

### **Effects from Special Area Allocations – RNAs**

Research Natural Area (RNA) designations can affect current recreation opportunities with additional restrictions on those uses. RNA designation prohibits the construction of new trails, except where construction of new trails is necessary to correct resource damage from existing trails. Non-motorized uses are restricted, depending on their potential to affect the purpose of the RNA. The proposed RNAs on top of the Snowy Range in Alternative F would especially affect snowmobile riding. The RNA on Brown's Peak in Alternative D FEIS would affect any snowmobile riders who currently use the area, however the RNA is on a steep, rocky slope, where the Forest Service would never recommend use.

Alternative F has the largest amount of proposed new RNAs (outside Wilderness), followed by Alternative E (26,719 ac), and D FEIS (5,433 ac). Alternatives E, D DEIS, and D FEIS propose RNA inclusions inside Wilderness, which would not limit current wilderness recreationists.

### **Effects from Roads Management**

Recreationists need roads for moving onto and through the Forest. Out of 2,592 miles of road on the Forest, 250 miles are maintained to accommodate passenger cars and to provide a reasonably comfortable driving experience (*see the Travel Management section in this Chapter*). Another 451 miles are maintained to accommodate passenger cars, but do not necessarily provide a comfortable driving experience. Roads must serve a compelling public need in order for the Forest Service to designate them open to public travel.

There are another 800 miles of unclassified roads (roads developed by users, or for temporary purposes). These roads, according to the 2000 Travel Management decision are illegal to use, and so further decommissioning of them will not affect motorized users, however depending on the method for decommissioning, foot, bicycle, and horse users may experience a loss of experience. The Forest will potentially decommission 18 miles of roads per year, over the life of the Plan (15 years), in all alternatives, except for E and F. Miles of road decommissioned in these two alternatives are 75 and 121, per year, respectively.

There are opportunities for increasing maintenance on existing roads. Alternatives A, B, and C would maintain a higher percent of open roads to standard than the other alternatives, followed by Alternative D DEIS and D FEIS, E, and F.

### **Effects from Roadless Area Management**

Roadless areas provide opportunities for non-motorized recreation. Alternative F would retain more of the inventoried roadless acres fully consistent with roadless area resource conservation, followed by Alternatives D DEIS, D FEIS, C, E, B, and A.