provide many natural barriers to prevent users from riding anywhere their vehicle will take them. The Tonto National Forest is the most heavily-used national forest for motorized recreation, with nearly a million visitors using OHVs on the Forest annually (English *et al.*, 2004).

³ According to the U. S. Census Bureau 2012 population estimates ([U.S. Census Bureau Quick Facts: States](#) accessed on June 14, 2013).

The issue of increasing motorized use is not specific to the Tonto National Forest. Unmanaged recreation, including motor vehicle use, was listed as one of the four key threats to the health and sustainability of national forests by former Forest Service Chief Dale Bosworth. In November 2005, a Travel Management Rule was established as a regulation to improve management of motorized use by defining where motorized use is acceptable and where it is not. More specifically, this rule requires Forest Service staff at each national forest and grassland to designate motor vehicle use on roads, trails, and areas by vehicle class and time of year if appropriate. After designation, motor vehicle use not in accordance with the designation is prohibited, except for those exemptions listed in the Travel Management Rule, such as limited administrative use by the Forest Service or permitted activities (*36 CFR 212.51*). The Travel Management Rule only applies to motorized vehicle use and does not affect or prohibit any nonmotorized access.

Existing and Desired Conditions

Existing conditions describe the current management situation and environmental conditions within the project area. Desired Conditions describe the goals for travel management as defined by Forest Plan guidance, the Travel Management Rule and other regulations, as well as the public's needs. The topic areas below represent broad-scale features associated with a district transportation system. Additional information about existing conditions related to specific resources can be found in Chapter 3 of this document.

Existing Condition

Motor vehicles are used to access the forest and engage in a wide variety of activities on the Tonto National Forest. Additionally, forest visitors use the existing transportation system to support their lifestyle with activities such as firewood collection and hunting/game retrieval. Currently, motor vehicles may drive on any open road as well as access the forest interior by driving "cross-country" or off of forest roads, except where prohibited by existing off-road closure areas. These "motorized travel restricted" areas are closed to cross country travel to protect sensitive soil and vegetation, wetlands, wilderness areas, and non-motorized recreational opportunities. These areas have been closed by previous official Forest Orders or legislative actions, such as congressionally designated wilderness.

The Forest Service uses five maintenance levels (ML) to classify roads, ranging from ML 1 indicating intermittent service roads closed to vehicular use, to ML 5, indicating roads that provide a high degree of user comfort and convenience. ML 3, 4, and 5 roads are those suitable for passenger cars. Some of these roads are dirt, some are gravel, and some are paved. ML 3, 4, and 5 roads are subject to the Highway Safety Act; therefore, they generally receive more maintenance than level 1 and 2 roads. This report will refer to passenger car roads (ML 3, 4, and 5 that a typical sedan could drive down) and high clearance roads (ML 2) that are maintained for high clearance vehicles.

According to the current database for roads on the Tonto National Forest, there are approximately 2,952 miles of roads open to the public: 645 miles for passenger vehicles and 2,308 miles for high clearance (Table 1). This database shows that there are 1,739 miles of ML 1 (closed to vehicular use) roads and 267 miles of decommissioned routes. However, after reviewing updated satellite imagery and gathering on-the-ground information from ranger district personnel, Forest Service Law Enforcement Officers, and Arizona Game and Fish Department employees, it was

determined that many of the ML 1 and decommissioned routes are quite likely still open to the public and being used currently by motor vehicles. Because of this inconsistency, it was decided that the existing condition for the roads system on the Tonto National Forest, the baseline for which the effects of the proposed changes to the road system for this project, results in approximately 5,000 miles of roads open to motor vehicle use⁴. Currently, there are no trails designated for motorized use only.

