

Description of the No-Action alternative: This alternative would be a continuation under the current travel management plan as identified in the Salmon Field Office Resource Management Plan Amendment (2001), and on the 2004 Salmon Area BLM Travel Guide. Motorized travel would be allowed on approximately 590 miles of existing roads, primitive roads, and trails.

Description of Alternative 2 (Proposed Action): This alternative strives to achieve the broadest range of recreational opportunity while balancing the need for access with the need to protect public lands resources, reduce user conflicts, and provide for public safety. The designations proposed under this alternative were developed in light of the diverse recommendations and comments gathered throughout the public scoping process, in public work-group meetings, and during BLM's interdisciplinary staff review with the Lemhi County planning representative. This Alternative would provide motorized travel over approximately 410 miles of designated roads and primitive roads, and 20 miles of trail would be designated as limited to non-motorized use. The Proposed Action would designate closed to motorized use the following:

- 1) Approximately 30 miles of motorized routes to protect natural resource and cultural values and provide for public safety.
- 2) Approximately 70 miles of primitive routes where private landowners currently restrict access by either locked gates, signage, or through the expressed wishes of the land owner.
- 3) Approximately 40 miles of duplicate or redundant routes.
- 4) Approximately 40 miles of routes that: a) have been pioneered from private lands, b) show a little or no use, c) are abbreviated dead ends, d) present user conflicts, and/or d) demonstrate no measureable recreation opportunity.

Description of Alternative 3: Alternative 3 is the same as Alternative 2 with one exception: This alternative proposes to designate an additional 15 miles of motorized routes where private landowners currently restrict public access. In contrast to Alternative 2, this alternative attempts to maximize the opportunity for some degree of motorized public access to larger blocks of public lands while recognizing the inherent conflicts arising out of private landowners deciding who can/may have access to certain public roads or trails.

Description of Alternative 4: This alternative would designate a minimal system of vehicle access along the most commonly used roads and trails within the planning area. The management emphasis under this alternative includes: 1) maximizing protection and enhancement of natural and cultural resource values, 2) focusing on loop riding for motorized use, and 3) encouraging non-motorized forms of recreation activity. Motorized travel would be allowed on approximately 220 miles of designated routes, and approximately 12 miles of trail would be limited to non-motorized use.