

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
ROSEBURG DISTRICT OFFICE

DECISION RECORD
DOI-BLM-ORWA-R050-2016-0006
CYCLE OREGON 2016

Decision

It is my decision to implement this action as described in the categorical exclusion documentation DOI-BLM-ORWA-R050-2016-0006

Decision Rationale

The proposed action has been reviewed by BLM staff, and determined to be in conformance with management direction from the 1995 Roseburg, Medford and Coos Bay Districts Records of Decision and Resource Management Plans (as amended). Based on the Categorical Exclusion, I have determined that the proposed action involves no significant impact to the human environment and no further analysis is required.

Administrative Remedies

Any person adversely affected by this decision may appeal it to the Interior Board of Land Appeals (IBLA), Office of the Secretary, in accordance with the regulations contained in 43 CFR, Part 4. If an appeal is taken, a notice of appeal must be filed in this office within 30 days of this decision for transmittal to the Board. If a notice of appeal does not include a statement of reasons, such statement must be filed with this office and with the Board within 30 days after the notice of appeal was filed. A copy of a notice of appeal and any statement of reasons, written arguments, or briefs, must also be served upon the Regional Solicitor, Pacific Northwest Region, U.S. Department of the Interior, 805 SW Broadway, Suite 600, Portland, OR 97205.

Signatures of the Responsible Officials



Barb Machado
Acting District Manager
Roseburg District

4-25-16
Date



Dayne Barron
District Manager
Medford District

16-May-2016
Date



Patricia Burke
District Manager
Coos Bay District

4/20/16
Date

**UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
ROSEBURG DISTRICT OFFICE**

CATEGORICAL EXCLUSION REVIEW

OFFICES:

Umpqua & Myrtlewood Resource Areas, BLM Coos Bay District
Grants Pass & Butte Falls Resource Areas, BLM Medford District
South River Resource Area, BLM Roseburg District

NEPA Document No. DOI-BLM-ORWA-R050-2016-0006

PROJECT NAME: Cycle Oregon Ride - 2016

LOCATION: BLM-administered lands and roads within the Roseburg, Coos Bay, and Medford Districts

APPLICANT: Ken Chichester, Cycle Oregon

A. Description of Proposed Action and Applicable Mitigation Measures

1) **Proposed Action**

Cycle Oregon is proposing a 7-day bicycle ride for 2,200 participants that traverses approximately 448 miles beginning and ending in Myrtle Creek, Oregon between September 11 and September 17, 2016. Additionally, seven 15 passenger Support and Gear (SAG) vehicles, other event vehicles to monitor the event and a safety motorcycle safety patrol operated by current or retired Oregon State Police officers to enforce adopted safety rules travel the route with the riders.

Overnight stops along the way include the towns of Myrtle Creek, Camas Valley, Bandon, Gold Beach, and Glendale as well as Indian Mary Park managed by Josephine County. The proposed ride includes multiple access points onto BLM lands administered by the Roseburg, Coos Bay, and Medford Districts via secondary, paved roads.

Cycle Oregon provides to the BLM, a comprehensive operating plan which describes their responsibility and actions for all medical, safety, clean-up, route marking, and personal needs of their riders.

Roseburg District

The Roseburg District would be affected by the event specifically on Sunday September 11, Monday September 12, and Saturday September 17 (Days 1, 2, and 7 of the ride). BLM-administered roads include usage of approximately 1 mile of BLM Road 28-8-18.0 and 1 mile of BLM Road 28-9-25.1 on September 11. No water or food stops are planned on BLM-administered lands on Day 1. On September 12, the riders would use approximately 1 mile of BLM Road 28-9-25.1. No water or food stops are planned on Roseburg BLM-administered lands on Day 2. Finally, on September 17 the riders will use approximately 19 miles of the Cow Creek Backcountry Byway (BLM Road 30-6-32).