Table 1: Existing Road System

Road Maintenance Level	Miles	Percent of Total
Not Under Forest Service Jurisdiction	13	n/a
Decommissioned	n/a	0
Level 1	n/a	0
Level 2	2,308	47
Level 3	458	9
Level 4	136	3
Level 5	50	1
FS Roads Likely Open to Public, ML Unknown	2,006	40
Total (FS Jurisdiction)	4,958	100

In addition to the forest roads described above, the Tonto National Forest has seen the proliferation of unauthorized, or “user-created,” routes⁵. In most cases, these roads appear as “two track” roads that access popular areas for dispersed recreation (camping, hunting, horseback riding, etc.). These roads are not kept in the Forest Service roads inventory, and do not receive maintenance to ensure environmental impacts are minimized. The number of unauthorized routes continues to grow as more and more visitors use the area and drive vehicles off road. Most of these routes include unauthorized travel for which the forest currently has no data⁶ and routes that have been created by repeated off-road travel in areas where cross-country travel was permitted. Additionally, unauthorized routes have been created in areas where cross-country travel was not permitted but existing prohibitions or enforcement of such prohibitions were not adequate.

A more detailed description of the existing conditions, including specific mileage for roads, can be found in Chapter 2; the No Action Alternative (Alternative A).

⁴ A more detailed discussion of the inconsistencies between what is in the Tonto National Forest databases for roads and trails and what is currently on the ground can be found in the Alternatives Considered but Eliminated from Detailed Study section of Chapter 2 of this document.

⁵ *36 CFR 212.1* Defines an unauthorized road or trail as: A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas.

⁶ Per the final Travel Management Rule, an exhaustive inventory of unauthorized routes was not conducted on the Tonto National Forest, nor is there any expectation that such an inventory will be conducted.

Desired Condition

The Tonto National Forest Land and Resource Management Plan (Forest Plan) is the guiding document for Forest Service management of natural resources and uses of the forest. Currently, the Tonto National Forest allows motorized cross-country travel throughout the forest except in three types of areas: congressionally designated wilderness, areas closed to motorized use in the forest plan, or areas closed to motorized use in a forest closure order. Areas closed to motorized use in the forest plan and areas closed to motorized use in a closure order can be seasonal closures. In addition, the Travel Management Rule directs the Forest Service to provide for a system of NFS roads, NFS trails, and areas on NFS lands that are designated for motor vehicle use and by class and time of year (if appropriate) (*36 CFR 212.50*). Part of the desired condition is that the forest road system is the minimum system necessary to provide safe and efficient travel for the administration, utilization, and protection of NFS lands considering long-term funding expectations while ensuring that the identified system minimizes adverse environmental impacts (*36 CFR 212.5 (b)*). The desired condition is a designated system of roads, motorized trails, and OHV areas that are managed and sustainable, which accommodate motorized access needs consistent with the Forest Plan and the 2005 Travel Management Rule.

Purpose of and Need for Changes to Travel Management

The purpose of this project is to comply with the Travel Management Rule by providing a system of roads, trails, and areas designated for motor vehicle use by class of vehicle and time of year on the Tonto National Forest. In addition, the magnitude and intensity of motor vehicle use has increased to the point that the intent of *EO 11644* and *EO 11989*, both pertaining to the use of motorized vehicles on public land, cannot be met while still allowing unrestricted cross-country travel. There is a need to determine which, if any, authorized National Forest System roads currently open should be closed to motorized travel. In addition, there is a need to determine which, if any, authorized roads currently closed should be open to motorized travel. There is also a need to identify any restrictions on allowed uses, classes of vehicles, and/or seasons of use for specific routes. There is also a need to determine which, if any, unauthorized routes should be added to National Forest System as trails or roads open for motorized access. Furthermore, there is a need to determine if, when, where, and how far motor vehicles may be driven off designated roads for the sole purpose of motorized dispersed camping, motorized big game retrieval, and collection of forest products. Finally, there is a need to amend the Forest Plan⁷, in part, to prohibit motor vehicle use off designated National Forest System roads, trails, and areas except as shown on the motor vehicle use map and to revise wording for consistency regarding definition to comply with Travel Management Rule, *36 CFR 261.13*.

