

Table 56. Summary of routes (roads and trails combined) in the resultant system

Type of Route (Existing Travel Policy)	Where People are Driving (Existing Condition)	Where People Would be Allowed to Drive (Proposed Travel Policy)***			
	Total Miles Being Used	Total Miles of Each Type of Route Proposed for Designation Followed by the Percent. (For example, Alternative 3 proposes to open 6% of the forest's closed system roads.)			
	Alternative 1 (No Action)	Alternative 2 (Corrected Proposed Action)	Alternative 3	Alternative 4	Alternative 5
System roads not open for motorized use 2,380	450	253	152	355	292
	19%	11%	6%	15%	12%
System roads open for motorized use 4,650	4,648	2,181	1,706	2,461	2,128
	100%	47%	37%	53%	46%
Unauthorized routes that may be open for motorized use* 329	304	91	19	142	83
	92%	28%	6%	43%	25%
System trail built for non-motorized uses outside of wilderness** 459	27	8	0	33	19
	6%	2%	0%	7%	4%
Motorized system trails 27	27	20	5	20	14
	100%	74%	19%	74%	52%
Resultant designated motorized system	5,456	2,553	1,882	3,011	2,536
Percent of existing system that would be designated for motorized use	70%	33%	24%	38%	32%

All numbers are rounded to the nearest mile or percent. Totals may vary slightly due to rounding.

*If the route is in a place where driving off routes is allowed, then motorized travel on the route is allowed.

**Most system trails outside wilderness are designed for non-motorized uses, but motorized use on the majority of them is allowed and not actively discouraged.

***We assume people would drive where it is proposed to be allowed.

Table 57. Summary of trails in the resultant system

Type of Route (Existing Travel Policy)	Where People are Driving (Existing Condition)	Where People Would be Allowed to Drive (Proposed Travel Policy)***			
	Total Miles Being Used	Total Miles of Each Type of Route Proposed for Designation Followed by the Percent. (For example, Alternative 3 proposes to open 1% of the forest's closed system roads for trails.)			
	Alternative 1 (No Action)	Alternative 2 (Corrected Proposed Action)	Alternative 3	Alternative 4	Alternative 5
System roads not open for motorized use 2,380	10	67	12	109	86
	0%	3%	1%	5%	4%
System roads open for motorized use 4,650	0	101	38	199	130
	0%	2%	1%	4%	3%
Unauthorized routes that may be open for motorized use* 329	290	68	0	109	57
	88%	21%	0%	33%	17%
System trail built for non-motorized uses outside of wilderness** 459	27	8	0	26	19
	6%	2%	0%	6%	4%
Motorized system trails*** 27	11	18	3	18	13
	41%	67%	11%	67%	48%
Resultant motorized trail system	338	262	53	461	305
Percent increase from existing motorized system trails	1,252%	970%	196%	1,707%	1,130%

All numbers are rounded to the nearest mile or percent. Totals may vary slightly due to rounding.

*If the route is in a place where driving off routes is allowed, then motorized travel on the route is allowed.

**Most system trails outside wilderness are designed for non-motorized uses, but motorized use on the majority of them is allowed and not actively discouraged.

***We assume people would drive where it is proposed to be allowed.

Table 58. Summary of roads in the resultant system

Type of Route (Existing Travel Policy)	Where People are Driving (Existing Condition)	Where People Would be Allowed to Drive (Proposed Travel Policy)***			
	Total Miles Being Used	Total Miles of Each Type of Route Proposed for Designation Followed by the percent. (For example, Alternative 3 proposes to open 6% of the forest's closed system roads.)			
	Alternative 1 (No Action)	Alternative 2 (Corrected Proposed Action)	Alternative 3	Alternative 4	Alternative 5
System roads not open for motorized use 2,380	440	186	139	245	206
	18%	8%	6%	10%	9%
System roads open for motorized use 4,650	4,648	2,079	1,668	2,263	1,998
	100%	45%	36%	49%	43%
Unauthorized routes that may be open for motorized use* 329	14	23	19	33	26
	4%	7%	6%	10%	8%
System trail built for non-motorized uses outside of wilderness** 459	0	0	0	7	0
	0%	0%	0%	2%	0%
Motorized system trails*** 27	16	2	2	2	2
	59%	7%	7%	7%	7%
Resultant motorized road system	5,118	2,290	1,828	2,550	2,232
Percent of existing designated as road open for motorized use	65%	29%	23%	33%	28%

All numbers are rounded to the nearest mile or percent. Totals may vary slightly due to rounding.