A water stop is planned on BLM-administered lands at the Island Creek Day-Use Area on Day 7. Equipment at the water stop would include one vehicle with a 500 gallon potable water tank/trailer with one water bar to dispense the drinking water, eight portable toilets, hand washing station, safety and directional signs, and trash receptacles. Staff at the water stop would include one site supervisor and no more than 200 people would be allowed at the site at any one time.

The ride on Day 7 that travels the Cow Creek Backcountry Byway would be impacted by construction projects. Straightening of an 'S' curve (located between mile markers 4 and 5) and the replacement of 3 major culverts (two on the Roseburg District and one on the Medford District) would be ongoing during the event. The two culverts on Roseburg are located near mile markers 2 and 13 and the culvert on Medford is located between mile markers 29 and 30. Riders can potentially expect short distances of gravelly road and/or a single lane. The construction schedule is expected to be released to the BLM by June 1. Once in hand, Cycle Oregon would be notified of the construction schedule and they would be responsible for notifying the riders of the changing road conditions.

Coos Bay District

The Coos Bay District would be affected specifically on Sunday, September 11 and Monday, September 12 (Days 1 and 2 of the ride). Riders would use approximately 0.5 miles of BLM Road 28-8-18 and 1 mile of BLM Road 28-9-25.1 on September 11. The route includes approximately 1 mile of BLM Road 28-9-25.1, 12 miles of BLM Road 28-8-18, 4.5 miles of BLM Road 28-10-9.4 (Weaver Sitkum Tie Road), and 3 miles of the Coos Bay Wagon Road.

A recent landslide has forced the closure of BLM Road 28-9-25.1 approximately 0.15 miles west of the Roseburg/Coos Bay District boundary potentially affecting the availability of the route on Day 2 of the ride. For this reason, there are three different scenarios for which Cycle Oregon would plan for since opening of the road prior to September 12 is unknown at this time.

- **Scenario 1** – Repairs to BLM Road 28-9-25.1 are completed and the road is open to both bicycles and vehicular traffic.
- **Scenario 2** – Adequate repairs have been made to BLM Road 28-9-25.1 prior to September 12 to safely allow bicycle and motorcycle support traffic but not other vehicular traffic. An alternate route for vehicles has been determined and these vehicles would use approximately 1 mile of BLM Road 28-8-18 on the Roseburg District and approximately 0.1 miles of the same road on the Coos Bay District before meeting up with the riders at the intersection of BLM Road 28-8-18 and BLM Road 28-9-25.1. The ride would continue as originally planned from this point forward.
- **Scenario 3** – Satisfactory repairs have not been made to BLM Road 28-9-25.1 to allow for bicycle or vehicular traffic prior to September 12. An alternate route for both bicycle and vehicular traffic has been determined with the event using approximately 1 mile of BLM Road 28-8-18 on the Roseburg District and approximately 0.1 miles of the same road on the Coos Bay District before meeting up with BLM Road 28-9-25.1. The ride would continue as originally planned from this point forward.

It has been determined that there is no legal public access on two segments of two different BLM roads. The first is on a short segment of BLM Road 28-9-25.1 (T 28 S, R 8 W, Section 30, SW ¼) on the Roseburg District, though the road is managed by the Coos Bay District. The second is BLM Road 28-8-18 (T 28 S, R 9 W, Section 24, SE ¼) on the Coos Bay District. Cycle Oregon is responsible for working with the landowners to secure legal access prior to the event.

A rest stop on BLM-administered land is scheduled for Day 2. This stop is a large gravel area on the south side of BLM Road 28-8-18.0, approximately 11.4 miles from the start of the ride on

Day 2. Rest stop equipment would include two to six support vehicles, 8-12 portable toilets with hand washing stations, a 24' truck with 750 gallons of potable water, small tent canopy, folding tables, beverage containers, trash receptacles, 1 to 2 water bars, and safety and directional signage. One Cycle Oregon staff person and 12 community volunteers would staff the rest stop and no more than 400 people would be allowed at the site at any one time.

