



# Winter Recreation and Over Snow Vehicle Travel Management



## PROPOSED ACTION

### Lake Tahoe Basin Management Unit

Alpine County, California  
Carson City, Nevada  
Douglas County, Nevada  
El Dorado County, California  
Placer County, California  
Washoe County, Nevada

## BACKGROUND

In 2011, the Lake Tahoe Basin Management Unit (LTBMU) started a winter recreation collaborative effort with multiple recreation groups, hoping for broad and meaningful public involvement in this project. Believing one of our greatest resources in the basin is public participation, we wanted the collaboration to develop a proposed action that would meet the needs of the various stakeholders. In addition to collaborative meetings, three public meetings were held in spring 2016. Though a collaborative proposal was not fully developed at that time, some issues were identified through those efforts that helped us develop this proposed action. The USDA Forest Service issued a rule on January 28, 2015, governing Over Snow Vehicle (OSV) management: [Subpart C of the Travel Management Rule](#), 36 CFR 212 (Subpart C), and this rule went into effect February 27, 2015.

## NEED FOR ACTION

To bring our management practices more in alignment with Subpart C and move towards desired conditions for recreation in our [2016 Land Management Plan](#) (Forest Plan), we have identified the following needs for this project:

**Closed vs. open areas and routes:** Based on the [Snowmobile Guide Map](#) in our Forest Plan, for decades we managed winter travel use through a series of Closure Orders designating areas closed to OSVs. We need to adjust our winter travel management plan and create a new travel map, designating areas and trails open to motorized and non-motorized use and more clearly explaining reasons for our designations (e.g., possible resource impacts, conflicts among users, sound, unintentional trespass, vehicle emissions, etc.).

**Minimum Snow Depth:** The designation of a minimum snow depth is a way for the Forest Service to help the public decide when it is appropriate to use an OSV and when they will not cause damage. Users generally want to do the right thing and designating a snow depth can help reduce uncertainty. There is a need to establish a minimum snow depth that provides a certain level of protection for all resources without being overly restrictive or overly prescriptive for individual resources or different geographic areas.

**Public interest:** During our Forest Plan revision and winter travel collaborative meetings, members of the public requested us to consider changes in the current management of winter recreation opportunities.

**Lack of groomed trails:** We do not currently groom or maintain designated routes for winter motorized use. Under a special use permit, permittees maintain and groom trails on the North shore, East shore (Spoooner Summit area), and cross-country ski trails in the Camp Richardson area. We need to allow grooming of additional roads and trails for both OSV and non-motorized use under special use permit.

**Limited parking and plowing:** The State of California operates SNO-PARK sites under special use permit near Fallen Leaf Lake and at the entrance to the Blackwood Creek watershed. Outside of these parking areas, the current access to lands managed for OSV use is from parking on state highway and county and local roads. Winter recreation rates have increased, and parking opportunities have either remained the same or decreased. The Tahoe Regional Planning Agency (TRPA) prohibits winter snow plowing of unpaved parking areas. We need to analyze additional winter parking opportunities and allow snow plowing of existing paved surfaces outside of sensitive habitats.

**Changing OSV technology:** New snowmobiles are more powerful, can be taken further into the backcountry, are quieter, and have lower emissions than those when open and closed areas were originally designated. New types of OSVs, including tracks and skis that adapt Off-Highway Vehicles and motorized fat tire snow bikes, are becoming popular. We need to determine how the use of new technologies fits in with existing regulations and communicate that clearly.

**Increased non-motorized recreation:** The number of cross-country skiers, snowshoers, snow-play area users, non-motorized fat tire snow bikers, and backcountry skiers has grown in the past few decades. We need to determine where types of motorized use are compatible in the same areas, where types of non-motorized use are compatible in the same areas, where types of motorized and non-motorized use are compatible in the same area, and where areas could be designated for snow-play and concessions under special use permit.

**Snowmobile Guide Map vs. Over-Snow Vehicle Use Map (OSVUM):** The [Snowmobile Guide Map](#) scale makes it difficult to discern open and closed areas to OSV use. Also, the reasoning for boundaries between open and closed areas is unclear in many places, do not conform to any landmarks or topography visible on the land, and make the border difficult to discern for users and enforcement difficult. We need to create an Over Snow Vehicle Use Map (OSVUM) showing areas and trails designated for OSV use that will be more legible and understandable.

**Forest Plan Amendment:** The preliminary need to amend and change the Forest Plan is to update the management area descriptions and the OSV direction in the plan, based on the winter travel management process. Updating the OSV map will: minimize damage to soil, watershed, vegetation, and other forest resources; minimize harassment and disruption of wildlife habitats; minimize conflicts between motor vehicle and other recreational uses of national forest system (NFS) lands; and, minimize conflicts among different classes of motor vehicles.

## **PROPOSED ACTION**

The scope of this project comprises areas within our administrative (Forest) boundary located on NFS lands but not within a state or county right-of-way (i.e. along county roads or State highways). Using an Environmental Assessment (EA) and appropriate minimization criteria, we are proposing to:

- Designate routes and areas open to OSV use;
- Designate areas suitable for groomed trails for OSV and non-motorized use;
- Designate areas suitable for groomed trails for non-motorized use only;
- Construct additional winter parking capacity;
- Designate locations suitable for snow play areas;
- Designate suitable plowing areas;
- Identify changes to the opening and closing dates and seasonal designations of roads; and,
- Amend our Forest Plan to reflect the changes listed above, where applicable.

## Designate Routes and Areas Open to OSV Use

In areas open to OSV use, we will establish either a minimum snow depth of 12 inches or a minimum depth needed to prevent resource damage in that area (whichever is greater).

