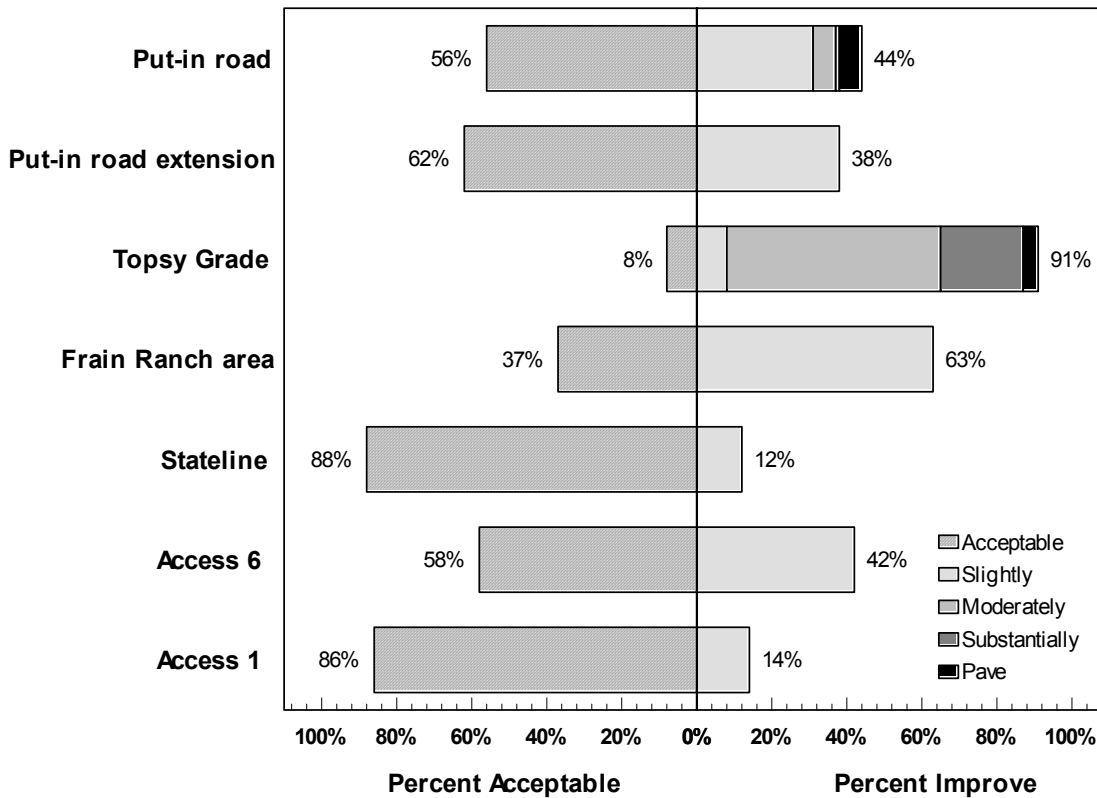


## **APPENDIX 2C**

### **ADDITIONAL INFORMATION FOR BLM PLANNING ON THE HELL'S CORNER REACH**



Interviewees were asked to report whether various roads and facilities in the Hell’s Corner and Boyle bypass reaches should be improved (and to what degree). Results for all interviewees are provided in Figure C-1.



**Figure C-1.** Percent of interviewees reporting that roads or facilities are in “acceptable” condition or need to be “slightly,” “moderately,” “substantially” improved (for road options, respondents could also choose “pave”).

In general, results suggest that most facilities and roads in the area are acceptable to a majority of respondents. The obvious exceptions are Topsy Grade (where 91% reported the need for improvements) and the Frain Ranch area (where 63% reported the need for improvements). Additional discussion of these results and qualitative comments made by respondents about preferred improvements are summarized below, by facility.