*If the route is in a place where motorized cross-country use is allowed, then motorized travel on the route is allowed.

**In alternative 4, 7 miles of system trail built for non-motorized uses would be converted to road to provide motorized access to private land.

***These miles are coincident with roads (alternative 1) or proposed to be converted to roads (alternatives 2 - 5).

Table 59. Summary of areas in the resultant system

Motorized Cross-country Travel is Allowed on 821,644 Acres (53% of the forest)	Where People are Driving (Existing Condition)	Total Acres in Resultant System			
	Alternative 1 (No Action)	Alternative 2 (Corrected Proposed Action)	Alternative 3	Alternative 4	Alternative 5
Area (open for any kind of motorized use)	443,848	40	0	49	35
Percent of existing designated	54%	0%	0%	0%	0%
Corridor - solely for motorized access to dispersed camping	17,076	16,340	0	33,079	11,536
Percent of existing designated	2%	2%	0%	4%	1%
Corridor - solely for retrieving downed big game with a valid license	1,266,910	16,340	0	1,098,618	370,300
Percent of existing designated	154%	2%	0%	134%	45%

All numbers are rounded to the nearest mile or percent. Totals may vary slightly due to rounding.

The areas and corridors do not necessarily overlap. Each use is individually designated.

Table 60. Summary of changes to roads and trails from existing policy and conditions

Where People are Allowed to Drive (Existing Travel Policy)	Where People are Driving (Existing Condition)			Where People Would Be Allowed to Drive (Proposed Travel Policy)***																			
	Alternative 1 (No Action)			Alternative 2 (Proposed Action)					Alternative 3					Alternative 4					Alternative 5				
	Miles of Route Type Being Driven On ¹		Total Miles (%)	Miles Proposed for Designation as:			Change from Existing Policy, Miles (%) ²	Change from Alt. 1, Miles (%) ³	Miles Proposed for Designation as:			Change from Existing Policy, Miles (%)	Change from Alt. 1, Miles (%)	Miles Proposed for Designation as:			Change from Existing Policy, Miles (%)	Change from Alt. 1, Miles (%)	Miles Proposed for Designation as:			Change from Existing Policy, Miles (%)	Change from Alt. 1, Miles (%)
Road	Trail	Road		Trail	Total	Road			Trail	Total	Road			Trail	Total	Road			Trail	Total	Road		
System roads not open for motorized use	440	10	450 (19%)	186	67	253	+253 (+11%)	-197 (-44%)	139	12	152	+152 (+6%)	-298 (-66%)	245	109	355	+355 (+15%)	-95 (-21%)	206	86	292	+292 (+12%)	-158 (-35%)
2,380																							
System roads open for motorized use	4,648	0	4,648 (100%)	2,079	101	2,181	-2,469 (-53%)	-2,467 (-53%)	1,668	38	1,706	-2,944 (-63%)	-2,942 (-63%)	2,263	199	2,461	-2,189 (-47%)	-2,187 (-47%)	1,998	130	2,128	-2,522 (-54%)	-2,520 (-54%)
4,650																							
Unauthorized routes that may or may not be open for motorized use*	14	290	304 (92%)	23	68	91	+91 (+28%)	-213 (-70%)	19	0	19	+19 (+6%)	-285 (-94%)	33	109	142	+142 (+43%)	-162 (-53%)	26	57	83	+83 (+25%)	-221 (-73%)
329																							
Non-motorized system trails outside wilderness**	0	27	27 (6%)	0	8	8	+8 (+2%)	-19 (-70%)	0	0	0	0 (no change)	-27 (-100%)	7	26	33	+33 (+7%)	+6 (+22%)	0	19	19	+19 (+4%)	-8 (-30%)
459																							
Motorized system trails	16	11	27 (100%)	2	18	20	-7 (-26%)	-7 (-26%)	2	3	5	-22 (-81%)	-22 (-81%)	2	18	20	-7 (-26%)	-7 (-26%)	2	13	14	-13 (-48%)	-13 (-48%)
27																							
Resultant system	5,119	339		2,290	262				1,829	53				2,549	462				2,231	305			
7,844	5,457		70%	2,552			-5,292 (-67%)	-2,905 (-53%)	1,882			-5,962 (-76%)	-3,575 (-66%)	3,010			-4,834 (-62%)	-2,447 (-45%)	2,536			-5,308 (-68%)	-2,921 (-54%)

All numbers are rounded to the nearest mile or percent. Totals may vary slightly due to rounding.