The open season for OSV use would be from November 1 to April 15. Per Subpart C, only a “motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow” is permitted in areas open for OSV use.

**Tables 1 to 3** summarize changes to OSV use areas from existing to proposed designation. **Figure 1** shows the areas proposed as open to OSV use. **Figure 2** is a map showing the areas of change in the proposed action from the existing Snowmobile Guide Map. Figures are at the end of this document.

**Table 1. Major changes to OSV use areas from the [Snowmobile Guide Map](#) to the proposed Over Snow Vehicle Use Map (OSVUM)**

OSV Area	Existing OSV Designation	Proposed OSV Designation	Figure
Urban Lots	Closed	Open urban lots that are greater than two acres (or greater than two acres when combined with contiguous lots) and adjacent to general forest areas open to OSV use. All other urban lots would not be open.	<a href="#">2</a>
All developed Recreation Sites	Some open, some closed	Prohibited	<a href="#">2</a>
Junction of SR 28 and US 50	Closed	Open	<a href="#">3</a>
Hartoonian Trails (also known as Golden Bear)	Closed	Open	<a href="#">4</a>
East of Fallen Leaf Lake	Closed	Open	<a href="#">5</a>
Area between Third Creek and SR 431 in Incline Village	Closed	Open	<a href="#">6</a>
Hell Hole Area	Open	Generally, prohibited. There would be an open area on the northeast edge to facilitate through-traffic that follows the 1201 road until the road intersects the trail that crosses Trout Creek. After the Trout Creek crossing, there is a ¼ mile open corridor following Trout Creek until the LTBMU border.	<a href="#">7</a> , <a href="#">7a</a>
Area between Mt. Rose Wilderness and the City of Incline Village	Open	Prohibited	<a href="#">8</a>
Area east of SR431 and north of Diamond Peak Ski Area in Incline Village	Open	Open to OSV use on odd-numbered days of the month only	<a href="#">8</a>

Area near the Granite Chief Wilderness and within 500 feet of the Pacific Crest Trail	Open	Prohibited	<a href="#">9</a>
Crossing of the Pacific Crest Trail by OSVs	No designated crossing	Crossing of the PCT is only allowed at the designated crossing at Barker Pass.	<a href="#">9a</a>

**Table 2. Summary of changes in acreage to areas designated for OSV use.**

Description	Acres
Areas that were previously closed and are now proposed to be open to OSV use	2,603
Areas that were previously open and are now proposed to be not open to OSV use	5,330
Areas that were previously open and are now proposed to be open to OSV use on odd-numbered days of the month only	2,498

**Table 3. Acres and percent of NFS lands open and closed to OSV use for the existing Snowmobile Guide Map and the proposed Over-Snow Vehicle Use Map (OSVUM).**

Description	Existing Snowmobile Guide Map*	Proposed Over Snow Vehicle Use Map (OSVUM)*
Total area open to OSV use	79,426 acres	75,817 acres **
Percent of NFS land in LTBMU open to OSV use	51%	49% **
Total area closed to OSV use	75,425 acres	79,023 acres
Percent of NFS land in LTBMU closed to OSV use	49 %	51%

\*The total acreages between the two maps may not match due to changes in NFS land ownership and mapping discrepancies.

\*\* Includes areas open to OSV use on odd-numbered days of the month only.

### **Designate Areas Suitable for Groomed Trails for OSV and Non-motorized Use ([Figure 22](#))**

The following areas would be designated suitable for groomed trails under the terms of a special use permit on existing roads and trails within the areas shown below (figures at end of document):

- Blackwood Canyon Road from the SR 28 intersection west to the LTBMU Forest Boundary ([Figure 10](#))
- Near Watson Creek in the Tahoe City neighborhood ([Figure 11](#))
- Granlibakken area ([Figure 12](#))
- Fountain Place Area ([Figure 13](#))
- Area East of SR 431 in Incline Village and the area between Third Creek and SR431 in the Incline Lake area ([Figure 14](#))
- The area between Spring Creek Rd. and Taylor Creek and the area between Fallen Leaf Rd. and SR89 in the Fallen Leaf area ([Figure 15](#))



Grooming of routes assumes the use of mechanized grooming equipment.

Grooming of routes does not allow the removal of trees or vegetation to widen the cleared corridor, and resource damage to soil, trees, or plants may not result from grooming operations.

The area of allowable grooming is limited to the disturbance area of the existing road or trail.

Turnarounds or passing areas that extend outside of the existing road or trail footprint may be provided for user safety at intersections or areas where existing clearings allow for this without damage to vegetation.

### **Designate Areas Suitable for Groomed Trails for Non-motorized Use Only ([Figure 22](#))**

The following areas would be designated under the terms of a special use permit (figures at end of document):

- The area between Taylor Creek and Fallen Leaf Road ([Figure 15](#))
- Rabe Meadow ([Figure 16](#))
- Echo Lake Road from the intersection with US 50 up to the upper parking lot ([Figure 17](#))
- Meeks Meadow along the road 14N42 ([Figure 18](#))
- Developed recreation sites and the areas around them ([Figure 22](#))
- Any paved multi-use path managed by the Forest Service. Pathways with raised features such as bridges or boardwalks would be assessed individually for their appropriateness for grooming activities at the time of permit issuance.

Grooming of routes assumes the use of mechanized grooming equipment.

Grooming of routes does not allow the removal of trees or vegetation to widen the cleared corridor, and resource damage to soil, trees, or plants may not result from grooming operations.

The area of allowable grooming is limited to the disturbance area of the existing road or trail.

Turn-arounds or passing areas that extend outside of the existing road or trail footprint may be provided for user safety at intersections or areas where existing clearings allow for such turnarounds without any damage to trees or underlying vegetation.

