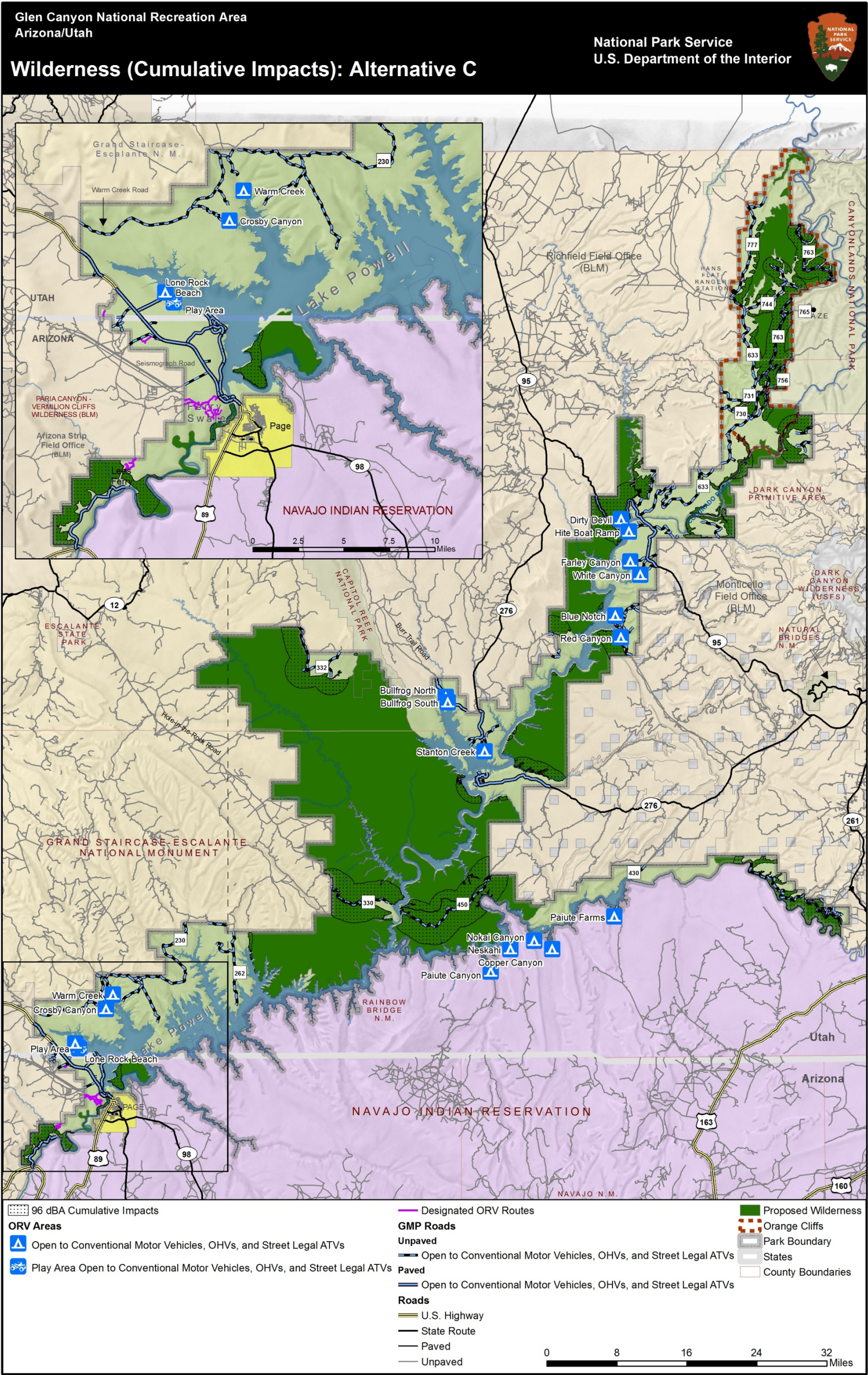


FIGURE 38A: DIRECT IMPACTS ON WILDERNESS FROM ALTERNATIVE C



ALTERNATIVE D: DECREASED MOTORIZED ACCESS

Lone Rock Beach

There would be no impacts on wilderness at Lone Rock Beach under alternative D, because there are no proposed wilderness areas at Lone Rock Beach.

Lone Rock Beach Play Area

Similar to alternative B, no impacts on wilderness at the Lone Rock Beach Play Area would be expected under alternative D, because off-road use would be discontinued and there are no proposed wilderness areas at the Lone Rock Beach Play Area.

