

Blue Mountains Forest Plan Revision DEIS, Preferred Alternative

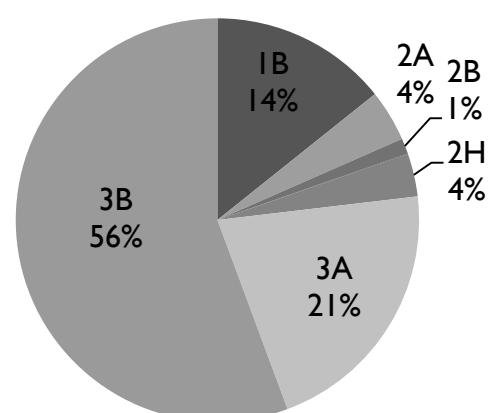
Backcountry Management Areas and Inventoried Roadless Areas

- MA 3A - Backcountry (nonmotorized use)
- MA 3B - Backcountry (motorized vehicle use)
- MA 3C - Wildlife Corridor

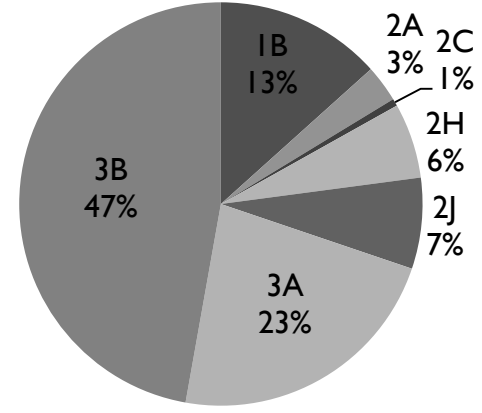


Inventoried Roadless Area and Management Area Allocation

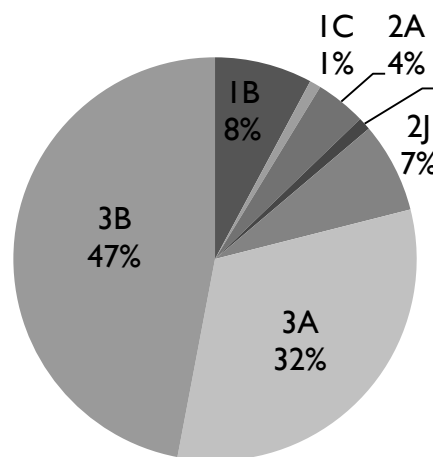
Malheur National Forest



Umatilla National Forest

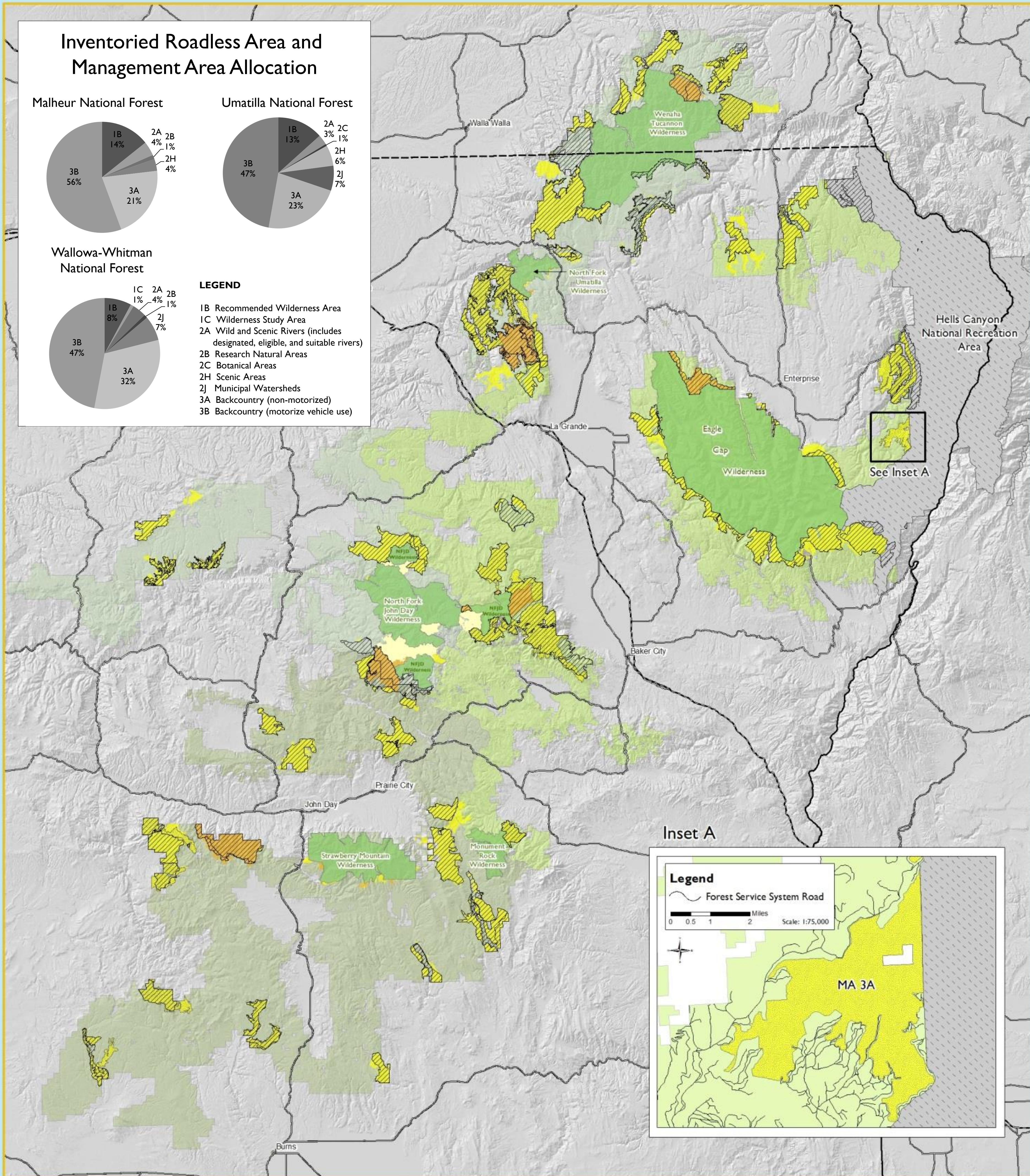


Wallowa-Whitman National Forest

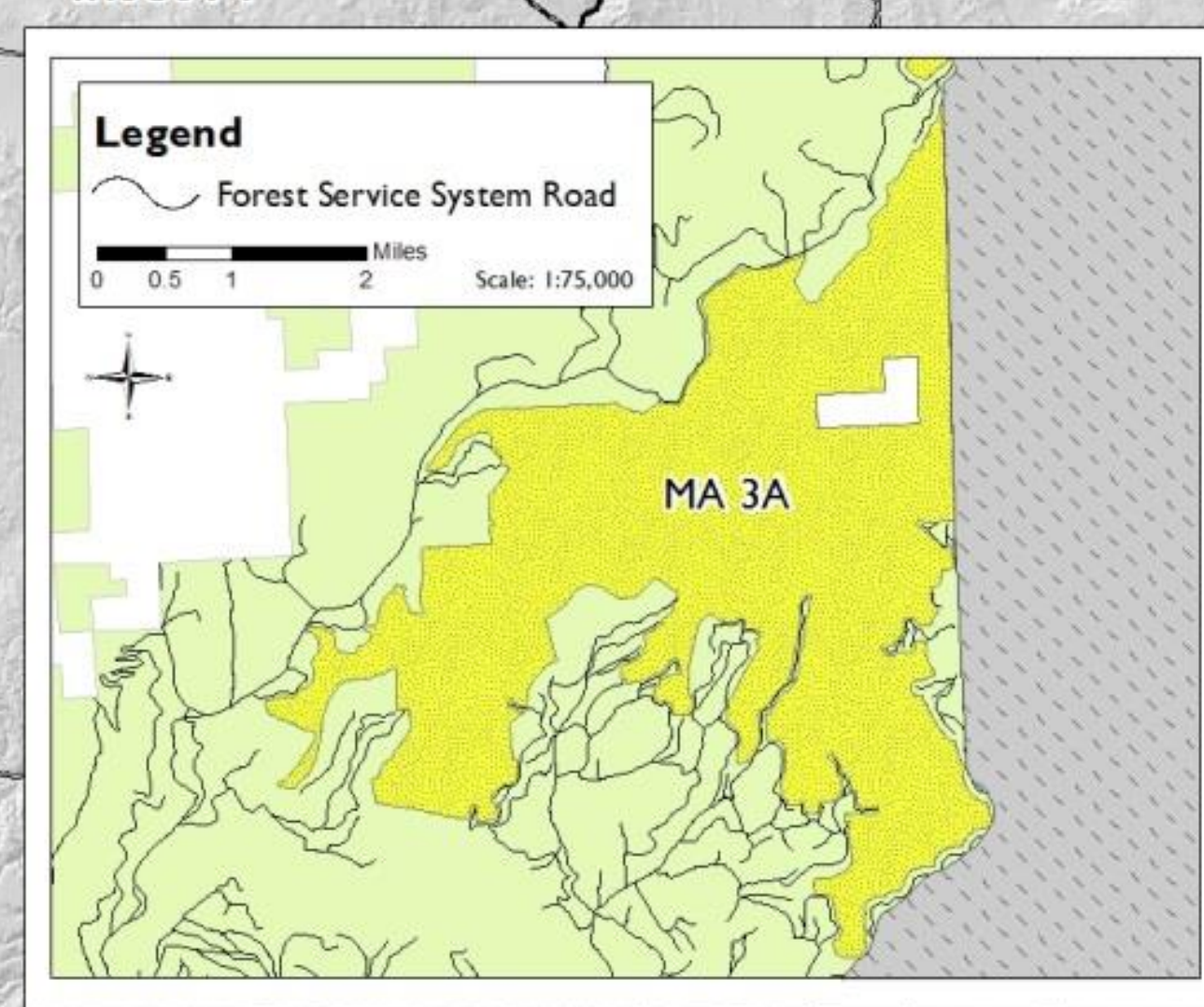


LEGEND

- 1B Recommended Wilderness Area
- 1C Wilderness Study Area
- 2A Wild and Scenic Rivers (includes designated, eligible, and suitable rivers)
