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Bark's Recommendations for the Clackamas River Ranger District's Travel Analysis Process (TAP)

5740-240 and connected spurs (Stone Creek)

This subwatershed has some of the highest road densities in the Clackamas (~5 rd mi/sq. mi). This road network gets used by dispersed campers, ATVs and single-track users. All of the termini of these roads enter riparian areas. The 5740-240 road has some erosion problems when it crosses a tributary of Stone Creek – there is visible sediment leaving the road that can be followed all the way down to the creek. Unmapped single-track roads running parallel to the creek may be making this problem worse. Please consider decommissioning this road before the stream crossing, the 240 where it wraps around the same creek, and the 243 road as it bends parallel to the Stone Creek tributary to the south. As described in the 2014 Clackamas Restoration proposal, please also consider decommissioning the last 0.3 miles of the 5740-241 and 5740-242 roads.

Other nearby roads which appear unstable and receive low-use:

- 5740-230 and connected spurs
- 4200-028, 4200-029, 4200-30

4500 road network (Memaloose Creek and South Fork Clackamas)

We want to prioritize reducing road density and keeping already closed roads closed in this area. As the agency is aware, there is much illegal activity (target shooting, OHVs, garbage dumping) off Memaloose Rd. There has also been much work already done to close roads off the 4500. We would very much like to see these roads permanently removed from the system:

- 4500-019
- 4500-120 (last half mile)
- 4540-140 (currently being used irresponsibly with garbage left behind)

- 4540-150 and spur road 160
- 4500-190 & 4500-200 (currently unused and wrapped around the headwaters of Oscar Creek)
- 4500-220 (and spurs on 240): This is a dense road network that contains the greatest opportunity for road removals. Please consider permanently closing the 4500-220 and decommissioning the spurs.
- 4500-262 (No obvious purpose served by this short road that parallels Cultus Creek)
- 4500-302
- 4500-310 & 4500-316 (currently blocked, this could help provide a narrow roadless corridor along the S. Fork Clackamas River.
- 4500-350 & 360 (currently effectively blocked)

5400 road network (Fish Creek watershed, and Fish Creek Divide)

Since the mid-nineties, the majority of the Fish Creek watershed has remained roadless. Being a very geologically unstable and hydrologically recovering (from logging and roadbuilding) watershed, we'd like to see it stay this way.

Upslope to the east on the Fish Creek divide, we'd like to ask the Forest Service to prioritize restricting motorized access to unneeded spurs off the 5410, 5411 and 5412. Some of these might include:

- 5410-120 and connected spurs, 5410-134, 5410-136
- 5411-120, 5411-170, 5411-180, 5411-190

4620 road network (Sandstone Creek & Big Creek)

Through the Forest Service's 2003 roads analysis the 4620-150, 4620-013, 4621-150, 4621-017, 4621-014, 4621-140 were all identified as being low-use roads with high aquatic risk. We'd like to see these roads removed from the MHNH road system for this reason.

In addition, when Bark volunteers visited the 4621 road system, we encountered hydrologic issues associated with a culvert blowout at the gate, and erosion on roads adjacent to wetlands. This network is already gated with low use, and we feel it best for the Forest Service to look to the 4621 and connected spurs for opportunities to reduce road density through decommissioning.

4640 & 4645 road networks (Mag, Tag and Tar Creeks)

The 4640 is currently gated, with most spurs effectively closed to motorized access. As some of these spurs will be reopened for the Grove project, we'd like to request that these spurs be properly decommissioned afterwards.

Restricting motorized access to 4640-150 is a priority for us, as we have seen

significant erosion-related issues and channelization along this road during the wet season. The first spur to the north off the 4640, 4640-011, has been used by Barkers as a hiking trail, but intersects several wet areas. We'd especially like to see motorized access to this road restricted in the future.

The 4645 network is also gated, with most spurs effectively blocked. We would like to request that the FS look to this area for reducing road density through active decommissioning of the spurs and potentially closing this road after Grove is completed.

5700-120 & 130, and connected spurs (John Creek)

Most of the spurs off these roads are blocked, and this road network appears to get little use (although it's dangerous in places to drive up if multiple users are present). Removing this road network could reduce overall road density in the Oak Grove Fork, south of the 57, which is currently very high.

6300 & 7000 road networks (Collawash Watershed)

Please see our map of recommendations for the Collawash watershed road system. Although some roads identified for removal have already been decommissioned, many of these are now being considered for reopening, at least temporarily. This map reflects what we feel is a "right-sized" open road network.

GENERAL RECOMMENDATIONS:

****Please support and pursue 2014 Clackamas Restoration road decommissioning projects in Oak Grove, Stone Creek, Goat Mountain - Hillockburn, & Big Bottom areas.****

****Please consider prioritizing road removals in subwatersheds with the highest road densities, especially *Lowe Creek* and *Last Creek-Pinhead Creek* which each have road densities above 5 road miles per square mile.****

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