Decision Framework

The Tonto National Forest Supervisor is the responsible official and will decide the following:

- Changes to the existing road system;
- Changes to existing motorized trails and areas open to cross-country motorized travel;

⁷ A detailed account of plan amendments associated with the action alternatives can be found in Appendix A of this document.

- The distance motor vehicles may travel off specific designated routes for the purpose of dispersed camping , big game retrieval, and collection of forest products; and
- Language and content changes to the Tonto National Forest Plan via a forest plan amendment through use of the 1982 rule procedures as allowed by the transition language of the 2012 planning rule (*36 CFR 219.17(b)(3)*).

The decision will be based on a consideration of the environmental effects of implementing the proposed action or alternatives developed in response to significant issues. The Forest Supervisor may select the proposed action, an alternative analyzed in detail, or a modified proposed action or alternative within the project's range of alternatives. The Tonto National Forest Supervisor, responsible official for this environmental impact statement process, chose to focus this analysis and subsequent decision on meeting the primary purpose and intent of the Travel Management Rule to designate National Forest System roads, trails, and areas on Forest Service managed lands for motor vehicle use (*36 CFR 212.51*). Previous administrative decisions concerning development of existing National Forest System roads and trails, road construction, road reconstruction, motorized trail construction, and land suitability for motorized use on existing roads are outside of the scope of this analysis. This analysis does not preclude a planning effort that considers changes to the motorized route system at a later date. Any such future proposal would require an appropriate environmental analysis and documentation in a NEPA decision.

Furthermore, this environmental analysis process is focused on implementing *36 CFR 212 Subpart B* of the Travel Management Rule. This decision will not affect the terms and conditions associated with special use authorization of National Forest System land, outlined in *36 CFR 251*, including motorized access for grazing and livestock use and minerals.

Furthermore, over snow vehicle use on the Tonto National Forest is limited to occasional use during infrequent heavy snowfall in the northern ranger districts of Payson and Pleasant Valley, mostly for emergency ingress and egress to private land. Such use is minimal and will not be covered in this decision.

Public Involvement

In October 2009, the forest released a proposed action. Seven public meetings were held throughout the communities within and proximate to the forest in November and December 2009 to gather input about the proposed action, including roads and trails proposed for motorized use. Comments to the proposed action were accepted through December 4, 2009. A draft version of an environmental assessment was released for public comment on January 6, 2012 for a 30-day comment period. Due to the length and complexity of the environmental assessment and requests from the public, an additional 30-day comment period began on February 5, 2012. Approximately 300 letters were received during these two comment periods.

After initiating compliance with the Travel Management Rule under an environmental assessment, the Tonto National Forest determined that the level of significance reached a point that environmental analysis for travel management under an environmental impact statement (EIS) would be more appropriate. On February 1, 2013, a notice of intent to prepare an EIS was published in the Federal Register, initiating a 30-day scoping period that ended March 4, 2013.

Approximately 1,794 postcards and 1,673 emails were sent to interested and affected parties⁸. Approximately 120 replies were received, including 20 form letters from Rim County Riders ATV Club members.

Consultation and Communication with Tribes

Communication with Tribes interested and affected by travel management on the Tonto National Forest has been ongoing since 2009. The following is a list of the Tribes and Tribal communities that have provided comments about travel management and a summary of their issues and concerns:

- Fort McDowell Yavapai – supports closure of routes that access their adjacent reservation to protect from vandalism.
- Gila River Indian Community and Salt River Pima-Maricopa Indian Community – wants the forest to maintain existing roads as they are now, without adding roads or unauthorized routes, and focus on enforcement to protect heritage sites.
- Hopi – supports the most restrictive action for travel management, limiting motorized access, decreasing motorized route mileage, and prohibiting cross-country travel.
- San Carlos Apache Tribe – wants the identification and protection of historic sites, while allowing for continued access for Tribal members to sacred, holy, traditional, cultural, and heritage resource sites. They also encourage the forest to decommission all unauthorized routes and as many roads as possible.
- White Mountain Apache Tribe – wants all cultural heritage resources to be protected by closing routes and limiting motorized access in areas on the forest that are adjacent to tribal land.
- Yavapai Apache Nation and Tonto Apache Tribe – supports an action that is most restrictive for motorized access and use.
- Yavapai Prescott Indian Community – also supports an action that is most restrictive for motorized access and use.
- Ak-Chin Indian Community – supports a plan that will protect the land and wildlife from damage associated with motor vehicle use.