Accessible Shorelines

Under alternative D, off-road use at 11 accessible shoreline areas would be permanently discontinued and the areas would be restored to natural conditions. Four accessible shoreline areas (Dirty Devil, Farley Canyon, Stanton Creek, and Hite Boat Ramp) would be authorized for use by conventional motor vehicles, only by permit, subject to water-level closures. Impacts on proposed wilderness areas adjacent to accessible shorelines would occur in areas where conventional vehicle noise is audible to visitors, which would degrade the natural condition of the proposed wilderness areas (including the introduction of man-made noise), negatively impact the opportunity for visitors to experience natural quiet and solitude, and compromise the primeval and untrammelled characteristics of the proposed wilderness areas. Impacts on proposed wilderness from conventional motor vehicles operating on accessible shorelines could extend up to 2,900 feet from the source (at 15 mph). The only accessible shorelines that would be open to conventional motor vehicle use that are adjacent to proposed wilderness are Dirty Devil and the Hite Boat Ramp; the scale and labeling of figure 39a do not make this small area of noise effects visible. The typical usage pattern at the accessible shorelines is that vehicles drive to the beach and park, thus the duration of impacts would be low. Conversely, proposed wilderness areas adjacent to accessible shorelines under alternative D would also experience beneficial impacts, because off-road use would be discontinued at 11 accessible shorelines, and those areas would be restored back to natural conditions.

Travel on GMP Roads in Glen Canyon

Under alternative D, only conventional motor vehicles would be authorized to operate on all GMP roads (paved and unpaved) in Glen Canyon. Therefore, impacts from noise to proposed wilderness areas adjacent to GMP roads would decrease and would still be negligible.

Ferry Swale

In Ferry Swale, off-road use would not be authorized and the area would be restored to natural conditions under alternative D. Impacts on proposed wilderness would be the same as under alternative B. Therefore impacts on proposed wilderness areas within Ferry Swale under alternative D would be beneficial because no ORV noise would extend into wilderness areas in Ferry Swale, thus preserving the untrammelled, natural, and undeveloped condition of the proposed wilderness (see figure 39a).

Cumulative Impacts

Under alternative D, the same past, present, and future activities within Glen Canyon have the potential to affect the quality of proposed wilderness areas as under alternative A. Overall, without the 96 dBA limit, 25.57% of proposed wilderness areas would be impacted by motor vehicle noise. The 96 dBA limit on OHV and street-legal

ATVs is not applicable under alternative D because no OHVs or street-legal ATVs would be allowed. The impacts of these actions, in combination with the beneficial impacts on proposed wilderness areas under alternative D, would result in negative cumulative impacts on proposed wilderness. Although the closure of 11 accessible shoreline areas to motor vehicle use under alternative D would provide beneficial impacts, as well as the closure of all GMP roads to OHVs and street-legal ATVs, overall cumulative impacts on proposed wilderness areas would be adverse, as described in the “Soundscapes” section.

