

"USFS: OVER SNOW VEHICLES AND SUB PART C"

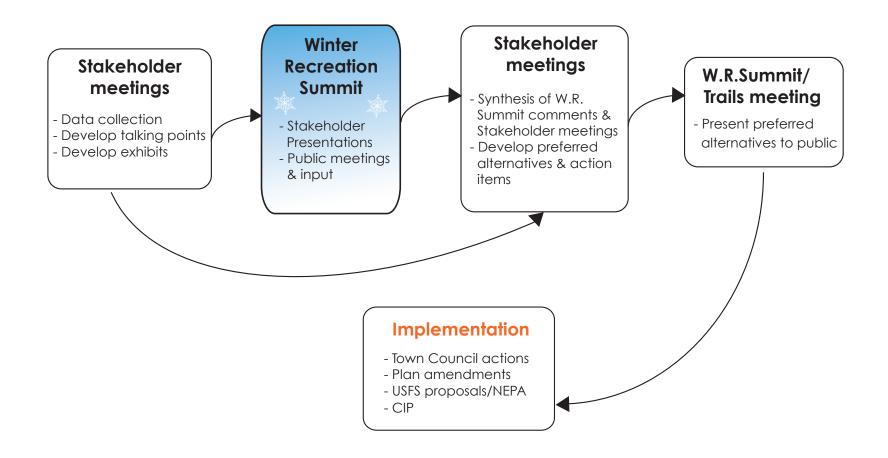
Presented By: The Inyo National Forest



Saturday, March 19 10:30 AM - 12:30 PM Sierra Event Center, 452 Old Mammoth Road

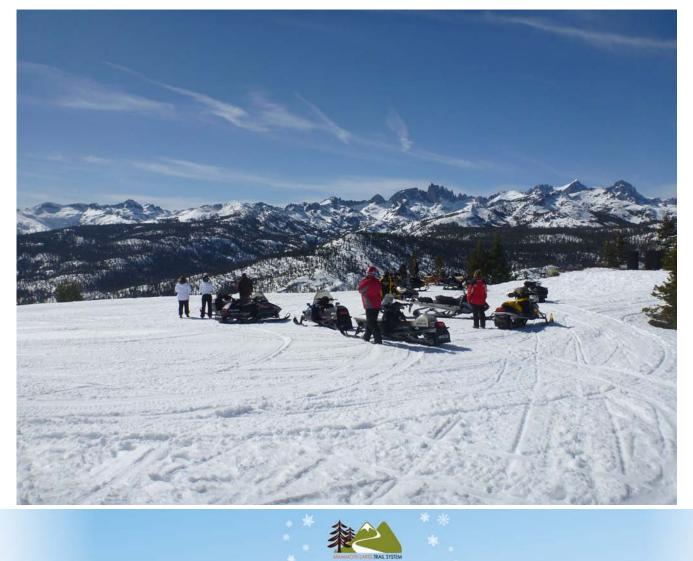


Winter Recreation Summit Process





What is Over Snow Vehicle (OSV) Use Designation?



WHAT IS THE INYO NATIONAL FOREST DOING?

- Complying with Subpart C of the Travel Management Rule – Over Snow Vehicles
- To determine which areas of the Forest will be open to over-snow vehicle OSV, or snowmobile use, and determine which trails will be groomed for snowmobile use
- Also considers staging areas, minimum snow depth requirements, any vehicle type regulations
- Start with current management, and see where there is a need for change.



WHAT IS THE TIMELINE?

- Currently, pre-scoping period
 - We're talking to the public, agencies, organizations about their ideas for OSV use
 - Have received about 20 written comments and many comments on maps at Feb. public meeting
- Scoping expected to start in April
 - The Forest will release a proposed action for public comment.
- We expect to complete the Draft Environmental Assessment by the **end of 2016**.
- We expect our Forest Supervisor to make the final decision by the **end of 2017.**



