

DOWNLOAD PDF DECISION RECORD FOR DESIGNATION OF THE CONTINENTAL DIVIDE NATIONAL SCENIC TRAIL

Chapter 1 : Decision Record for the Designation of the Continental Divide National Scenic Trail - CORE

The decisions contained in this document are in compliance with the applicable land use plans covering the BLM-administered public lands to be designated as the Continental Divide National Scenic Trail (Great Divide, Lander, and Green River Resource Management Plans).

If you missed the first article, you can read it here. This leaves just over miles of the CDT that still pass through private lands and are in need of protection for the trail to be truly complete. To work towards protection, the CDTC has two major processes they must complete. The first is relocating all of the intermediate roadwalks that exist along the CDT. The CDT community works together to identify where the trail should go and then physically construct the new route. On average, 30 miles of new trail are created each year through this process. The second process is identifying land not owned federally and helping transition those lands to federal ownership. This can lead to congressional designation of protected trail. There are currently three major roadwalks along the trail that are not federally owned. Each one is in discussion for the construction of reroutes or easements to help fill in the gaps between the trail. These are a little more difficult than relocating federally owned roadwalks, as it often means working towards land acquisition deals or long-term agreements with existing owners willing to let CDT users pass through their land for decades to come. The first land acquisition along the CDT occurred recently in Between Grants and Pie Town in New Mexico, there was once a 52 mile highway walk leading trail users from one section of trail to the next. Alamocita Creek is situated in a way that made it impossible to bypass without the lengthy roadwalk. In order to reroute the existing 52 miles, many managing organizations needed to work together to build either land acquisition or easement agreements with existing private owners. In , a deal was made with the existing landowners, allowing the Bureau of Land Management to purchase the parcel of land for the purpose of the CDNST. Just in numbers alone, one could see the immense amount of moving pieces, funding, and time it takes to put together land acquisition deals. The first process of rerouting gaps on existing federal land may be the easiest process for the CDTC to work towards trail completion, but it can involve years of work. In order to work towards these reroutes, the CDTC must foster strong relationships with workers within these agencies, building dedication and excitement towards various projects. However, due to high turnover rates and changes within these agencies, years of momentum can often be lost as employees transfer to other agencies, Alexander said. Sometimes projects are completely halted until positions are refilled, if they ever are, and then the CDTC is back at square one working to rebuild relationships with new agency workers. With the second process towards protection, relocating roadwalks on non-federally owned land, the CDTC faces even more challenges. The entire process requires identifying property and owners willing to sell, then raising the funds necessary to acquire the land before transferring it into federal ownership. Sometimes this means settling on easement agreements where the CDTC creates legally binding agreements with landowners that will allow access along a corridor on privately owned land. Agreements can vary depending on the preferences of the landowners, including who can use the easement and a time frame in which the easement is available. Typically, the CDTC builds agreements that allow for a thirty year easement that can be transferred with the sale of the land, in case the current owner ends up selling their property before the contract expires. While easements are helpful in the overall picture of moving towards trail completion, the CDTC prefers land acquisition agreements as they allow for more control of the land by the managing agencies. Land acquisition deals, however, are an expensive and time-intensive process. This funding was used for organizational costs for the CDTA as well as maintenance and relocation projects along public lands. While the LWCF provides a major source of funding for land purchases, the CDTC often has to work with numerous partners to raise additional funding for these deals. Finding those sources of funding can take a lot of work but are crucial elements for the long term vision of the CDT. This is due largely to a lack of enforcement from the federal agencies managing the LWCF. While the renewal of the LWCF may not be a priority for some, it is extremely