OSV use is not allowed on groomed routes that are within areas not designated for OSV use.

Grooming of trails designed for non-motorized use may occur on any of the existing roads and trails shown within the areas designated as suitable for grooming for OSV use. OSV use may not be further restricted in these areas.

### **Construct Additional Winter Parking Capacity**

- Formalize and expand the parking area near Spring Creek Tract from eight to 20 spaces ([Figure 19](#))
- Formalize and expand the parking area at Fountain Place Road at the intersection of 12N17 and 1201 from 30 to 40 spaces ([Figure 20](#))

### **Designate Locations Suitable for Non-Motorized Snow Play Areas**

The following areas would be designated under the terms of a special use permit (figures at end of document):

- Area near Spooner Junction ([Figure 3](#))
- Fallen Leaf Road near the intersection of SR 89 ([Figure 5](#))
- Sawmill Road ([Figure 21](#))
- 64 Acres Recreation Site (Lakeside and Riverside) ([Figure 22](#))

Additional permitted activities may include food and beverage concessions, the sale or rental of equipment, the sale of other winter-related items, or other services to support these permitted areas.

The use of NFS managed lands for non-motorized uses that originate within the special use permit area may extend outside of the permit area (e.g., renting cross-country skis within the permit and taking them outside of permit area to use them).

Designated map areas indicate allowable areas for a snow play permit. The actual boundary of the permit may be smaller than the area shown and would be determined at permit issuance, based on the proposal.

Management of a snow play area would not be allowed until a special use permit is in place.

Appropriate trash and portable restroom facilities must be provided as part of a special use permit.

OSV use may be restricted within the special use permit boundary after its establishment.

Permits must be contiguous with a parking area.

Parking areas may be used for OSV staging if there is a safe way for vehicles to exit the parking area into an area designated as open for OSV use, without crossing through the snow play area. Permittees would be responsible for clearly designating the snow play area and parking areas to prevent conflicts.

### **Designate Suitable Plowing Areas**

Any paved multi-use pathway or paved parking lot we manage may be plowed using mechanized equipment for winter use. The use of an agreement, special use permit, or other instrument may be employed for operation and management of the pathway or parking lot for winter use.

Melting and traction aids allowed by local, county, and state regulations may be applied to plowed surfaces outside suitable habitat for Sierra Nevada yellow-legged frog.

The ability of the paved surface to withstand plowing equipment would be considered before plowing.

Plowing of a multi-use pathway does not change its designation on the MVUM for use by wheeled vehicles.

Piling of snow may occur in a parking lot if there is space and the lot has the appropriate water quality Best Management Practices (BMPs) installed.

Piling of snow may not result in resource damage to trees or other vegetation.

All TRPA regulations regarding snow plowing will be followed.

Additional infrastructure such as trash receptacles or portable restrooms may be required as part of the operation of the parking area.

### **Identify Changes to the Opening and Closing Dates and Seasonal Designations of Roads**

The proposed changes would facilitate use of our parking lots for access to winter recreation activities, including plowing. **Table 4** lists the proposed changes to our [Motor Vehicle Use Map](#) (MVUM).

Seasonal designation dates on some roads would be expanded to allow for a longer season of use that extends into the winter months.

Seasonal designation on some roads would be removed, classifying them as “Roads Open to Highway Legal Vehicles Only” without any seasonal designations, and could be operated year-round. These roads would be open to motor vehicles licensed under State law for general operation on all public roads within the state.

Some roads currently open to public use would be added and managed with a seasonal designation. These roads were not included on the MVUM either from error or for administrative reasons.

**Table 4. Existing and proposed roadway designations for updates to Motor Vehicle Use Map (MVUM)**

<b>Route Number</b>	<b>Route Common Name</b>	<b>Specific Roadway Section proposed for change</b>	<b>Existing Roadway Designation and Seasonal Designation</b>	<b>Proposed Roadway Designation</b>
1201	Fountain Place	Only the section of roadway up to the proposed expanded parking lot at 12N17 / 1201. The remainder of the roadway is not proposed for changes under this project	Roads open to highway legal vehicles only, with seasonal designation: 05/15 – 11/15	Roads open to highway legal vehicles only - no seasonal designation
12N30	Sawmill Pond		Roads open to all vehicles, with seasonal designation: 05/15 – 11/20	Roads open to highway legal vehicles only - no seasonal designation
1302	Tallac Parking		Roads open to highway legal vehicles only, with seasonal designation: 05/15 – 11/15	Roads open to highway legal vehicles only - no seasonal designation
1307	Spring Creek	Only the section of roadway between SR89 and the FS gate to provide access to the proposed expanded parking lot.	Roads open to highway legal vehicles only, with seasonal designation: 05/10 – 11/20	Roads open to highway legal vehicles only - no seasonal designation
1508	64 Acres	Riverside	Roads open to highway legal vehicles only, with seasonal designation: 06/01 – 11/15	Roads open to highway legal vehicles only - no seasonal designation
1507	64 Acres	Lakeside	Not currently on MVUM	Roads open to highway legal vehicles only - no seasonal designation
1509	Chimney		Roads open to highway legal vehicles only, with seasonal designation: 05/01 – 10/31	Roads open to highway legal vehicles only - no seasonal designation
1565	Secret Beach		Roads open to highway legal vehicles only, with seasonal designation: 05/01 – 11/15	Roads open to highway legal vehicles only - no seasonal designation
1310	Eagle Falls		Not currently on MVUM	Roads open to highway legal vehicles only - no seasonal designation