Issues Associated with Motorized Travel

Issues serve to highlight effects or unintended consequences that may occur from the proposed action and alternatives, giving opportunities during the analysis to reduce adverse effects and compare trade-offs for the decision maker and public to understand. Issues help set the scope of the actions, alternatives, and effects to consider in our analysis (Forest Service Handbook 1909.15.12.4).

Comments from the public and other agencies submitted during the scoping period were used to formulate issues concerning the Proposed Action. An issue is a point of dispute or disagreement with the Proposed Action based on some anticipated environmental effect. The interdisciplinary

⁸ There was duplication in some instances with the postcards and emails where individuals and groups received both notifications.

team separated the issues into two groups: significant and nonsignificant. Significant issues were defined as those directly or indirectly caused by implementing the Proposed Action.

Nonsignificant issues were identified as those:

- Outside the scope of the proposed action;
- Already decided by law, regulation, policy, the forest land and resource management plan, or other higher level decision;
- Irrelevant to the decision to be made; or
- Conjectural and not supported by scientific or factual evidence.

The Council on Environmental Quality NEPA regulations explains this delineation in Sec. 1501.7. “...identify and eliminate from detailed study the issues which are not significant or which have been covered by prior environmental review....”

Designation of Roads, Motorized Trails, and OHV Areas

1a. The amount of roads and motorized trails in the proposed action does not meet the current and future needs for motorized recreation and access throughout the Tonto National Forest.

Unit of measure: Miles of roads and trails designated open to motorized vehicles.

1b. The proposed action does not meet the needs for diverse motorized recreation opportunities.

Unit of measure: Miles of trails designated for the following motorized users: single track/motorcycle; ATV (less than 50 inches wide); UTV; or full-sized vehicles.

1c. Designation of roads and motorized trails would result in user conflict.

Unit of measure: Distance to nearest motorized road or trail and changes in recreation opportunities across the forest.

1d. Designation of roads, motorized trails, and OHV areas would result in impacts to water and soil resources.

Unit of measure: Miles, acres, and percentage of roads and areas related to watersheds and soil categories.

1e. Designation of roads, motorized trails, and OHV areas would result in impacts to wildlife habitat.

Unit of measure: Density of roads and motorized trails in all habitat types for threatened, endangered, and Forest Service sensitive species.

1f. Designation of roads, motorized trails, and OHV areas would result in impacts to cultural resources.

Unit of measure: Number of cultural resources impacted.

Motor Vehicle Use for Big Game Retrieval

- 2. Authorizing motorized big game retrieval off designated routes could impact water and soil resources, wildlife habitat, cultural resources, and nonmotorized recreational experiences.**

Unit of measure: Number of average off-road vehicular trips for motorized retrieval of big game by species, along with the potential acres allowed for motorized big game retrieval.

Motor Vehicle Use for Dispersed Camping

- 3a. Limiting motor vehicle use to access dispersed camping to a specific distance from designated roads or motorized trails or to designated dispersed sites may reduce dispersed camping opportunities, cause user conflict, and concentrate resource impacts.**

Unit of measure: Acres of designated camping corridors or designated dispersed camping sites.

- 3b. Motorized dispersed camping corridors allow motorized use in areas that can cause impacts to water and soil resources, wildlife habitat, and cultural resources.**

Unit of measure: Acres and intensity of designated motorized dispersed camping corridor use in sensitive wildlife habitat, riparian areas, and number of cultural resources impacted.