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important for the long distance hiking community when it comes to preserving and protecting the trails we care about most. For Alexander and the CDTC, this means we must take things into our own hands to try to influence the decisions that are being made about land conservation. A Community Coming Together Photo courtesy Continental Divide Trail Coalition The largest way people can get involved is by becoming politically active within their communities, Alexander explained. If members of the community can help paint a narrative for their local constituents as to why the National Scenic Trail System is important to them, it might help influence the decision made over the LWCF. Another way that the hiker community can become politically active is by participating in forest planning. These forest plans last for approximately thirty years, and five of them are currently up for renewal with the potential for fifteen total forest plans being altered in the next five years. The process for reconstructing forest plans is public, so if you live near any of the national forests that the CDT goes through you can attend meetings and information sessions where you can voice your opinion. Members of the hiker community can also help by donating money or becoming members of the CDTC. To donate or become a member, check out the CDTC website here. On March 26, we tweaked some details of this post to more clearly reflect the mission and history of the CDTC. Affiliate Disclosure This website contains affiliate links, which means The Trek may receive a percentage of any product or service you purchase using the links in the articles or advertisements. Thanks for your support! To learn more, please visit the About This Site page.

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Chapter 2 : About the CDT | Continental Divide Trail Coalition

Decision record for designation of the Continental Divide National Scenic Trail as analyzed in environmental assessment WYEA, dated 1/25/ location: Lander, Rawlins, and Rock Springs field offices within Carson, Fremont, and Sweetwater counties, Wyoming. Lander, Wyo: The Office.

Most people take a mix of the above. About days between re-supply. If you are not overly picky, you can re-supply just about anywhere. The hybrid approach buy groceries in a large town and ship out to a smaller town works well, too. Also, new commercial enterprises are mailing out food, gear, and other sundries to hikers. They regularly post on forums and Facebook advertising their services. Some hikers are using Amazon Pantry Service or the Walmart equivalent, too. This link will assist in printing out mailing labels for stops along the CDT: You are not at top of the food chain! Luckily, grizzly bears will not bother you for the most part. In Glacier and Yellowstone, bear poles are set up for your use. Some hiker take bear spray as a precaution. Whether you take bear spray or not is an individual decision. Less bulky and lighter than a bear canister. But, again, no worse than parts of the PCT. If going southbound, an ice axe and possibly crampons may be needed for similar reasons if attempting the High Line trail in Glacier National Park. Please note that there are lower, if less scenic, alternatives for the high routes. Should help with planning. Flipping There is no such thing as an easy hike of the CDT! When going SoBo, you may run into too much snow in Glacier and winter can come early to the San Juans. In some years, as much as three feet of snow was dumped in the San Juans by mid-September. A good two weeks early! No major snowstorms have come to the Colorado Rockies even by November. Every year is different. Another option is to flip. My fellow Coloradoan Sidewinder chose to flip. He missed much of the snow the SoBos ran into in Fall The disadvantage of this method is that you lose the feel of a continuous journey. A good, rough equation for overall expenses is this idea: Or is this your first long hike and buying all new lightweight gear? Do you live in Denver with relatively easy and cheap transport up and down from either termini or are you coming from Boston and need to get some expensive flights to and from each terminus or a long ass bus ride! This figure includes food, town stops, and some typical gear replacements shoes and socks come immediately to mind. These figures are for a middle of the road hike. People who want more luxurious accommodations vs hostels, take side trips with car rentals Hey! And, as always, I am sure there are exceptions. A thru-hike can be a wonderful journey. Something romantic about putting on a pack, and walking the length of the country on your own power, grit and resolve. But, that is not an option for everyone. Financial obligations, family, job, etc. So, much like hiking on the Appalachian Trail, section hiking the Continental Divide Trail can be a viable option. Unlike the Appalachian Trail, section hiking the Continental Divide Trail is logistically more difficult. Most hikers who section hike the CDT, hike in larger chunks of 2 or 3 months each rather than say the weeks of section hiking the AT. Fire and flood closures are now an annual occurrence of the CDT. Sigh Chunk hiking lets you avoid these closures a bit easier. Hike the sections when a fire is less likely to happen. Pick and choose the sections at optimal times. Glacier or the San Juans when the wild flowers are in full bloom? Fall in New Mexico? A more leisurely hike can be had. Do all those alternates you wanted to try out but could not see if on a tighter thru-hike schedule. Sure there are others, too! There are more logistical challenges, but not as bad as it may seem if hiking larger chunks. Thru-hiking the CDT has its own rewards, but so does chunk hiking. No alcohol, no Esbit or campfires basically. Please see this doc I wrote earlier for more information. Please pay attention to the stove bans. A backpacker needs to have a permit for each of the National Parks and certain wilderness areas. Dogs Though not as difficult in terms of logistics as the PCT concerning dogs due to legal reasons, there are similar challenges. The national parks do not allow dogs, and a kennel option or alternate route will need to be explored. Extremes in the environment also factor in. Section-hiking with a dog and cherry-picking the sections may be easier for your dog overall. If your dog and YOU! Hiking five miles to a camp and then relaxing all weekend is a much different pace than a long hike. This is good advice for any backpacker, really.

