



File Code: 1950/2350

Date: October 17, 2002

Greetings:

You received my decision notice (DN) and Finding of No Significant Issues (FONSI) document for the Environmental Assessment (EA) for the Teton Pass Trail in August. This letter is to inform you that my decision was appealed. During the informal appeal resolution process I agreed to drop the universally accessible trail from the south side of West Trail Creek, add one mitigation measure and further clarify my decision.

The following three italicized paragraphs clarify my August 5, 2002 decision.

In Trail Segment 1 (Targhee Forest Boundary to Trail Creek Campground, I am selecting Alternative A (High Standard Trail North Option). This will allow construction of a multi-recreational, non-motorized, universally accessible 10-foot wide paved pathway (with additional native-surface shoulders on both sides) plus a parallel, separated, 24-inch-wide native surface trail where it is feasible to include in existing prism or disturbance. The trail will be approximately 2.4 miles long and will be constructed on existing segments (remnant road prisms) of the Old Jackson Highway on the north side of Highway 33 (Idaho) and Highway 22 (Wyoming) with connecting sections built where necessary. An "at-grade" crossing of Idaho State Highway 33 will be provided to access the Mike Harris campground. This crossing will be designed with Idaho Department of Transportation to comply with state requirements for this kind of crossing. A tunnel crossing will be provided to access the Trail Creek campground entrance.

In compliance with the Targhee National Forest Travel Plan roads on the south side of Trail Creek, upstream from the Mike Harris Campground road, will be decommissioned for motorized use through placement of barrier rocks, or live trees, or similar kinds of barriers and signing. Construction of appropriate drainage structures (for example rolling dips) for water drainage or out-sloping is also approved. Native grass and forbs will be planted to help reduce erosion and sedimentation from this road. Both the High Standard Trail on the north side of highway 33 and the decommissioned road on the south side of Trail Creek will be designated yearlong non-motorized, with the exception of snowmobile use in the Mike Harris area as documented on page 4-10 of my August 5, 2002 decision. Motorized use for administration and maintenance will be authorized.

The Teton Pass trail on the Forest will be signed that dogs need to be under voice control or leashed. The Forest will ask for support for signing from a group like PAWS of Jackson Hole".



My agreement adds the following mitigation measure to Trail Segment #1:

The entire proposed trail route through Trail Segment #1 will be centerline staked or otherwise identified. The Project Leader will lead an interdisciplinary review of the proposed route. The interdisciplinary review team will consist of a Forest Service archaeologist, wildlife biologist, botanist, soils scientist, landscape architect, hydrologist, engineer, and recreation specialist. The team will work to identify location of a trail that will meet trail design needs, ensure all regulatory compliance issues have been addressed, minimize impacts to resources including a stand of cottonwood trees, and identify indicators to be used in a short-term and long-term monitoring plan for this portion of the project.

Segment 1 still provides a great out and back recreational experience and still connects the two campgrounds. In addition please note that in the paragraph titled “*Trail Segments 2, 3 and 4: Trail Creek Campground to Teton Pass*” of my August 5, 2002 Decision Notice/FONSI I discuss that the Forest Service will work with Wyoming Department of Transportation and other partners to plan future shoulder enhancements on highway 22 that would provide adequate shoulders for bicycle use. As clarification, I feel that if a pathway were to traverse these sections (2-4) of the proposed action then the existing road prisms (areas of disturbance) would be the appropriate places to locate the majority of the bike path through these segments. Additional analysis of these sections will be necessary to determine the need for, and the appropriate place to locate a trail.

If you have any questions related to this project please contact me at (208) 354-2312.

Sincerely,

JAY PENCE
District Ranger