A water stop on BLM-administered land is also scheduled for Day 2. This stop is a wide area at the intersection of BLM Roads 28-10-9.4 and 28-10-15.0 roads. Equipment at the water stop would include one vehicle with a 500 gallon potable water tank/trailer with one water bar to dispense the drinking water, eight portable toilets, hand washing station, safety and directional signs, and trash receptacles. Staff at the water stop would include one site supervisor and no more than 200 people would be allowed at the site at any one time.

Medford District

The Medford District would be affected specifically on Thursday, September 15, Friday, September 16, and Saturday, September 17 (Days 5, 6 and 7 of the ride). The route would include approximately 14.2 miles of BLM Road 34-8-36 (Galice Access Road) on September 15, approximately 3.6 miles of BLM Road 34-8-13 on September 16, and approximately 10.4 miles of BLM Road 33-7-2 (Cow Creek Road) on September 17.

Safety concerns have been brought forward in regards to using the Galice Access Road as this road is the primary shuttle route for the vehicles and equipment of boaters floating from Grave Creek to Foster Bar on the Rogue National Wild and Scenic River. The road is also used by recreational drivers as a route from the Oregon coast to the interior Rogue River valleys. The road width varies from single lane to a lane and a half in width with multiple turnouts. It also bisects an 800 foot slide where the road is protected by concrete jersey barriers. Mitigation measures for this stretch of road have been developed.

A water stop on BLM-administered land is scheduled for Day 5. This stop a large, graveled area located on Bear Camp Road between mile markers 9 and 10. Equipment at the water stop would include one vehicle with a 500 gallon potable water tank/trailer with one water bar to dispense the drinking water, eight portable toilets, hand washing station, safety and directional signs, and trash receptacles. Staff at the water stop would include one site supervisor and no more than 200 people would be allowed at the site at any one time.

Another water stop on BLM-administered land is also scheduled for Day 6. This stop is at a large graveled area located on Lower Graves Creek Road, approximately .25 miles from the intersection of BLM Roads 34-8-13, 34-8-1, east of the Graves Creek Bridge. Equipment at the water stop would include one vehicle with a 500 gallon potable water tank/trailer with one water bar to dispense the drinking water, eight portable toilets, hand washing station, safety and directional signs, and trash receptacles. Staff at the water stop would include one site supervisor and no more than 200 people would be allowed at the site at any one time.

2) Mitigation Measures

These mitigation measures are designed to address potential issues associated with the proposed action. These measures would be attached to the Special Recreation Permit as additional stipulations for the authorized use. Cycle Oregon would be required to comply with all stipulations that are part of, or attached to the authorized use.

i. BLM General

Cycle Oregon must set up all rest or water stop equipment in locations that would not impede vehicle traffic.

Cycle Oregon would instruct all participants to ride on the right side of the road utilizing shoulders and turnouts to allow vehicle passage while riding on BLM-administered roads.

All roadway hazard markings on paved or gravel surfaces must be made of water-soluble products.

ii. Roseburg Specific

Cycle Oregon would notify all participants of the changing road conditions expected on the Cow Creek Road (Day 7). Signs would be placed well in advance of gravel road surfaces and lane restrictions.

iii. Coos Bay Specific

Cycle Oregon would notify all participants on the morning of day 2 of the ride that commercial timber hauling may be occurring on BLM road 28-10.9.4 and the Coos Bay Wagon Road.

iv. Medford Specific

The Grants Pass Resource Area of the Medford District is requesting a copy of the official press release from Cycle Oregon to distribute to shuttle companies, private timber companies, commercial rafting and fishing companies, and non-commercial boaters at least 3 weeks prior to the event.

Cycle Oregon must stay out of all streams around the water stop on day 5. This includes taking water, walking or soaking feet in any streams around this water stop area. This is to prevent the spreading of a root disease that kills Port-Orford-cedar trees. See attached map for specific location of streams.

- 1) Land Use Plan Name: 1995 *Roseburg District Record of Decision and Resource Management Plan* (1995 ROD/RMP) as amended. Date Approved: June 1995.