## Winter Recreation and OSV Travel Management - Proposed Action

Route Number	Route Common Name	Specific Roadway Section proposed for change	Existing Roadway Designation and Seasonal Designation	Proposed Roadway Designation
1311	Kiva Point		Not currently on MVUM	Roads open to highway legal vehicles only - seasonal designation 05/15 – 03/15
1335	Visitors Center		Roads open to highway legal vehicles only, with seasonal designation: 06/01 – 11/15	Roads open to highway legal vehicles only - seasonal designation 05/15 – 03/15
1317	Tallac Admin		Roads open to highway legal vehicles only, with seasonal designation: 05/01 – 10/31	Roads open to highway legal vehicles only - no seasonal designation

We maintain the ability to close roadways due to resource concerns, safety, or administrative reasons, such as the lack of resources to plow a roadway. The proposed designation changes above do not compel or require us to maintain access to the roadway year-round. Changes to these designations do not affect other roadway designations on the MVUM. These changes would not be adopted until a final decision by the Forest Supervisor is signed and a new MVUM is updated and published on our website.

Altering the dates roads are open to wheeled vehicle use on the MVUM does not change or alter the results of the 2012 Travel Analysis Process (TAP) that established our road system. Changing the dates also does not update or add analysis to the TAP.

### Amend Our Forest Plan

Our Forest Plan would be amended to reflect the proposed changes above, where applicable (36 CFR 219.13). Of special note, we would update the allowable uses in the management area designation table for Urban Forest (Urban Lots) from 'Not Suitable' to 'Restricted' for over-snow vehicle use on page 81 of the Forest Plan. The following substantive requirements may be related to the amendment: 36CFR 219.8 (a, b) *Sustainability*, 36CFR 219.9 (a, c) *Diversity of plant and animal communities*, and 36 CFR 219.10 (a [1, 3, 6, and 10]) *Integrated resource management for multiple use*. The amendment will be subject to objection procedures outlined in 36 CFR 219, Subpart B.

### MINIMIZATION CRITERIA FOR AREAS AND ROUTES DESIGNATED FOR OSV USE

Travel Management Regulations present criteria that guide the responsible (deciding) official's designation of trails and areas for OSV use (36 CFR 212.55). Our Forest Supervisor, Jeff Marsolais, will consider effects on the following, with the objective of minimizing:

- Damage to soil, watershed, vegetation, and other forest resources;
- Harassment of wildlife and significant disruption of wildlife habitats;
- Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and,
- Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands.

In addition, he will consider:

- Compatibility of motor vehicle use with existing conditions in populated areas, including sound, emissions, and other factors.

## *Winter Recreation and OSV Travel Management - Proposed Action*

For this project, the forest was subdivided into four more manageable geographic areas (roughly north, south, east, and west), based on major watersheds in the basin.

Our interdisciplinary team of resource specialists met extensively and identified the minimization criteria that apply to the project area. These are the five column headings in **Table 5**. The team then identified indicator questions, shown under each criteria heading in the table, that would help us best analyze and minimize impacts. For this proposed action, the team used both the criteria and questions within each geographic area to determine proposed designated areas for open and prohibited OSV use. Please see the supporting spreadsheet documents under the Scoping tab on the project webpage for more detailed information of how the minimization criteria was used to develop the proposed action.

This minimization analysis method will continue to be used throughout the project planning process, and we will weigh socioeconomic concerns against resource protection issues for each winter use area and trail independently.

Applying the minimization criteria should not be interpreted as strictly requiring the prevention of all impacts. In applying the criteria, we maintain flexibility to manage for a reasonable reduction of impacts while still addressing the need to provide trails and areas for public OSV experiences.

### **HOW TO REVIEW AND COMMENT**

Over the last decade, the USDA Forest Service has been working to streamline our environmental analysis processes. You may notice our documents may be shorter and more focused than for previous projects. We want to better increase our pace and scale of ecosystem restoration on national forest system lands, and this is one of the ways we are working to achieve that goal. Our commitment to you, the public, has not changed and we are most interested in your thoughts and feedback.

**To review the project:** Please go to our Forest Projects webpage: <https://go.usa.gov/xmgxT>. Scroll down and click on “Winter Recreation and Over Snow Vehicle Travel Management”. This Proposed Action and other supporting documents are on this project webpage under the “Scoping” tab.

**To comment:** On the individual project page, under the righthand column heading "Get Connected", click on "Comment / Object on Project" and follow instructions there. All comments must be written or typed. **Please follow those instructions carefully to make your comments and to determine what type comments are most useful in helping us with this project.**

Postal mail and hand delivered comments should go to: Ashley Sibr, Winter Rec and Over Snow Vehicle Travel Management, LTBMU, 35 College Dr., South Lake Tahoe, CA 96150. Office hours are 8:00 am to 4:30 pm Monday through Friday, excluding holidays.

You may also sign up for updates to this and other Forest projects by entering your email address at the top of the Forest Projects webpage, using the link above. For further information regarding this project, please contact Ashley Sibr, Project Team Lead, 530-543-2615.

