

Table 3-106. Winter ROS class mixes (SPNM and SPM) - acres by alternative and changes from Alternative A.

Winter Recreation Opportunity Spectrum Analysis							
ROS Class	A	B	C	D DEIS	D FEIS	E	F
Acres							
SPNM	185,139	180,125	192,909	317,239	342,455	483,411	940,119
<i>Change from Alternative A</i>	NA	-5,014	7,770	132,100	157,316	298,272	754,980
SPM	854,159	859,173	846,389	722,058	696,880	555,886	99,179
<i>Change from Alternative A</i>	NA	5,014	-7,770	-132,100	-157,279	-298,273	-754,980
RN	4,454	4,454	4,454	4,454	4,201	4,454	4,454
<i>Change from Alternative A</i>	NA	0	0	0	-253	0	0
Rural	22,193	22,193	22,193	22,193	22,197	22,193	22,193
<i>Change from Alternative A</i>	NA	0	0	0	4	0	0
Non Use	18,669	18,669	18,669	18,669	18,656	18,669	18,669
<i>Change from Alternative A</i>	NA	0	0	0	-13	0	0

Alternative B would provide fewer acres for non-motorized recreation than currently provided, and Alternative C would be no change from current, as a result of implementation. The remaining Alternatives would increase the SPNM and decrease SPM, progressively from Alternatives C through F.

Alternative D FEIS changes are based on current use, as evidenced by comments on the Draft. There are additional acres in the non-motorized ROS class as a result of changes in Management Areas for wildlife and Wilderness, and because of boundary re-alignment in the high use area around Greenrock Picnicground, and the Snowy Range RNA. The Plan takes into account popular motorized use areas, while providing for wildlife concerns. There are provisions to develop motorized trails across Management Area 3.5, where none currently exist (*Chapter 3* in the Revised Forest Plan).

The ROS class does not mean opportunities are already available. Opportunities need to be provided, including trail development, and other user conveniences. Winter trails and other facilities are dependent on funding. The State Trails program provides grant funds that would be available to the Forest in any Alternative.

Sheep Mountain is a special wildlife area where use is prohibited from November 15 through June 15; it is a 'non-use' area in all alternatives. Semi-primitive motorized and non-motorized areas coincide with the Standards and Guidelines for management areas. Snowmobile riding generally occurs in semi-primitive landscapes, although there is some riding occurring adjacent to the Snowy Range Scenic Byway on the west side of the Range.

All winter recreation will be affected by the lynx conservation plan, and subsequent standards and guidelines. Lynx standards call for no net gain in designated or groomed trails. The northern half of the Snowy Range (from Rob Roy Reservoir north), and the Sierra Madre mountains are Lynx Analysis Units (LAUs). These LAUs contain lynx habitat where additional compaction is considered a threat to the lynx. It's expected that use levels will increase, and that the proposed "no-net gain in trails" would eventually mean users would be more crowded on existing trails. This proposed action will be part of all alternatives.

Current motorized users would be most affected by Alternative F. The proposed restriction to roads and trails would change these users' experience. A percentage of users commented (on the Draft Plan) that they (or others) would not adhere to this restriction.

Specific provisions in federal law prohibit snowmobile riding in some specially designated areas (Wilderness Areas), and authorize their use in others (national recreation areas). Motorized use is not allowed on non-motorized trails and inside the ski area. Alternative F has the most acres recommended for Wilderness designation, followed by Alternative D DEIS, D FEIS, and E. Alternative D FEIS allocates Browns Peak RNA near a current snowmobile use area, however the section proposed in Alternative D FEIS is a small section of the originally proposed area and is a skree sideslope that's too steep to snowmobile on, and so receives only limited use, and so effects to snowmobilers would be limited to the few that currently use the area. Alternative F would allocate the Ribbon Forest and Browns Peak as RNAs, which would effect current use. The size of the Browns Peak RNA proposed in Alternative F is larger than that proposed in D-FEIS. Alternatives A, B, and C do not recommend any additional areas for special designation.

Alternatives C, D DEIS, D FEIS, E, and F separate winter users in areas near the Greenrock Picnicground (and winter trailhead). Although snowmobile riders' preferred alternative is 'no change' in riding area from current (Alternatives A and B), they agree that separation of users at the parking lot would help alleviate conflicts. Facility development would be possible in all Alternatives, depending on funding available. The annual operating budget for developed facilities would be highest in Alternative D FEIS, followed by C, D DEIS, A, B, E, and F.

Non-motorized users would like to separate some of the peaks for their exclusive use, which would occur only in Alternative F. Additional backcountry non-motorized opportunities would be available in Alternatives E, D FEIS, D DEIS, and C. Alternatives A, and B, would be a continuation of current management.