The proposed action is in conformance with the 1995 *Roseburg District Record of Decision and Resource Management Plan* (Roseburg RMP), as amended, even though it is not specifically provided for, because it is clearly consistent with the RMP management direction.

“Provide a wide range of developed and dispersed recreation opportunities that contribute to meeting projected recreation demand within the planning area” (Roseburg RMP p. 55) and “manage recreation use on BLM-administered land to protect natural resources, provide visitor safety, and minimize conflicts among various uses.” (Roseburg RMP p. 55)

- 2) Land Use Plan Name: 1995 *Medford District Record of Decision and Resource Management Plan* (1995 ROD/RMP) as amended. Date approved: June 1995

The Proposed Action is in conformance with the *Medford District Record of Decision and Resource Management Plan* (1995 RPD/RMP), as amended, even though it is not specifically provided for, because it is clearly consistent with the following RMP management direction:

“Provide a wide range of developed and dispersed recreation opportunities that contribute to meeting projected recreation demand within the planning area,” and “Support locally sponsored tourism initiatives and community economic strategies by providing recreation projects and programs that benefit short and long-term implementation” (Medford District RMP, 1995, p.80).

- 3) Land Use Plan Name: Coos Bay District Resource Management Plan/Final Environmental Impact Statement (USDI BLM 1994) and it’s Record of Decision (USDI BLM 1995).

The proposed action is in conformance with the *Coos Bay District Record of Decision and Resource Management Plan* (Coos Bay RMP 1995), as amended, even though it is not specifically provided for, because it is clearly consistent with the following RMP management direction:

“Continue to provide non-motorized recreation opportunities and create additional opportunities where consistent with other management objectives.” (p. 46)

- 4) Land Use Plan Name: Final Supplemental Environmental Impact Statement: Management of Port-Orford-Cedar in Southwest Oregon (FSEIS 2004) and ROD (2004).

B. Compliance with NEPA:

The Proposed Action is categorically excluded from further documentation under the National Environmental Policy Act (NEPA) in accordance with 516 DM 11.9, H (1): *Issuance of Special Recreation Permits for day use or overnight use up to 14 consecutive nights; that impacts no more than 3 staging area acres; and/ or for recreational travel along roads, trails, or in areas authorized in a land use plan.*

This categorical exclusion is appropriate in this situation because there are no extraordinary circumstances potentially having effects that may significantly affect the environment. The proposed action has been reviewed, and none of the extraordinary circumstances described in 516 DM 11.9 apply.

C. Categorical Exclusions - Extraordinary Circumstances Documentation:

THE PROPOSED CATEGORICAL EXCLUSION ACTION WILL:	YES	NO
2.1 Have significant impacts on public health or safety.		X
Rationale: The proposed event is addressed in detailed safety, sanitation, communications and medical plans outlined in the proponents’ proposal, including utilization of local law enforcement, emergency service and support vehicles, and signage.		
2.2 Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas.		X
Rationale: The riders would utilize paved and graveled roads and turnouts, and developed recreation areas on BLM land, and would not measurably affect any of the aforementioned natural resources that may occur within the riding area.		