**Table 54. Minimization criteria used to analyze areas and trails for designation in this project.**

<b>Minimize damage to soil, watershed, vegetation, and other forest resources</b>	<b>Minimize harassment of wildlife and significant disruption of wildlife habitats</b>	<b>Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands or neighboring Federal lands</b>	<b>Minimize conflicts among different classes motor vehicle uses on NFS lands or neighboring Federal lands</b>	<b>Consider compatibility of motor vehicle use with existing conditions in populated areas*</b>
<ul style="list-style-type: none"> <li>• Would the area be in a watershed of concern, based on the watershed condition assessment map in the Forest Plan?</li> <li>• Would the area contain Special Habitats or uncommon plant communities as defined in the Forest Plan?</li> <li>• Would the area drain directly into a 303(d)-listed waterbody?</li> <li>• Are Threatened, Endangered, Potential, Candidate, or Sensitive (TEPCS) plants known to occur in this area, particularly those that are near, at, or above the surface of the snow?</li> <li>• Would the area include designated botanical areas</li> </ul>	<ul style="list-style-type: none"> <li>• Would the area encompass California spotted owl or Northern goshawk PACs that are occupied and experiences more than occasional OSV use and does not experience summer motorized traffic?</li> <li>• Would the area encompass known Bald eagle nest sites or other designated closure areas?</li> <li>• Would the area contain a Pacific marten den buffer that experiences more than occasional OSV use and does not experience summer motorized traffic?</li> <li>• Would the area contain Sierra Nevada Yellow Legged Frog</li> </ul>	<ul style="list-style-type: none"> <li>• Would OSV use in this area have the potential to cause conflicts with non-motorized visitors' recreation experience in high value areas for backcountry or cross-country skiing?</li> <li>• Would the area encompass areas valued for non-motorized use, including: Pacific Crest Trail (PCT), wilderness, wild and scenic rivers, ski areas, IRAs, or backcountry management areas?</li> <li>• Would the area abut a wilderness area or other closed areas managed by other agencies?</li> <li>• Would the area abut an area on an adjacent forest that is closed?</li> </ul>	<ul style="list-style-type: none"> <li>• Would wheeled vehicle use over snow be allowed in this area? If so, does this affect safety and winter management of this area?</li> <li>• Would OSV use of this area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?</li> <li>• Would the area be located adjacent to neighborhoods and communities (urban lots)?</li> <li>• Would the sounds and emissions from OSV use of this area be incompatible with Tahoe Regional Planning Agency (TRPA) noise threshold and state emissions standards of nearby populated areas?</li> </ul>	<ul style="list-style-type: none"> <li>• Would safety for motorized or non-motorized visitors be a concern for this area?</li> <li>• Would closure of this area eliminate a unique OSV riding experience?</li> <li>• Would closure of this area eliminate unique destinations for winter users?</li> <li>• Would closure of this area eliminate the connection to desirable OSV opportunities?</li> <li>• Would closure of OSV trails eliminate loop opportunities or disconnect open areas?</li> <li>• Would OSV use of this area pose any known issues with valid existing land use rights?</li> </ul>

*Winter Recreation and OSV Travel Management - Proposed Action*

<p>(e.g., Social Impact Areas, Research Natural Areas)?</p> <ul style="list-style-type: none"> <li>• Impacts from soil compaction on vegetation?</li> <li>• Would the area contain cultural, tribal, or historic sites?</li> <li>• Would the area contain mineral resources with active claims?</li> </ul>	<p>(SNYLF) occupied habitat?</p> <ul style="list-style-type: none"> <li>• Would the area contain Lahontan Cutthroat Trout (LCT) occupied habitat?</li> <li>• Would critical or suitable SNYLF habitat be in the area?</li> <li>• Would the area contain occupied or emphasis habitat for Willow flycatcher?</li> </ul>	<ul style="list-style-type: none"> <li>• Would the open area or trail abut a developed recreation site?</li> </ul>	<ul style="list-style-type: none"> <li>• Would OSV use pose conflicts with other uses in this area, for example permitted special uses?</li> <li>• Would signs or groomed trails need to be maintained throughout the open season?</li> <li>• Would the area need to be patrolled by staff or partners?</li> <li>• Would partners need to participate in maintenance and/or administration of the area?</li> </ul>
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**Figure 1. Areas proposed open to OSV use.**

