



Department of
Agriculture

Forest
Service

November 2011

Addendum to Forest Plan Appendix 8. Motorized Access Management Direction Kootenai National Forest



Forest Plan Amendments for Motorized Access Management within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones



Addendum to Forest Plan Appendix 8. Motorized Access Management Direction

Replace the Forest Plan standard for linear open road density (Forest Plan, p. III-60 and Forest Plan Appendix 8, p. 12) and the Forest Plan goal for Habitat Effectiveness with the following.

Activities in grizzly bear habitat and in the BORZ shall follow the management direction in the addendum to Appendix 8 (Motorized Access Management Direction).

Design Elements

- I. The following access management standards would apply to individual BMUs within the Cabinet-Yaak Recovery Zone on the KNF:
 - A. The OMRD, TMRD, and percent core standards displayed in Table 1 would be established for the BMUs in the Cabinet-Yaak Ecosystem.
 - B. Parameters for establishing and managing core habitat in all BMUs:
 1. In accordance with IGBC (1998) and Selkirk/Cabinet-Yaak Ecosystem Subcommittee (1998) direction, core areas shall be established for the purpose of providing secure habitat for grizzly bears.
 - a. Core areas include high quality habitat within a BMU that contains no motorized travel routes or high use trails.
 - b. Core areas do not include any gated or restricted roads but may contain roads that are impassable due to re-growth of vegetation, effective barriers other than gates, or placement of logging or forest debris so as to no longer function as a motorized route.
 - c. When possible, core areas would be delineated by identifying and aggregating the full range of seasonal habitats that are available in the BMU.
 - d. The IGBC anticipated that minimum core area size might be determined for each recovery zone. For the Selkirk/Cabinet-Yaak Grizzly Bear Recovery Zones, no scientifically based minimum effective size polygon for core area has been determined (Wakkinen and Kasworm 1997), though minimum block sizes of 2-8 mi² were suggested. Therefore, discounting small or narrow blocks of core area is not prudent at this time. Individual project analyses would disclose the percent and size of core areas in each BMU.
 - e. Once route closures to create core areas are established and effective, these core areas should remain in place for at least 10 years. Therefore, except for emergencies or other unforeseen circumstances requiring independent section 7 consultation, newly created core area shall not be entered for at least 10 years after creation.
 - f. Roads that are closed, decommissioned, or barriered in the future to create core area would be put in a condition such that a need for motorized access for maintenance is not anticipated for at least 10 years. Until such closed roads are

placed in the above-described condition, they would not be considered as contributing to core area.

2. Entering core area blocks for road decommissioning or stabilization activities:

- a. Without further section 7 consultation on grizzly bears, the Forest Service may affect underlying core area habitat within a BMU once per 10-year time frame for the sole purpose of completing road decommissioning/stabilization activities on existing closed or barriered roads in core habitat.
- b. Subsequent needs to re-enter individual core areas within a BMU more frequently than once per decade for the purposes of road decommissioning shall be handled on a case-by-case basis through standard section 7 consultation procedures. The effects of additional entries would be analyzed pursuant to such project level consultation. Pending the outcome of each analysis, additional measures to minimize potential effects to grizzly bears may be required.

3. Routine forest management may be proposed in a core area block after 10-years of core area benefit. However, BMUs must remain at or above the core standard. Therefore, potential losses to existing core must be compensated with in-kind replacement concurrently or prior to incurring the losses. Such in-kind replacement of core would be established within the affected BMU in accordance with the direction in Part I.B.1., above. For exceptions, see specialized circumstances outlined in Part I.D. concerning BMUs that exceed standards. Following management, core areas must subsequently be managed undisturbed for 10 years.

C. Parameters for BMUs currently not meeting core area, OMRD, and/or TMRD standards:

1. These BMUs are anticipated to be brought up to standards in the following manner: 33 percent of those BMUs currently not meeting one or more standard within each ecosystem are estimated to meet all standards within three years of the amendment decision date; 66 percent of those BMUs currently not meeting one or more standard within each ecosystem are estimated to meet all standards within 5 years of the amendment decision date, and 100 percent of those BMUs currently not meeting one or more standard within each ecosystem are estimated to meet all standards within eight years of the amendment decision date.

D. For those BMUs currently meeting or exceeding (being better than) the standards for core area:

1. Except as provided above for road stabilization projects, no reductions in core habitat without in-kind replacements would be proposed until all BMUs administered by the IPNF, KNF and LNF in the respective ecosystems are up to standard (Table 1).
2. Once all BMUs meet all standards then subsequent projects that propose to permanently reduce core area by roads shall undergo independent section 7 formal consultation.
3. Reductions of core area within individual BMUs shall not reduce the percent core area below the minimum standards for the affected BMU without compensating with in-kind replacement concurrently or prior to incurring the losses (see Part I.B.3.).

E. Road use associated with completing administrative activities:

1. In the Cabinet-Yaak Ecosystem:

- a. Administrative use shall not exceed 60 vehicle round trips per active bear year per road, apportioned as follows: ≤18 round trips in spring (April 1 through June 15); ≤23 round trips in summer (June 16 through September 15); and ≤19 round trips in fall (September 16 through November 30).
- b. If the number of trips exceeds 60 trips per active bear year in the Cabinet-Yaak ecosystem, then that road would be considered "open" for analysis and reporting purposes. Likewise, if the number of trips exceeds the allowable ecosystem-specific seasonal (spring, summer, and fall) vehicle round trips per road, then that road would be considered "open" for analysis and reporting purposes.