*Spring Island Put-in Road.* Over half reported this road was in acceptable condition, although about a third thought it could be improved with some periodic grading (one person would like to see a formal schedule for grading). Very few thought substantive improvements were necessary, although one respondent thought it should be paved, and another noted the need to make the turnaround near the put-in a little larger.

*Extension of put-in road to Frain Ranch (river right).* Similarly, a majority of respondents reported that the road from the put-in downstream on river right was in acceptable condition, although about 4 in 10 noted the need for some grading-level improvements. One respondent noted that the river left road (Topsy Grade) should be a

higher priority, while another respondent commented that it should be bikes only below the put-in, and a third cautioned against making it “too nice,” which might encourage more use.

*Topsy Grade.* More than 90 percent of respondents felt this road needed some improvements, although there was variation in the level of improvement preferred. Relatively few thought grading alone would be sufficient, and several noted that the road is down to bedrock in many places so grading simply would not help much. Most respondents preferred moderate improvements that might include additional gravel, removal of larger rocks, drainage improvements, and general “clean-up.” In general, these respondents wanted to see the worst parts of the road improved and brought to the standard similar from Iron Gate to Stateline (the worst parts are from Stateline to Frain Ranch).

About 20 percent were interested in more substantial improvements that would include widening the road, improved grades, and even more gravel surfacing. However, only one respondent was interested in having the road paved, and at least three others noted that improvements should fall short of sealing or paving the road. Six respondents also reported concerns that road improvements might attract more use and accordingly cautioned against substantial improvements. A common sentiment among these respondents was that the poor existing condition of the road was “the price of admission” for using the area.

*Frain Ranch area.* More than 6 in 10 respondents felt that Frain Ranch facilities also needed improvements, with most of those focusing on three areas: restrooms (six respondents), general maintenance (four respondents), and law enforcement/vandalism concerns (four respondents). Other specific concerns identified the need for a better boat ramp and turnaround for vehicles with trailers, minimizing the “spider web” of de facto roads, and spacing/organizing campsites. At least two respondents were concerned about improvements attracting additional use.

*Stateline Access.* Nearly 9 in 10 of respondents thought that improvements at Stateline in recent years were acceptable and there is no compelling need for additional work in that area. Of the four respondents who made additional comments, two praised the new improvements, one thought it should remain primitive, and a fourth thought there were still a few larger rocks on the road that should be removed to improve access.

*Access 6.* Relatively fewer respondents commented about this site (11 out of 33), but among those who use it a majority reported it was in acceptable condition. Complaints focused on the distance to the restroom, and lack of a launch area (“too far to carry rafts”) or good turnaround for trailers. There appears to be recognition that if this site is to be used on a more frequent basis because of later flows, some improvements might be necessary.

*Access 1.* Nearly 9 in 10 respondents felt that this primary access site was in good shape and did not need substantial improvements. Suggestions among the few reporting

improvements included the creation of some “changing rooms” or walls, launch leveling, and signs to help organize use during crowded periods.

*Other comments.* Respondents had a number of other suggestions for improvements in the general area, or general comments about improvements. These are listed below.

- Okay to do any improvements, no need to do lots except on Topsy Grade.
- Footbridge across river for bikes at Frain Ranch.
- Bathrooms at Frain Ranch.
- Need management presence in canyon.
- Doesn't know area well, but roads are in poor shape generally; put-in is okay.
- Worried about lack of law enforcement.
- Worried about improvements attracting use -- just improve a little.
- Road control -- check on fires, etc. Some management presence needed.
- If trash cans at takeout, it might help; worried about too much use.
- Vandalism is bad, but don't improve too much; keeps the "sissies" out.
- Worried about vandalism.
- Prefer more wilderness, lots less use and development.
- Turn Klamath Hot Springs into a resort; encourage 2-day opportunities; like to see a foot trail to bring in a longer trip.
- Don't attract more use.
- Worried about improvements attracting more use.
- Worried about crowding if road improvements are too good.
- Bridges are gone, used to be three or more from Stateline to Access 1.