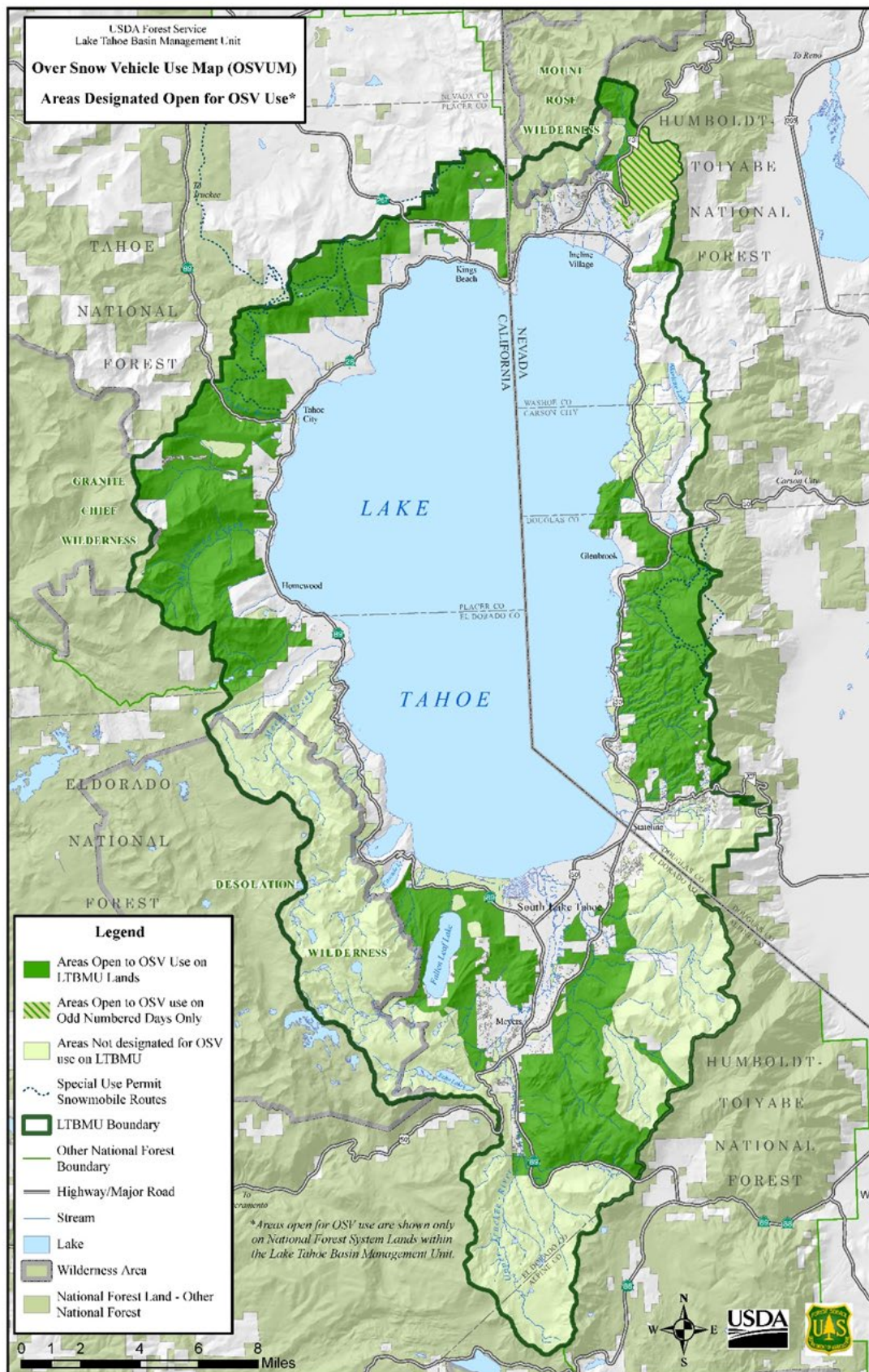




Figure 2. Areas of change from existing Snowmobile Guide Map to proposed OSV Use Map (OSVUM).

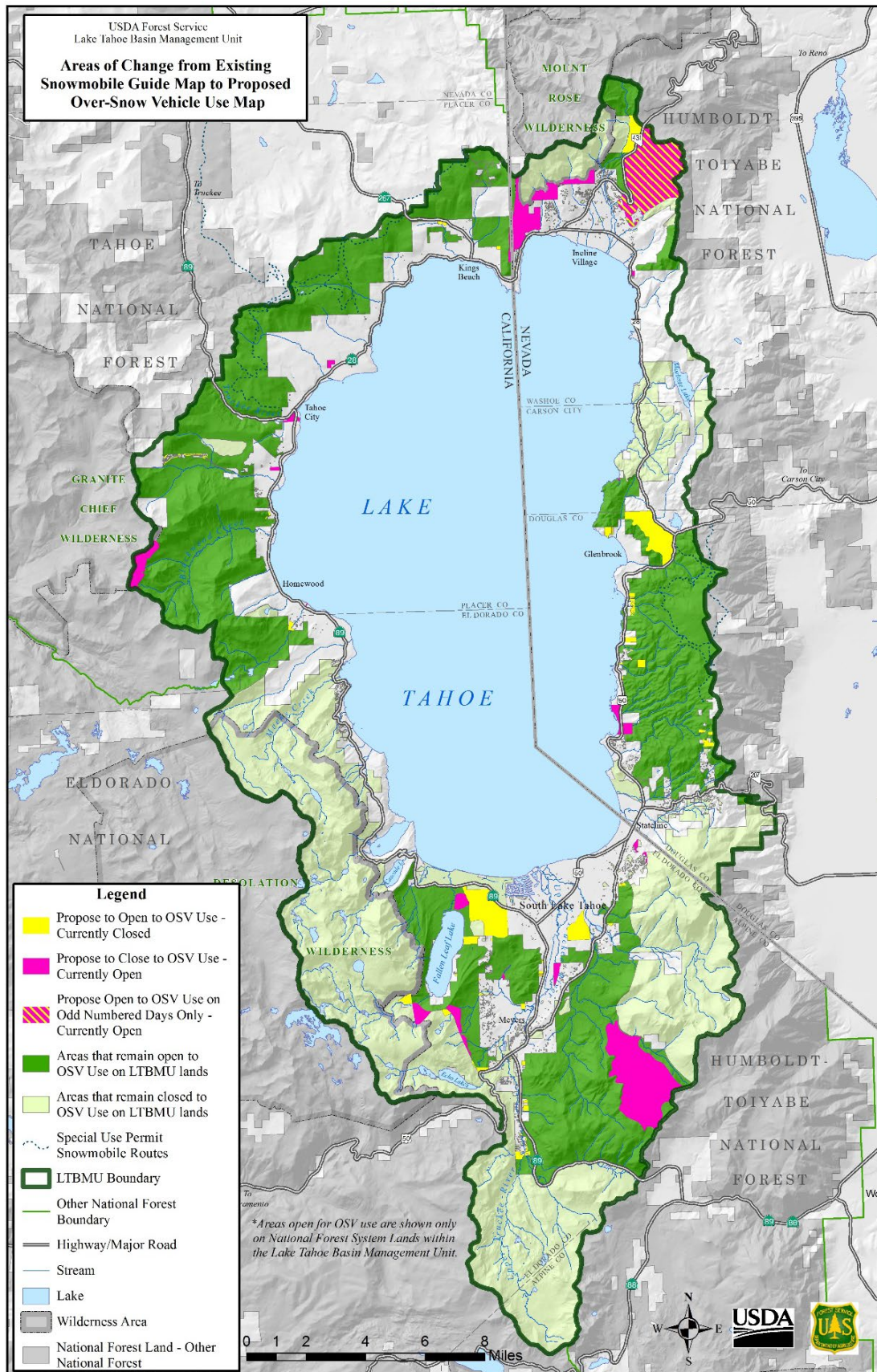




Figure 3. Currently closed and proposed to open, including snow play area - Spooner Junction