II. The following access management applies to four grizzly bear recurring use areas (i.e., BORZ areas) located outside of the Cabinet-Yaak Grizzly Bear Recovery Zone on the KNF:

- A. The Forest shall ensure no increases in permanent linear miles of open road¹ on National Forest System lands in any individual BORZ, above the baseline conditions identified in Table 2, except in cases where the Forest Service lacks discretion to prevent road building across National Forest System lands due to legal or other obligations (examples include, but are not limited to, ANILCA claims, identification of RS2477 thoroughfares). Potential increases in linear miles of open roads must be compensated for with in-kind reductions in linear miles of open road concurrently with, or prior to, project implementation within the same BORZ.

Temporary increases in linear miles of open roads are acceptable under the following conditions:

1. Roads closed² to public motorized use or roads created or reconstructed to facilitate land management activities that are otherwise closed to public use may be "opened" to the public immediately following completion of all mechanized harvest and post-harvest slash activities requiring use of the road, to allow motorized public use during the bear summer season prior to the fall bear hunt (i.e., June 16 - August 31) for activities such as personal firewood collection. This public access would only be provided in cases where the mechanized harvest and/or post-harvest slash activities occurred during the same active bear year.
- B. The Forest shall ensure no net permanent increases in linear miles of total roads³ in any individual BORZ area above the baseline conditions identified in Table 2, except in cases where the Forest Service lacks discretion to prevent road building across National Forest System lands due to legal or other obligations (examples include, but are not limited to, ANILCA claims, identification of RS2477 thoroughfares, etc.). Otherwise, potential increases in linear miles of total roads must be compensated for with in-kind reductions in linear total road miles concurrently with, or prior to, new road construction or reconstruction of currently bermed or barriered roads.

¹ Open roads are roads that are open for all or part of the active bear year.

² Closed with a closure order and/or some type of closure device such as a gate.

³ Includes roads that do not have restrictions on motorized use and roads that are closed to public motorized use.

Temporary increases (not off-set) in linear miles of total roads are acceptable under the following conditions:

1. Temporary increases in linear miles of total roads are acceptable under the following conditions:
 - a. Newly constructed roads would be effectively gated and would be restricted with a CFR closure clarifying they are not open for public use.
 - b. These roads⁴ shall be closed immediately upon completion of activities requiring use of the road, except as described in Part II. A.1., above. Roads must be closed with a berm, guardrail or other measure that effectively prevents motorized access, and put in a condition such that a need for motorized access for maintenance is not anticipated for at least 10 years.
 - c. Upon completion of a land management project, linear miles of total roads would be returned to or below the baseline levels contained in Table 2.
 - C. Timber harvest activities that would occur within multiple watersheds shall be scheduled such that disturbance of grizzly bears resulting from road use is minimized. The appropriate scale for scheduling harvest activities would be determined pursuant to project level consultation.
- III. To ensure the effective implementation of the open road density parameter, at least 30 percent of closure devices (gates and barriers) will be monitored annually within the Cabinet-Yaak ecosystem. Monitoring techniques may include visual checks as well as road counters.

⁴ Includes temporary roads built to facilitate the completion of the project and not intended to be left on the landscape—i.e. typically for 10 years or less) as well as the re-opening of existing bermed or barred road prisms.

Table1. KNF BMU status and standards

BMU	BMU Priorities	OMRD ≥ 1 mi/mi ² (percent)		TMRD ≥ 2 mi/mi ² (percent)		Core Area (percent)		Percent NFS Land
		2009 Status	Proposed Standard (max)	2009 Status	Proposed Standard (max)	2009 Status	Proposed Standard (min.)	
1-Cedar	2	14	15	10	15	83	80	99
2-Snowshoe	2	20	20	16	18	76	75	94
3-Spar	3	27	33	26	26	62	59	95
4-Bull	2	37	36	29	26	62	63	84
5-St. Paul	1	28	30	23	23	58	60	97
6-Wanless	1	29	34	34	32	53	55	85
7-Silver Butte-Fisher	2	32	26	23	23	62	63	92
8-Vermillion	3	33	32	24	21	55	55	93
9-Callahan	2	27	33	26	26	59	55	90
10-Pulpit	2	44	44	29	34	51	52	95
11-Roderick	1	28	28	28	26	54	55	96
12-Newton	1	42	45	29	31	58	55	92
13-Keno	1	34	33	25	26	59	59	99
14-NW Peaks	1	28	31	26	26	56	55	99
15-Garver	1	29	33	25	26	55	55	94
16-East Fork Yaak	1	29	33	27	26	54	55	96
17-Big Creek	2	30	33	16	26	58	55	99

Table 2. KNF habitat conditions for bears outside recovery zone (BORZ) occupancy areas

BORZ Name	Grizzly Bear Ecosystem	Total Size (Acres)	NFS ¹ Lands (Acres)	Total Linear Miles of Roads on NFS Lands	Total Linear Miles of Open Roads on NFS Lands
Clark Fork	Cabinet-Yaak	101,899	100,421	256.1	176.9
Cabinet Face	Cabinet-Yaak	27,140	26,177	164.1	128
West Kootenai	Cabinet-Yaak	173,122	169,705	615.3	315.9
Tobacco	Cabinet-Yaak	287,240	266,947	1,123.9	867