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More grass-roots-oriented than the former CDTA. The group is reaching out to all people and groups that love the CDT. The CDT forum has a fair amount of use. Being FB, the discussions can get ah.. Not used much at all. The website is cached but still worth reading. The only overall trail guidebooks still in print.. Not as popular as they used to be. Really not suggested for a long distance hiker. As mentioned, these are a decade or more old and from a group that is now defunct. I receive no compensation other than satisfaction in helping out a friend in addition to fellow hikers. Note Yogi has something similar for the J Ley maps, too. Valuable tool for planning your CDT hike. Save your own copy first otherwise the whole world will know your planning info. But sometimes it is inspiring to read other hikers stories or online journals: Call it deep background readingâ€.

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Chapter 3 : A Quick and Dirty Guide to The CDT | calendrierdelascience.com

Get this from a library! Decision record for designation of the Continental Divide National Scenic Trail: as analyzed in environmental assessment WYEA, dated 1/25/ location: Lander, Rawlins, and Rock Springs field offices within Carson, Fremont, and Sweetwater counties, Wyoming.

By law, the general rule is that the use of motorized vehicles along any national scenic trail is prohibited. Although BLM may be correct in suggesting that cross-country skiing or snowshoeing along the Trail may be minimal at this time, these activities might become an attractive recreational activity absent helicopter intrusion in the future. We distinguish helicopter use from snowmobiling which may be allowed under a specific provision of the Comprehensive Plan. These take precedence over discretionary uses which BLM spells out as including snowmobiling, but without reference to heli-skiing. They are proposing to exchange certain lands, which would move some of their operations including multiple landings per day to locations along and around the Trail. Although we would prefer to have the application denied in its entirety, we indicated that if helicopter use is kept at least a mile west of the Divide by a prescribed no-fly zone, interference with the nature and purposes of the CDT would be significantly reduced. A notable aspect of the setting is that three national scenic and historic trails -- Lewis and Clark Nez Perce, and Continental Divide -- are in close proximity. The route of the exploring expedition on September 3, is a matter of great controversy. There is general agreement that the party ascended the North Fork of the Salmon River to or near its confluence with Moose Creek. Big Hole Section 1, mile 0. In addition, we invited the Forest to find other opportunities to recognize this notable landmark -- for example with organized hikes, side trails up to the Triple Salmon-Bitterroot-Missouri Divide, or even construction of a new trail following the Expedition route between the North Fork of the Salmon and the Continental Divide. We will have opportunities to track this issue as the Forest develops its planning documents. Up to five miles of new trail might have needed to be constructed on a location that would facilitate maintenance and best meet the objectives of the CDT. Although this new route was clearly intended to be nonmotorized, the Forest proceeded to construct it and authorize it for ATV users; it was accordingly labeled as motorized trail MT on the Motor Vehicle Use Map. There appears to be no public record of this segment having been designated as an authorized use, and certainly not motorized use, in accordance with applicable regulations 36 CFR. Not only would the current improper use be continued, but it was proposed to widen the trail so as to allow the use of motorized vehicles that are 65 inches instead of 50 inches wide. Motorized use of this nonexistent route was not allowed at that time. Roads and motorized trails are not present except at designated crossings. A scoping notice for this process should be issued before the Forest publishes its decision regarding its travel management plan. If the Forest conscientiously carries out a program consistent with our proposal, we would not insist upon the closure of MT as the relocation effort moves forward though the proposal to allow vehicles 65 inches wide should be rejected until the relocation of the CDT has been completed.