- 2B Research Natural Areas
- 2C Botanical Areas
- 2H Scenic Areas
- 2J Municipal Watersheds
- 3A Backcountry (non-motorized)
- 3B Backcountry (motorize vehicle use)



Inset A



Management area designation, name, and acreage for each national forest

Management Area Designation and Name	Malheur	Umatilla	Wallowa-Whitman
3A - Backcountry (nonmotorized use)	53,600	70,100	104,500
3B - Backcountry (motorized use)	119,100	160,600	145,500
3C - Wildlife Corridor	0	21,600	6,500

Desired Condition, Road and Trails Access:

Road systems are safe and responsive to public needs and desires, are affordable and efficiently managed, have minimal effect on aquatic and terrestrial systems, and are in balance with available funding. Road density is at a level appropriate to avoid causing resource concerns. Administrative use supports Forest Service management objectives. Conflicts between user groups are minimized, and users take on appropriate challenges and risks.

Legend

- 1A Designated Wilderness Area
- 1B Recommended Wilderness Area (RWA)
- 3A Backcountry (non-motorized use)
- 3B Backcountry (motorized vehicle use)
- 3C Wildlife Corridor
- Inventoried Roadless Area
- National Forest Administrative Boundary
- Hells Canyon National Recreation Area

- Interstate Route
- State Route
- State Line



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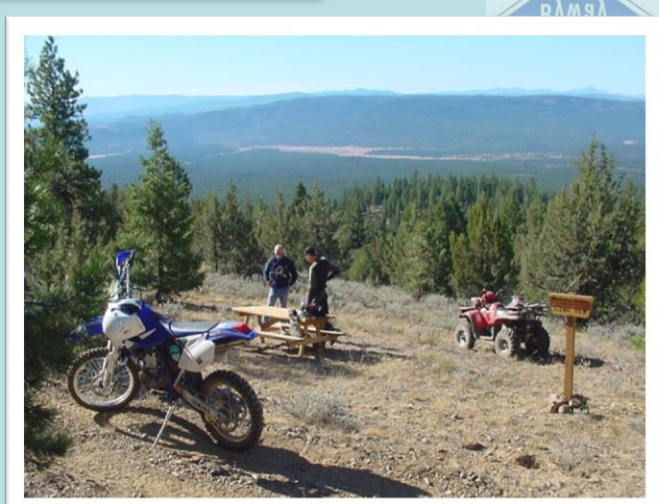
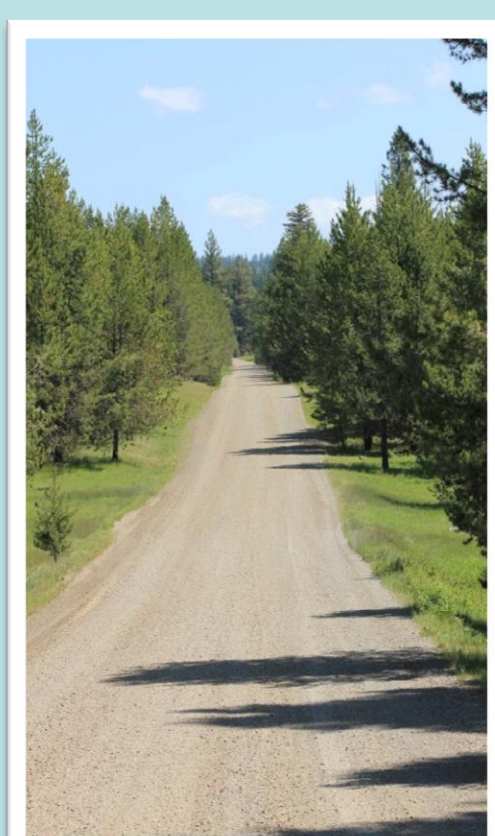
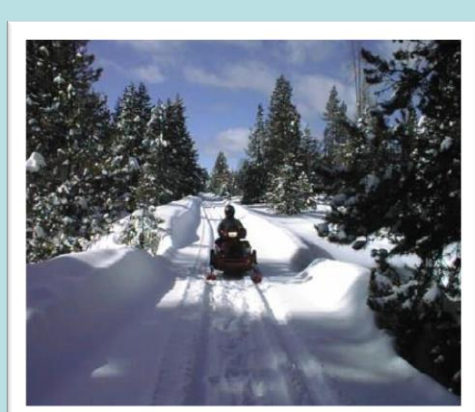