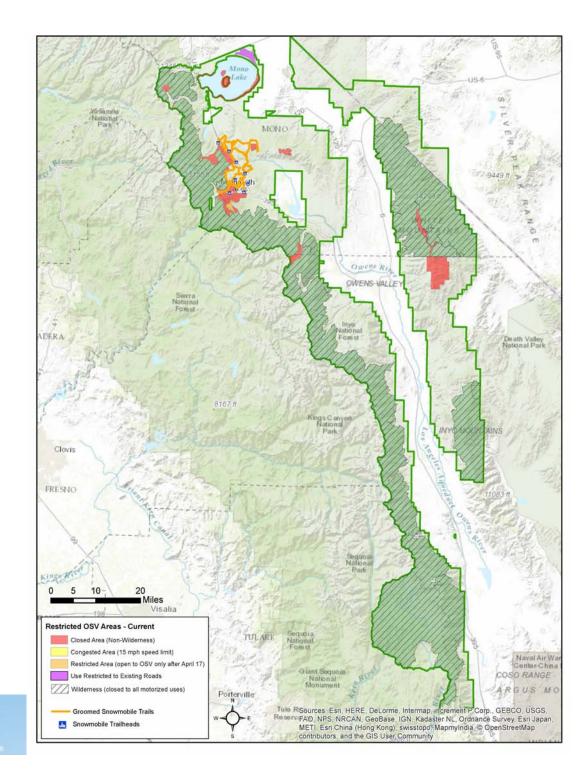
Data Collection/Monitoring

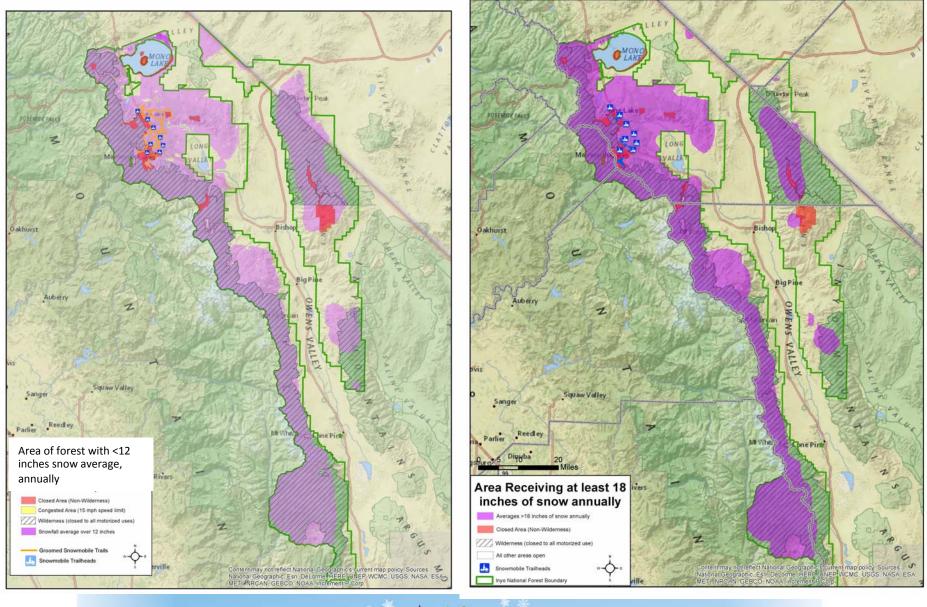
- Data Collection
 - Counters at 4 trailheads to determine how much OSV use (and skier use) occurring in groomed areas
 - Daily/weekend monitoring of trailheads, to help understand how much OSV and other use occurring
- Monitoring
 - Botany and wildlife monitoring has occurred for many years in OSV use areas



WHERE IS THE PROJECT AREA?

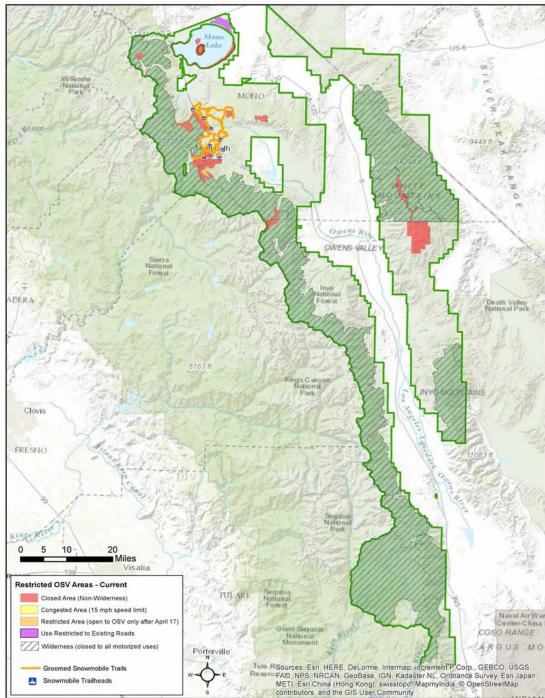
Entire Inyo National Forest that receives adequate snowfall for OSV use