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Chapter 4 : Invasive Exotic Plant Management Plan - Rocky Mountain National Park (U.S. National Park S

Abstract. Based on the analysis of potential environmental impacts contained in the Environmental Assessment for the Designation of the Continental Divide National Scenic Trail, WYEA, dated 1/25/99, we have determined that impacts are not expected to be significant and an environmental impact statement is not required.

Our mission is to create a community committed to constructing, promoting, and protecting, in perpetuity, the CDT, which stretches from Canada to Mexico, through Montana, Idaho, Wyoming, Colorado, and New Mexico. For many years following its designation, development and recognition of the Trail languished due to a lack of adequate federal funding for the Federal Agencies tasked with its oversight. In addition, public awareness and engagement in the volunteer stewardship necessary for keeping the Trail well marked and maintained was almost non-existent. The Continental Divide Trail Society CDTS , a group established long before the Congressional Designation in , and instrumental in the inclusion of the CDT in the legislation, has a narrow focus of influencing trail routing decisions made by the Agencies, and supporting the small, but highly passionate, thru-hiker community. Over the next 16 years, CDTA coordinated volunteers to complete over miles of non-motorized new or reconstructed tread for the CDT, it created a national public awareness program to raise the profile of the CDT, it inventoried and mapped the official route of the CDT to develop official map books for the public, and it effectively raised the attention and allocation of funding for the CDT in National, Regional and local agency budgets. Most importantly, it created a unified voice amongst the public to support and encourage consistent management direction for the CDT as a non-motorized Trail Corridor. While Volunteer construction efforts continued through local and regional volunteer groups, its closure left a gap in the coordination, trail protection, and Trail information areas. In June of , recognizing there was a need for a national advocate group and unified voice for the Trail and determined to ensure the CDT not languish again because of limited funding and public engagement, Trail enthusiasts passionate about the CDT formed the Continental Divide Trail Coalition CDTC. The CDTC is made up of volunteers, recreationists, Trail supporters and natural resource professionals with the desire to build upon the strengths and successes of the past and pick up where others left off, building strong alliances with the many other local regional groups that care about the CDT and to build a strong national and international community with the soul mission being the CDT! CDTC sees itself as an advocate for the Trail that will create a long-term trail culture that will love, support, and protect the Trail not only today, but for future generations to come. CDTC envisions the CDT as a place where you connect with friends and family, draw inspiration, and create outstanding personal experiences. We see the CDT as a world-class national resource that inspires pride, passion, respect, creativity, community, and perseverance. They are stewardship of the Trail, promotion of the Trail, building a strong Trail Community to support the Trail, and building an organization with sound governance to support its efforts. CDTC focuses on these four pillars to generate a broader culture of stewardship and belonging within and amongst the Trail Community. CDTC serves the Trail through on the ground projects that ensure the Trail is maintained and its corridor is protected in perpetuity. Building a Strong Trail Community. CDTC establishes strong community-based relationships through activities that support the construction, maintenance and support of the CDT. We engage a wide audience of volunteers, supporters, and partners in an on-going process that will inform the work and the priorities of CDTC as the organization evolves. We feel that building stronger local relationships with communities adjacent to the Trail and involving volunteers on the ground is the most powerful way to build our movement and preserve and protect the CDT. CDTC also seeks to establish formal cooperative agreements and strong cooperative relationships with federal and state agency partners. Through building this network of individuals, groups, and local communities, we will build a strong and healthy voice for the CDT that will help promote the Vision for the CDT and ensure it remains a national landmark for generations to come. Trail Information, Outreach and Education. CDTC ensures the Trail enjoys a high profile with the public, and to ensure all Trail data and