2.3 Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section 102(2)(E)].		X
Rationale: There are no controversial environmental effects or unresolved conflicts concerning this project.		
2.4 Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.		X
Rationale: This type of activity is common and typical of other similar events that have taken place in the past on the Roseburg, Coos Bay and Medford Districts. Previous experience indicates that a bicycle tour on an existing transportation network would have no highly uncertain or potentially significant environmental effects.		
2.5 Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.		X
Rationale: The proposed bicycle ride is a discrete action that does not commit the BLM to any other actions, and as such, would not establish a precedent or a decision in principle regarding future actions with potentially significant environmental effects.		
2.6 Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.		X
Rationale: The proposed action is not related to other actions within the Districts.		
2.7 Have significant impacts on properties listed, or eligible for listing, on the National Register of Historic Places as determined by either the bureau or office.		X
Rationale: The proposed bicycle ride would not involve any ground disturbing activities, since the tour route is limited to existing County, State and BLM-administered roads, and since no participant camping would occur on BLM-administered lands. As such, it is unlikely that any undiscovered cultural resources would be affected. Furthermore, there are no known National Register properties which could be affected, resulting in "no effect" to any documented cultural resources. The BLM has met its Section 106 responsibilities under the 2012 National Programmatic Agreement and the 2015 State Protocol, Appendix A.		
2.8 Have significant impacts on species listed, or proposed to be listed, as an Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species.		X
Rationale: As cycling would be restricted to surfaced County, State and BLM-administered roads, and no camping would occur on any BLM-administered lands, there would be no potential for disturbance of any populations of Federally-threatened or endangered plant species. The event is scheduled for late summer. Cyclists and support vehicles would be confined to surfaced roads and gravel pullouts, activities would be of short duration, and no camping would take place on BLM-administered lands. Consequently, the likelihood of any activities occurring of a magnitude and duration that would affect the Oregon Coast coho salmon, its designated critical habitat, or Essential Fish Habitat for Oregon Coast coho salmon and chinook salmon is considered unlikely. The proposed event would have no effect on habitat, in general, or critical habitat for the northern spotted owl or marbled murrelet. Activities would be of short duration at any given point along the cycling route. Any noise associated with the cycle ride would be transitory, of short duration, and generally indistinguishable from baseline noise such that potential disturbance to northern spotted owls and marbled murrelets would not be expected..		
2.9 Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.		X
Rationale: The proposed action conforms to the direction given for the management of public lands in the Medford District ROD/RMP (1995), the Coos Bay District ROD/RMP (1995), and the Roseburg District ROD/RMP (1995) all of which comply with all applicable federal, state and local tribal laws.		
2.10 Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 2898).		X
Rationale: The proposed bicycle ride would not affect or adversely impact low income or minority population. Paved roads are plentiful in the area and free of charge.		
2.11 Limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007).		X
Rationale: There are no identified sacred, ceremonial or religious Indian sites in the project area.		

2.12 Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112).		X
Rationale: An organized bicycle tour where both cyclists and support vehicles travel on existing surfaced roads, whether paved or graveled, would not result in any soil disturbance with the potential to introduce or spread infestations of noxious weeds and non-native invasive plants. Consequently, no measurable change to existing conditions or the baseline for risk of introduction or spread would be anticipated.		

E. Signature(s):

Barb Machado
Acting District Manager
Roseburg District

4-25-16

Date

Dayne Barron
District Manager
Medford District

16-May-2016

Date

Patricia Burke
District Manager
Coos Bay District

4/30/16

Date

F. Contact Person & Reviewers:

For additional information concerning this Categorical Review, contact:

Erik Taylor – Supervisory Outdoor Recreation Planner
Roseburg District Office, Bureau of Land Management
777 NW Garden Valley Blvd.
Roseburg, OR 97471
(541) 464-3271

Reviewers	Resource Expertise	Initials	Date
Erik Taylor	Recreation Lead/Project Lead – Roseburg Dist.	ET	4/25/16
Michelle Roberts	NEPA Planner – Roseburg District	MR	4/25/16
Anthony Kerwin	NEPA Planner – Medford District	AK	5/13/16
Steve Fowler	NEPA Planner – Coos Bay District	SDF	4/27/16
Chris Dent	Rivers & Recreation Lead – Oregon State Office	CD	5/11/16
Jeanne Klein	Recreation Lead – Medford District	JK	5/12/16
John Harper	Recreation Lead – Coos Bay District	JH	4-27-16
Roli Espinosa	Wildlife Biologist – Roseburg	RE	4/25/16
Steve Clark	Fisheries Biologist – Roseburg	SC	4/25/16
Aaron Roe	Botanist – Roseburg	AR	4/25/16
Carley Smith	Archeologist - Roseburg	CS	4/25/16

Day 5 Water Stop : T35S, R9W, Section 1



1 inch = 367 feet

Map Legend

Stream

-  Perennial
-  Intermittent



Please STAY OUT of ALL STREAMS around this water stop. Please DO NOT take water from the stream or walk in the stream or soak your feet in the stream. There is a root disease that kills Port-Orford-cedar (POC) trees. Please avoid going near these streams to help prevent spreading the root disease. The disease is spread in water and soil. Any movement of this water or the soil around these streams has the potential to transport the root disease.

