

DIVIDE TRAVEL PLAN

New Conceptual Alternatives

In response to public comment to the proposed action mailed in April of 2003, the Divide Interdisciplinary Team (IDT) has developed two additional conceptual alternatives for public review. These following alternatives are specific to the Divide area and are displayed on the attached maps.

Public comment, field reconnaissance, mapping, and analysis may result in changes to these maps as the IDT continues to further develop the three conceptual alternatives. In addition, single track trail riders (motorcyclists) could be accommodated as the concepts are further developed through discussion with the Forest Service and other Forest users to identify routes that would be most suitable as single track motorized trails. Following are brief descriptions of these conceptual alternatives:

Conceptual Alternative 3

Conceptual Alternative 3 was developed in response to comments that the proposed action didn't allow for enough motorized access. Together with scoping responses that supported this sentiment, the IDT used the following guidelines: this alternative would not allow for motorized use along the Continental Divide National Scenic Trail if that use didn't exist prior to the scenic trail designation in 1985; and, this alternative provides for some new trails that would act as connectors between existing trails. This alternative does include seasonal restrictions to help mitigate some of the adverse impacts to wildlife habitat effectiveness.

If this alternative were chosen for implementation, Conceptual Alternative 3 would address the following key issues:

- Open more roads and trails for increased motorized access.
- Increase hunter access.
- Increase opportunities for motorized vehicles less than 50" in width.
- Add user created trails to the Forest Service trail system.
- Keep the Electric Peak proposed wilderness area non-motorized.
- Maintain current levels of motorized access to the Continental Divide Trail.
- Provide for the current level of lands open to snowmobile use.

Conceptual Alternative 4

Conceptual Alternative 4 was developed in response to comments that the proposed action should be modified to emphasize non-motorized use and to enhance wildlife habitat.

If chosen for implementation, Conceptual Alternative 4 would address the following key issues:

- Maximize the amount of the Continental Divide Trail that would be non-motorized.
- Increase the amount of winter range that would be closed to motorized travel.
- Use road, trail, and areas restrictions to maximize habitat for lynx and bull trout as well as habitat for elk winter, summer and calving range.
- Provide for an increase in non-motorized recreation opportunities.
- Prohibit wheeled motorized activities in inventoried roadless areas.