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information remain of high quality and easily accessible to the various audiences who desire this information. CDTC serves as a virtual clearing-house to coordinate information among our partners, both public and private. We work with various web based and print media outlets to disseminate trail information and data. We post information on-line to highlight unique areas and opportunities to experience the Trail, provide available resources and services to users, and reach out with general information about the CDT and other National Trail resources. CDTC is the hub of accurate, reliable information for the CDT, its partners, and the general recreation and conservation communities. This also includes doing formal and informal presentations to existing and new communities and partners, and producing materials that effectively brand the Trail. Organizational Governance- CDTC develops and sustains an active governing body that is responsible for setting the mission and strategic direction of the organization and provide oversight of the finances, operations, and policies of CDTC. The organization conducts all transactions and dealings with integrity and honesty and promotes working relationships with board members, staff, volunteers, partners, and program beneficiaries that are based on mutual respect, fairness and openness. We articulate and adopt organizational policies and seek sufficient resources to ensure financial stability of the organization, so that CDTC can effectively carry out its responsibilities. CDTC ensures all spending practices and policies are fair, reasonable, and appropriate to fulfill the mission of the organization and be knowledgeable of and comply with all laws, regulations and applicable conventions for best management practices of non-profit organizations. Finally, we ensure that all the resources of the organization are responsibly and prudently managed and the organization has the capacity to effectively carry out its programs. Continental Divide Trail Coalition Facts: CDTC is the lead national non-profit membership organization founded to build a strong community of supporters and Trail Enthusiasts who want to see the Trail completed and protected. CDTC is involved in trail planning, scouting and construction, fundraising, advocacy, volunteer recruitment and coordination, distribution of public information, education and conservation of the Continental Divide National Scenic Trail and its Corridor. The natural, historic, cultural, and scenic features of the CDT are sustained over time. CDT interpretive and educational materials include accurate information on significant features, trail location and conditions, and access. This information is readily available. Trail partnerships between the Continental Divide Trail Coalition and others are developed, nurtured, and promoted. Youth, volunteers, and private nonprofit trail groups are engaged and involved in the planning, management, construction, and maintenance of the trail.

Chapter 5 : Continental Divide Trail - Wikipedia

{{Citation | title=*Environmental assessment for the designation of the Continental Divide National Scenic Trail [microform]: location, Lander, Great Divide, and Green River Resource Areas within Carbon, Fremont, and Sweetwater Counties, Wyoming / prepared by the Bureau of Land Management, Lander Resource Area | author1=United States.*

Chapter 6 : Banning bikes on the Colorado Trail and Continental Divide Trail - calendrierdelascience.com

USDA ~ *Decision Based on the analysis conducted, I have decided to approve the construction of two new trailheads where the Continental Divide National Scenic Trail crosses two major U. S. highways.*

Chapter 7 : Distance Learning - Rocky Mountain National Park (U.S. National Park Service)

The Carson National Forest proposes to re-align a segment of the Continental Divide National Scenic Trail (CONST) where it passes the Canjilon Ranger District. The CONST provides the.

Chapter 8 : What's New - Continental Divide Trail Society

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The Continental Divide National Scenic Trail (in short Continental Divide Trail (CDT)) is a United States National Scenic Trail running 3, miles (5, km) between Mexico and Canada.

Chapter 9 : CDTC Background | Continental Divide Trail Coalition

The Continental Divide National Scenic Trail (CDNST) is one of the most significant trail systems in the world. Established by Congress in , it spans 3, miles between Mexico and Canada, traverses five states and connects countless communities along its spine.