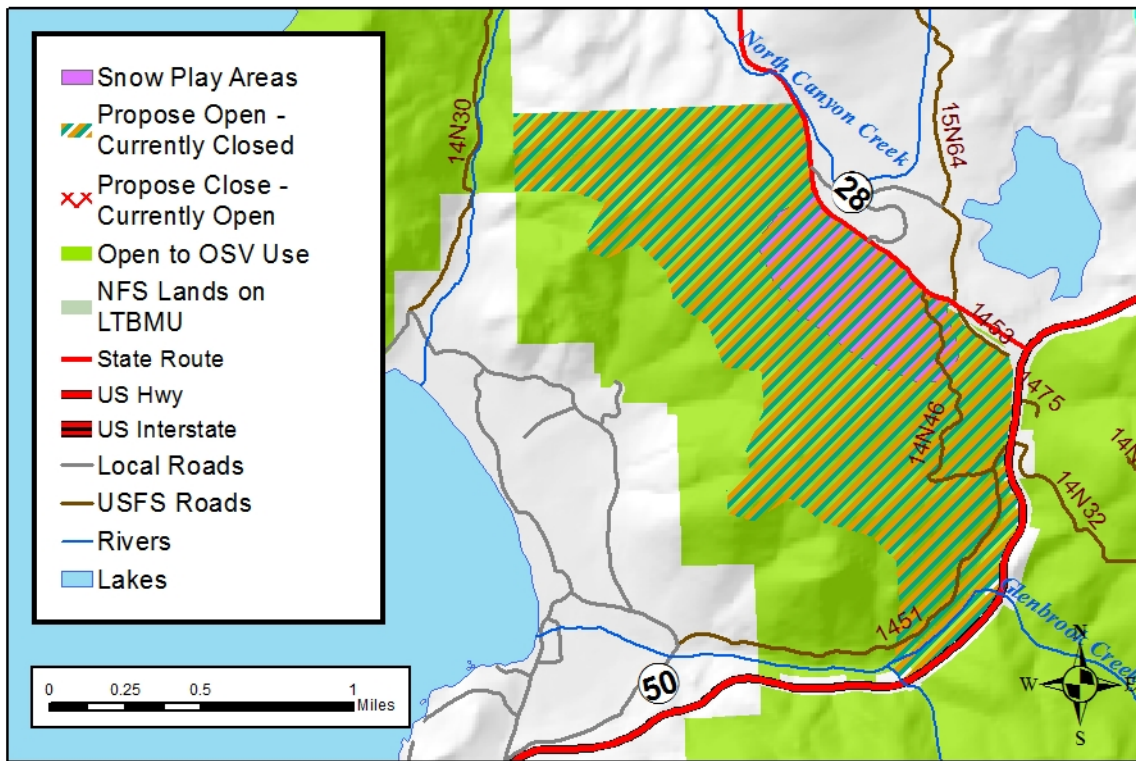


Figure 4. Currently closed and proposed to open – Hartoonian / Golden Bear

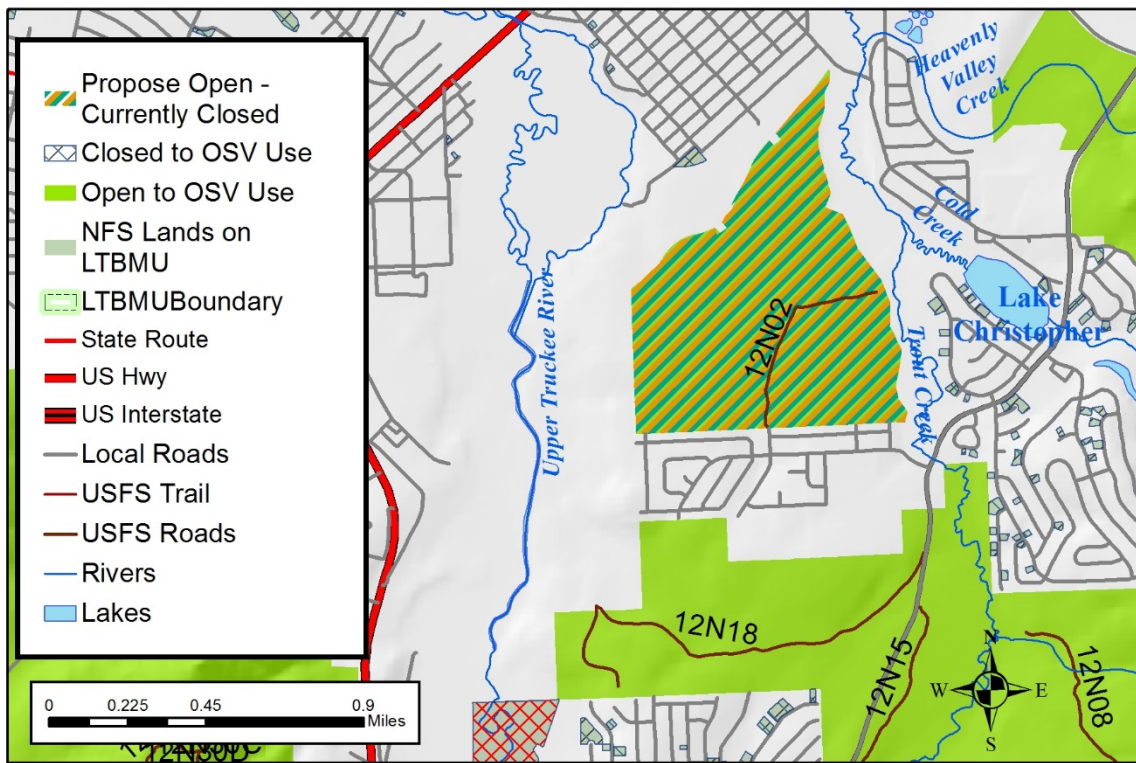


Figure 5. Changes to areas open to OSV use and snow play area - Fallen Leaf Lake

