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Bark's Recommendations for the Barlow Ranger District's Travel Analysis Process

Road 4800-260 and connected spurs: Opportunity for road removals. This cluster of roads was identified for decommissioning through the 2010 Increment 3 proposal. Bark has since used these roads for mushroom gathering and educational hikes. However, these low-access roads require maintenance, and the severe erosion & gullying at and past the Cedar Creek crossing causes us to be concerned about the rationality of such an action. Please consider at the very least closing the 4800-260 to motorized access and restoring hydrologic function to this road system.

Road 4820 and connected spurs: Opportunity for change in maintenance level, or seasonal closure. The 4820 road between 4820-150 and 4811 is experiencing culvert issues, rutting, potholes and other erosion. Additionally, the spurs off this road segment experience little use other than target shooting. All of these roads were also identified for decommissioning through the 2010 Increment 3 proposal. Please consider seasonally closing the 4820 between 4820-150 and 4811, and decommissioning the connected spurs.

Roads 4330, 2130 & 2131 spurs: Opportunity for road-to-trail conversion & road removals. Based on our experience in this heavily roaded area, we recommend implementation of the potential road decommissioning identified in the 2010 Increment 3 scoping letter maps. This area is used by mountain bikers, and maintaining 2131-011 and parts of 2130-280 & 2130-282 as a road-to-trail conversions along *Trail 487* would add value to this use. Simultaneously, effectively removing access to spur roads off the 4330 would remedy the impact of unauthorized motorized access, such as on a user-created road off the 4330-017.

Road 4800-530: Opportunity for a road-to-trail conversion. Bark has used this road for educational hikes and activities. This road would provide strictly non-motorized access to the Mount Hood Wilderness area, while currently it

abuts the wilderness area. Restoring natural stream crossings on this conversion would benefit aquatic habitat.

Road 4800-520: Opportunity for road failure repair and decommissioning. A significant failure has occurred on this road which has resulted in gullies, delivering sediment to the North Fork Iron Creek. To protect aquatic resources, please remove this road from the system.

Road 4800-190 4850-032 & 4850-130: Opportunity for closure barricade improvements and improved non-motorized access. These two roads appear to receive little use other than non-motorized, and are for the most part effectively closed, but with damaged closure barricades. Road 4850-130 runs along wet areas, and we are concerned that any increased access will have a detrimental effect on these areas. Nearby spurs also experience illegal garbage dumping. Please consider keeping these roads closed with improved barricades to deter future motorized access.

Road 1700-690 and connected spurs: Opportunity for road removals. This road cluster includes multiple breached closure barricades. The high road density of this area, along with the needed maintenance on these roads to keep them open causes us to be concerned about the rationality of such an action. Please consider actively removing these roads from the system and retaining the routes for non-motorized access only.

GENERAL RECOMMENDATIONS:

****Based on our field observations in the White River watershed, we generally recommend following road treatments identified in the 2010 Increment 3 scoping maps for closures, road-to-trail conversions and decommissioning projects.****

****Do not build new permanent or “temporary” roads, or rebuild previously decommissioned roads. Such an action is ecologically and economically unjustified as identified by the current best available science.****