Blue Mountains National Forest Plan Revision—Access



Forest Plan Revision

- The revised Plan does not close National Forest System roads, designated off-highway vehicle or snowmobile trails, and areas to cross-country travel currently open to the public.
- The revised Plan includes desired conditions to provide motorized and non-motorized access that are compatible with the desired conditions and objectives for other resources.



A Forest Plan is **NOT** a Travel Management Plan

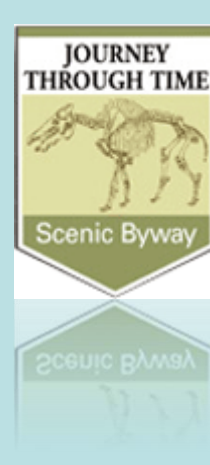
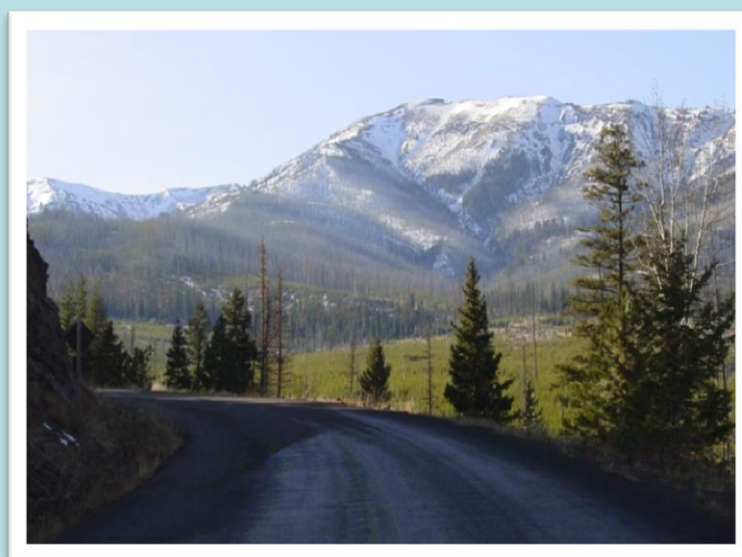
- A Forest Plan provides strategic vision and guidance; additional site-specific evaluations, analysis, and public engagement is necessary to implement any activities on the ground.
- A Travel Management Plan is a site-specific evaluation that designates particular roads and trails on the forest and is a separate process from the Forest Plan.



Road and Trails Access Desired Condition

Road and trail systems:

- Are safe and responsive to public needs and desires
- Are affordable and efficiently managed
- Have minimal effect on aquatic and terrestrial systems
- Are in balance with available funding



- Road density is at a level appropriate to avoid causing resource concerns
- Administrative use supports Forest Service management objectives
- Conflicts between user groups are minimized, and users take on appropriate challenges and risks



Blue Mountains National Forest Plan Revision—Access



MA 3A Backcountry (non-motorized use)

Desired Condition:

- Generally, natural ecological processes predominate
- The social setting is one of moderate to high challenge and risk, where people using these areas experience some isolation from the sights and sounds of others
- Mechanized uses, such as bicycles, chainsaws, and generators, are allowed
- Trail systems are constructed and maintained for use by hikers, equestrians, and cyclists



General suitability for selected management areas:

Use or Activity	Management Areas (MA)			
	IB (Recommended Wilderness)	3A (Backcountry- nonmotorized)	3B (Backcountry motorized use)	3C (Wildlife Corridor)
Motor vehicle use (summer) ¹	U	U	S	S
Motor vehicle use (winter)	S	U	S	S ¹
Road construction	U	U	U	S
Trail construction (for motor vehicle use)	U	U	S	S

S designates use or activity as generally suitable.
 U designates use or activity as generally unsuitable.
 1. indicates generally suitable applies only to use or activity on designated roads and trails within designated areas.

MA 3B Backcountry (motorized use)

Desired Condition:

- Generally, natural ecological processes predominate.
- The social setting is one of moderate challenge and risk, where people using these areas experience some isolation from the sights and sounds of others
- Motorized and mechanized uses, such as motorcycles, OHVs, snowmobiles, bicycles, and motorized equipment such as chainsaws and generators are allowed
- Trails and primitive developments are constructed and maintained for both motor vehicle and non-motorized users