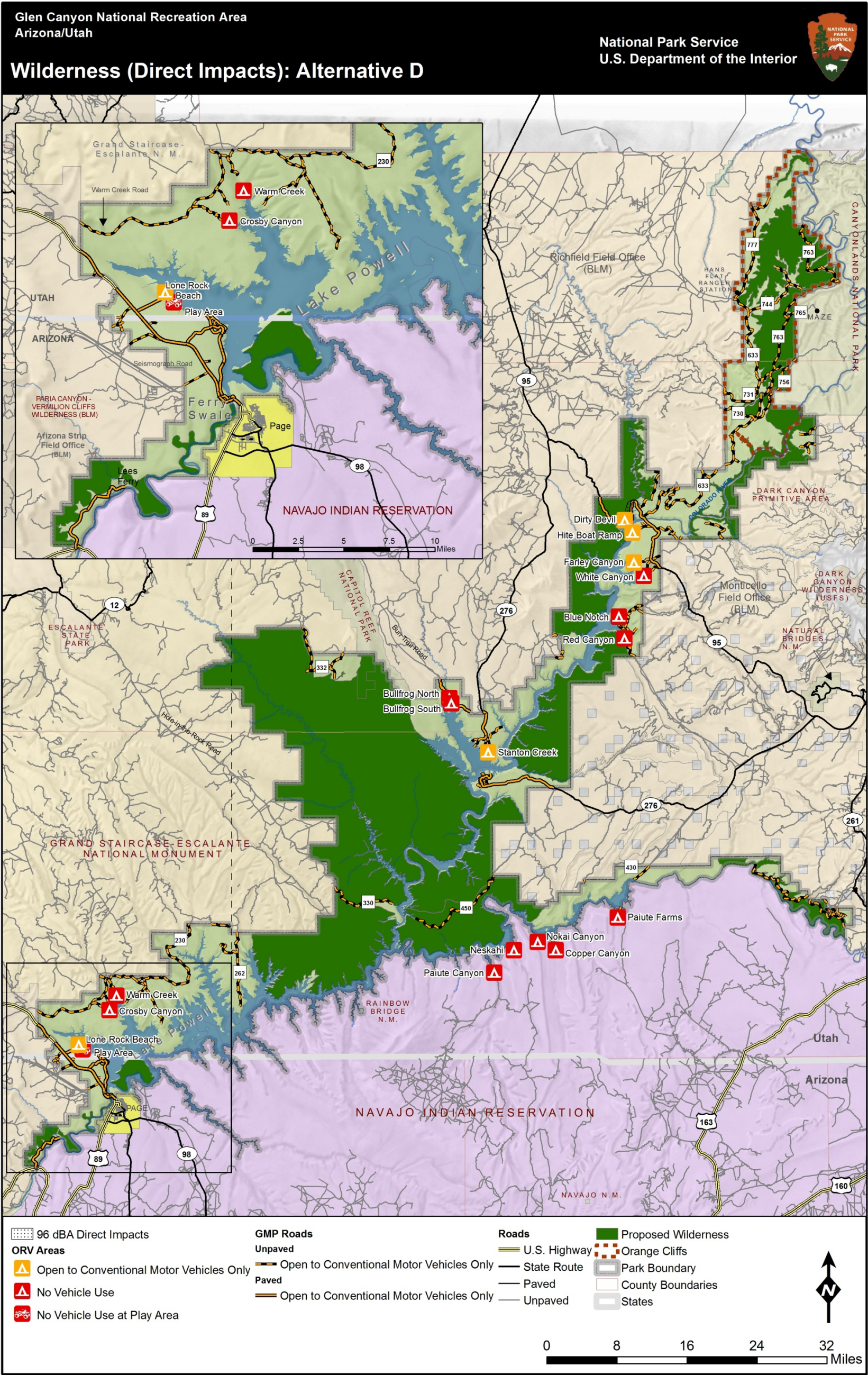


FIGURE 39A: DIRECT IMPACTS ON WILDERNESS FROM ALTERNATIVE D

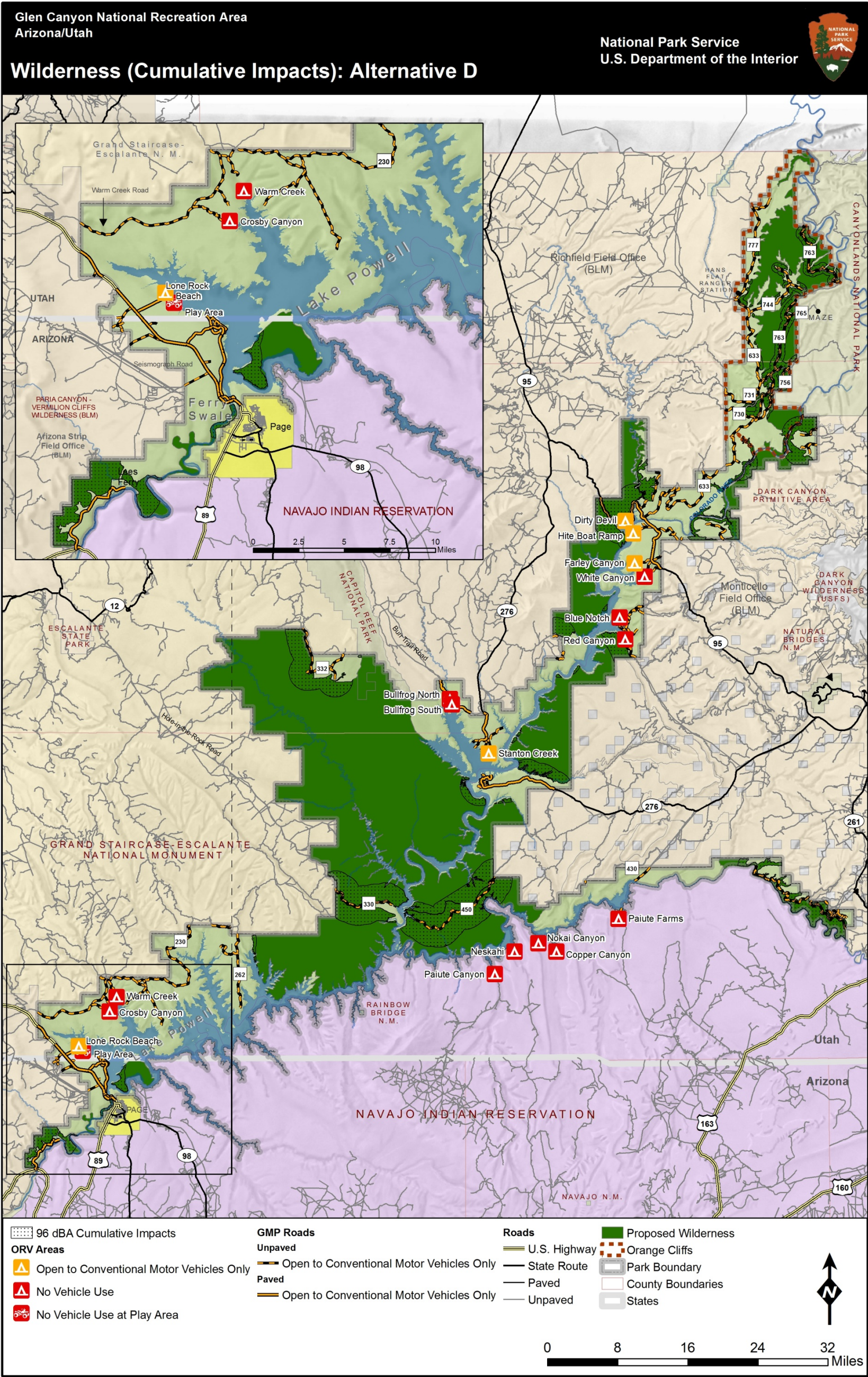


FIGURE 39B: CUMULATIVE IMPACTS ON WILDERNESS FROM ALTERNATIVE D