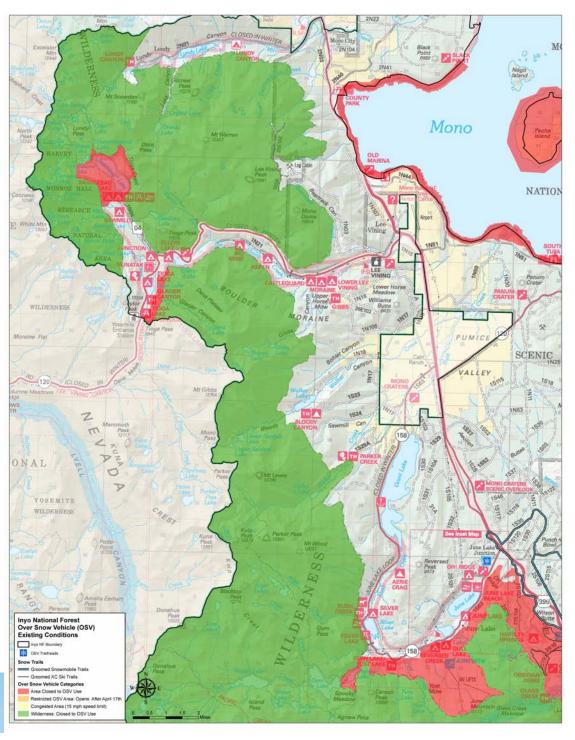




- A little less than half the Forest open to cross country OSV use, and a little more than half closed (about 50,000 acres outside Wilderness closed)
- 86 miles of groomed OSV trails
- Decisions from 1992 OSV planning process, 1989 Mono Scenic management plan, 1988 LRMP, and others.