Thank you for your cooperation.

Enjoy the ride!

Port Orford Cedar Risk Key Analysis for Cycle Oregon; DOI-BLM-ORWA-R050-2016-0006

(Risk Key is from Alternative 2 of the FSEIS for Management of Port Orford Cedar in Southwest Oregon, and the Record of Decision)

QUESTION		32-8-36 Rd	32-8-13 Rd	Lower Grave Cr Rd	Wolf Cr Rd	Rueben Road	33-7-2 Rd	32-7-19.3 Rd	Day 5 Water Stop	Day 6 Water Stop	Day 7 Rest Stop
1a.	Are there uninfected POC within, near ¹ , or downstream of the activity area whose ecological, Tribal, or product use or function measurably contributes to meeting land and resource management plan objectives?	Y	N	N	N	N	N	N	N	N	N
1b.	Are there uninfected POC within, near ¹ , or downstream of the activity area that, were they to become infected, would likely spread infections to trees whose ecological, Tribal, or product use or function measurably contributes to meeting land and resource management plan objectives?	Y	N	N	N	N	N	N	N	N	N
1c.	Is the activity area within an uninfested 7 th field watershed ² as defined in Alternative 6	Y	Y	N	N	N	N	N	Y	N	N
		<i>If the answer to all three questions (1a, 1b, and 1c) is no, then risk is low and no POC management practices would be required.</i>									
		<i>If the answer to any of the three questions is yes, continue.</i>									
2.	Will the proposed project introduce appreciable additional risk ³ of infection to these uninfected POC?	N	N						Y		
		<i>If no, then risk is low and no POC management practices are required.</i>									
**Management Practices by Road/Road System											
<i>If yes, apply management practices from the list below (within FSEIS) to reduce the risk to the point it is no longer appreciable; or meet the disease control objectives by other means, such as redesigning the project so that uninfected POC are no longer near or downstream of the activity area. If the risk cannot be reduced to the point it is no longer appreciable through practicable and cost-effective treatments or design changes, the project may proceed if the analysis supports a finding that the value or need for the proposed activity outweighs the additional risk to POC created by the project.</i>		No mitigation required; risk already exists (gate is open)	No mitigation required; risk already exists						*Mitigation #1 - Project Scheduling during the dry season (see attachment)		

1 - In questions 1a and 1b, "near" generally means within 25 to 50 feet downslope or 25 feet upslope from management activity areas, access roads, or haul routs; farther for drainage features; 100 to 200 feet in streams.

2 - Uninfested 7th field watersheds are listed on Table A12-2 [of FSEIS] as those with at least 100 acres of POC stands, are at least 50% federal ownership, and are free of PL except within the lowermost 2 acres of the drainage.

3 - Appreciable additional risk does not mean "any risk." It means that a reasonable person would recognize risk, additional to existing uncontrollable risk, to believe mitigation is warranted and would make a cost-effective or important difference (see Risk Key Definitions and Examples for further discussion.)

*Please see attachment - Stay out of the creek south of Bear Camp Road at the Water Stop on Day 5

**Management practices: 1) project scheduling, 2) utilize uninfested water, 3) unit scheduling, 4) access, 5) public information, 6) fuels management, 7) incorporate POC objectives inot prescribed fire plans, 8) routing recreation us, 9) road management measures, 10) resistant POC planting, 11) washing project equipment, 12) logging systems, 13) spacing objectives for POC thinning, 14) non-POC special forest products, 15) summer rain events, 16) roadside sanitation, and 17) site-specific POC management