* If the route is in a place where driving off routes is allowed, then motorized travel on the route is allowed.

** Most system trails outside wilderness are designed for non-motorized uses, but motorized use on the majority of them is allowed and not actively discouraged.

*** We assume people would drive where it is proposed to be allowed.

1 - These columns show how people use the route regardless of its status. For example, 10 miles of closed system roads are being used as motorized trails.

2 - The change from the existing travel policy shows how much of that type of route would be opened (+) or closed (-) to motorized use by the public. For example, Alternative 2 proposes to open 11% of roads that are currently closed to motorized use.

3 - The change from existing condition shows how much more (+) or less (-) motorized use would be available to the public as compared to what is being driven on now. For example, Alternative 2 proposes to designate 44% fewer closed system roads than people are driving on now.

Table 61. Summary of changes to areas from existing policy and conditions

	Where People are Allowed to Drive (Existing Travel Policy)	Where People are Driving (Existing Condition)	Where People Would be Allowed to Drive (Proposed Travel Policy)*											
		Alternative 1 (No Action)	Alternative 2 (Proposed Action)			Alternative 3			Alternative 4			Alternative 5		
		Acres (%)	Acres (%)			Acres (%)			Acres (%)			Acres (%)		
Total Acres	Total Acres	Proposed for Designation	Change from Existing Policy ¹	Change from Alt. 1 ²	Proposed for Designation	Change from Existing Policy	Change from Alt. 1	Proposed for Designation	Change from Existing Policy	Change from Alt. 1	Proposed for Designation	Change from Existing Policy	Change from Alt. 1	
Area	821,644	443,848	40	-821,604 (100%)	-443,808 (100%)	0	-821,644 (-100%)	-443,848 (-100%)	49	-821,595 (100%)	-443,799 (100%)	35	-821,609 (100%)	-443,813 (100%)
Motorized Dispersed Camping ^a	821,644	17,076 ^b	16,340	-805,304 (-98%)	-736 (-4%)	0	-821,644 (-100%)	-17,076 (-100%)	33,079	-788,565 (-96%)	+16,003 (+94%)	11,536	-810,108 (-99%)	-5,540 (-32%)
Motorized Big Game Retrieval ^c	821,644	1,266,910**	16,340	-805,304 (-98%)	-1,250,570 (-99%)	0	-821,644 (-100%)	-1,266,910 (-100%)	1,098,618	+276,974 (+33%)	-168,292 (-13%)	370,300	-451,344 (-55%)	-896,610 (-71%)
	Total Miles (This is all system roads and trails open for motorized use now)	Total Miles Routes People Use for This	Miles (%)			Miles (%)			Miles (%)			Miles (%)		
			Proposed for Designation	Change from Existing Policy (1)	Change from Alt 1	Proposed for Designation	Change from Existing Policy	Change from Alt 1	Proposed for Designation	Change from Existing Policy	Change from Alt 1	Proposed for Designation	Change from Existing Policy	Change from Alt 1
Motorized Dispersed Camping	5,136	433^^	423	-4,713 (-92%)	-10 (-2%)	0	-5,136 (-100%)	-433 (-100%)	460	-4,676 (-91%)	+27 (+6%)	294	-4,842 (94%)	-139 (-32%)
Motorized Big Game Retrieval ^c	5,136	5,192**	423	-4,713 (-92%)	-4,769 (-92%)	0	-5,136 (-100%)	-5,192 (-100%)	2,832	-2,304 (-45%)	-2,360 (-45%)	371	-4,765 (-93%)	-4,821 (-93%)

All numbers are rounded to the nearest mile or percent. Totals may vary slightly due to rounding.

* We assume people would drive where it is proposed to be allowed.

** All acres or miles of routes outside wilderness areas. Because we have no data on where big game is retrieved with a vehicle, we assumed it takes place everywhere except wilderness.

a - 821,644 acres are open to all forms of motorized cross-country travel. Of this the ORV map in the Forest Plan identifies 22,103 acres as corridors for "parking and camping" up to 100 yards.

b - This figure is the acres and miles of corridors used for motorized dispersed camping identified in the Forest's 2008-2009 field inventory. Motorized dispersed camping also takes place in the 443,848 acres being used for cross-country travel; however, this is believed to be minimal compared to that which occurs along roads (IDT Assumption #19).

c - Proposed direction limits motorized big game retrieval to hunters with a valid license during hunting season.