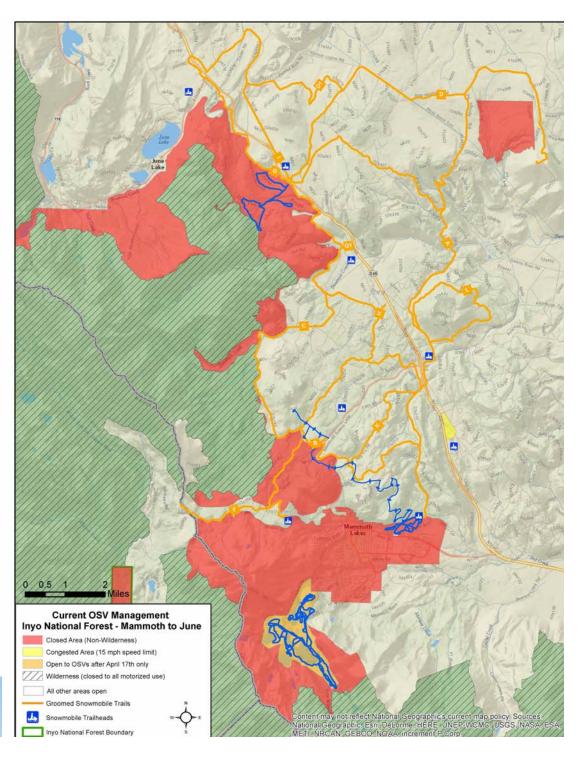






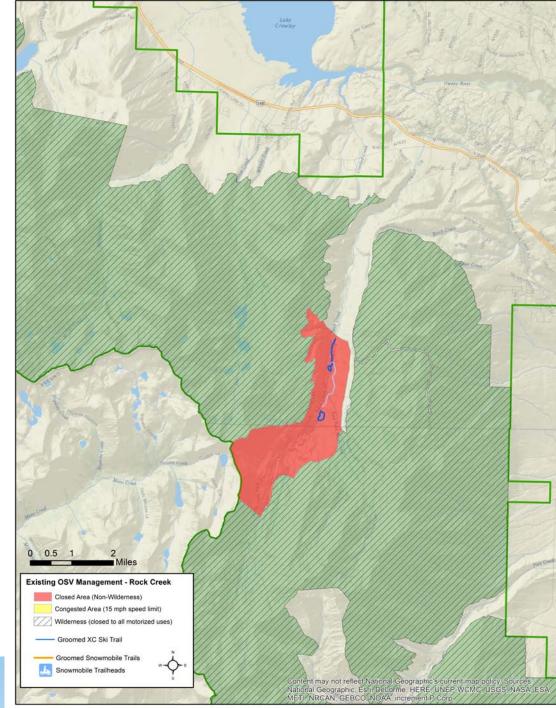
Lundy Canyon to June Lake





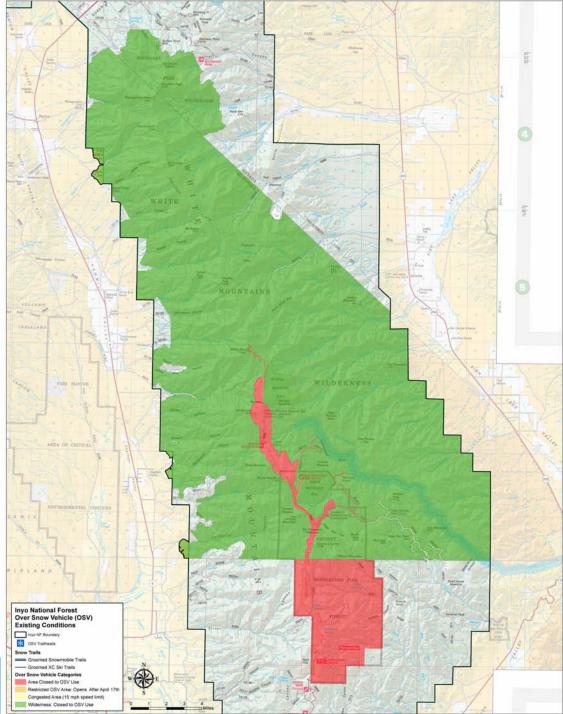
June to Mammoth





Rock Creek





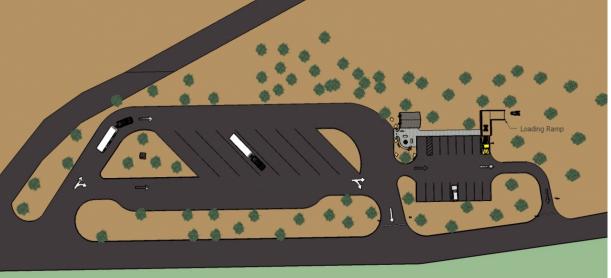
White Mountains



Other recent decision – Shady Rest Staging Area







What have we heard from the public?

- Site specific locations with the most concerns submitted
 - San Joaquin Ridge
 - Tamarack Ski Area (currently open after April 17th only)
 - Tioga Pass Area
 - A few in the Sherwins

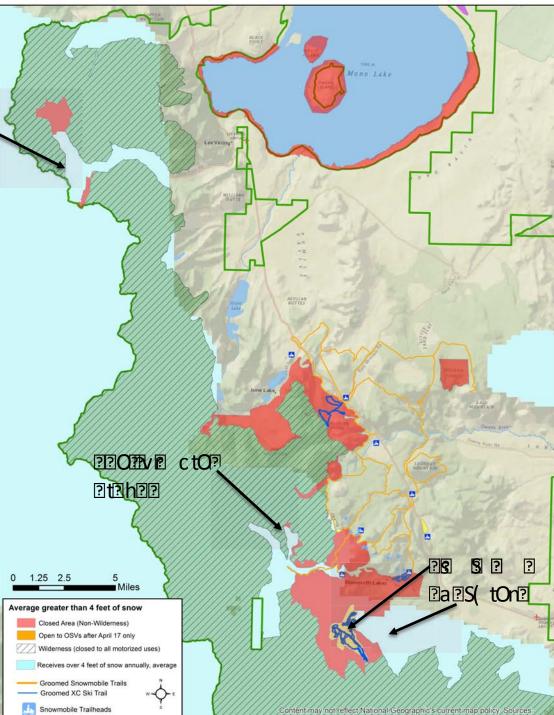
Input in these areas has been mainly:

- 1. Close these area to OSV use. We really like to ski here
- 2. Keep this open to OSV use. We really like to ride here (or snowboard/ski here using OSVs to access)



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What else have we heard from the public?

More General Input

- Concern over effects to wildlife and air quality
- Noise of OSVs effects other users
- Use the minimization criteria from the travel management rule – to minimize damage to soil, vegetation and other resources, harassment of wildlife, conflicts between motor vehicle use and existing or proposed recreational uses, conflicts among different classes of motor vehicles



What else have we heard from the public?

- Comments about the NEPA process what and how to determine appropriate areas for and analyze OSV use
- Allow fat bikes on groomed trails
- Most of the OSV system works well in this area – plenty of opportunity for all winter recreation – grooming system has been very helpful to reduce conflict



Questions?





Next Steps

• We have maps laid out for you to look at and make comments on.