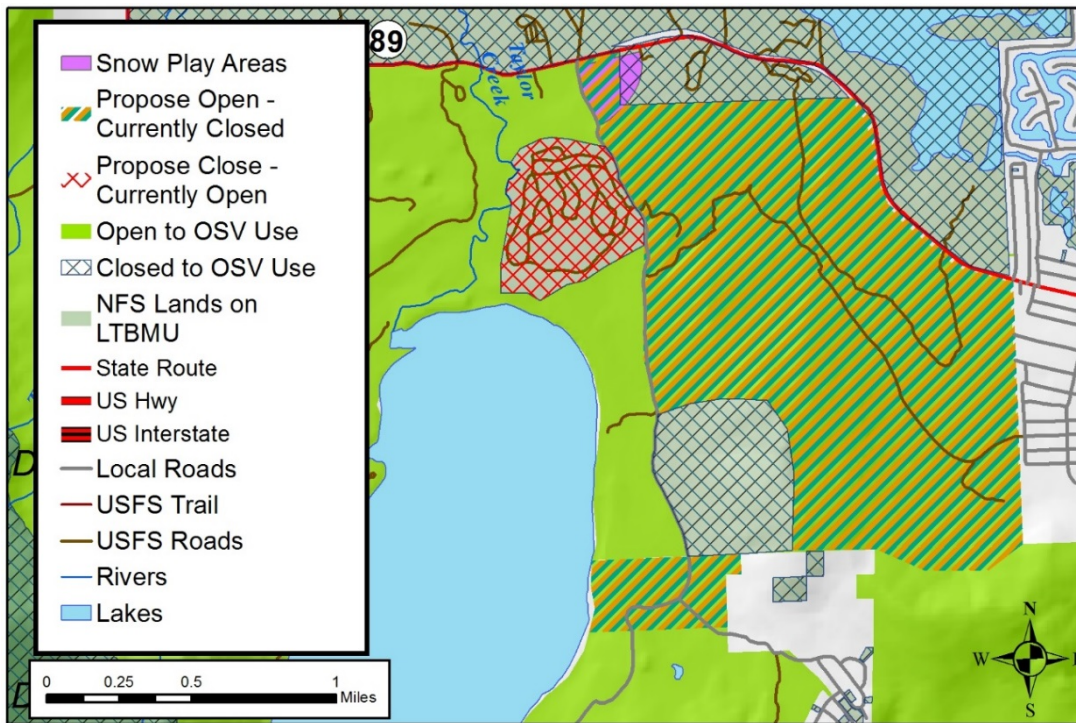


Figure 6. Changes to OSV use in the Incline Village area

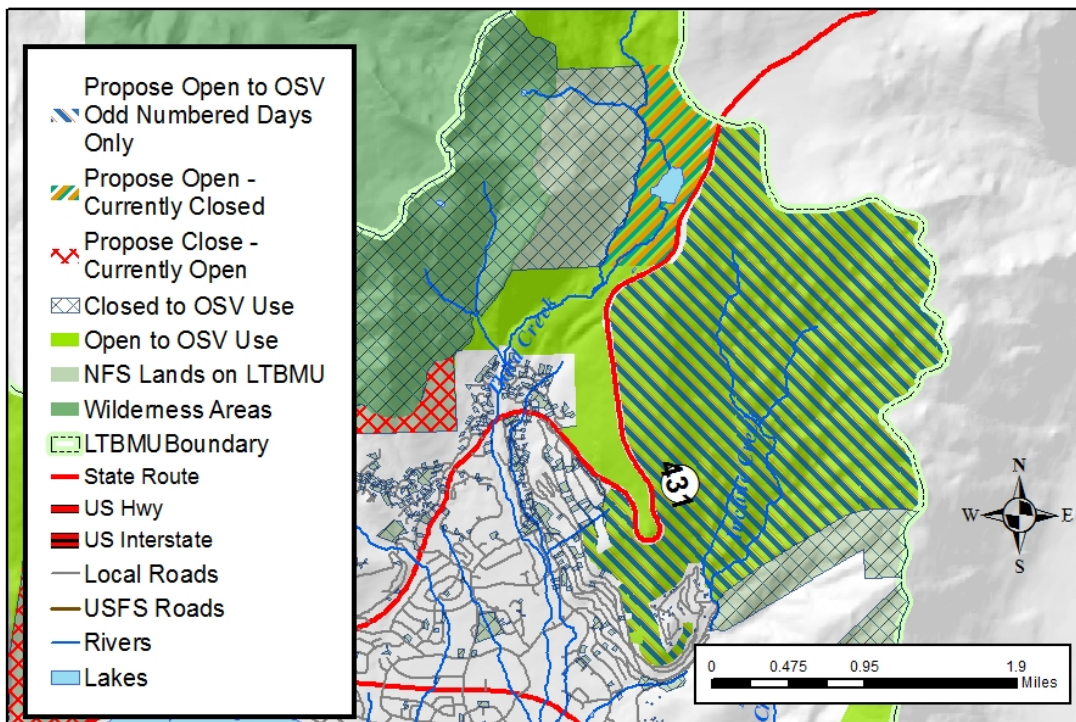




Figure 7. Currently open and proposed prohibited area to OSV use - Hell Hole

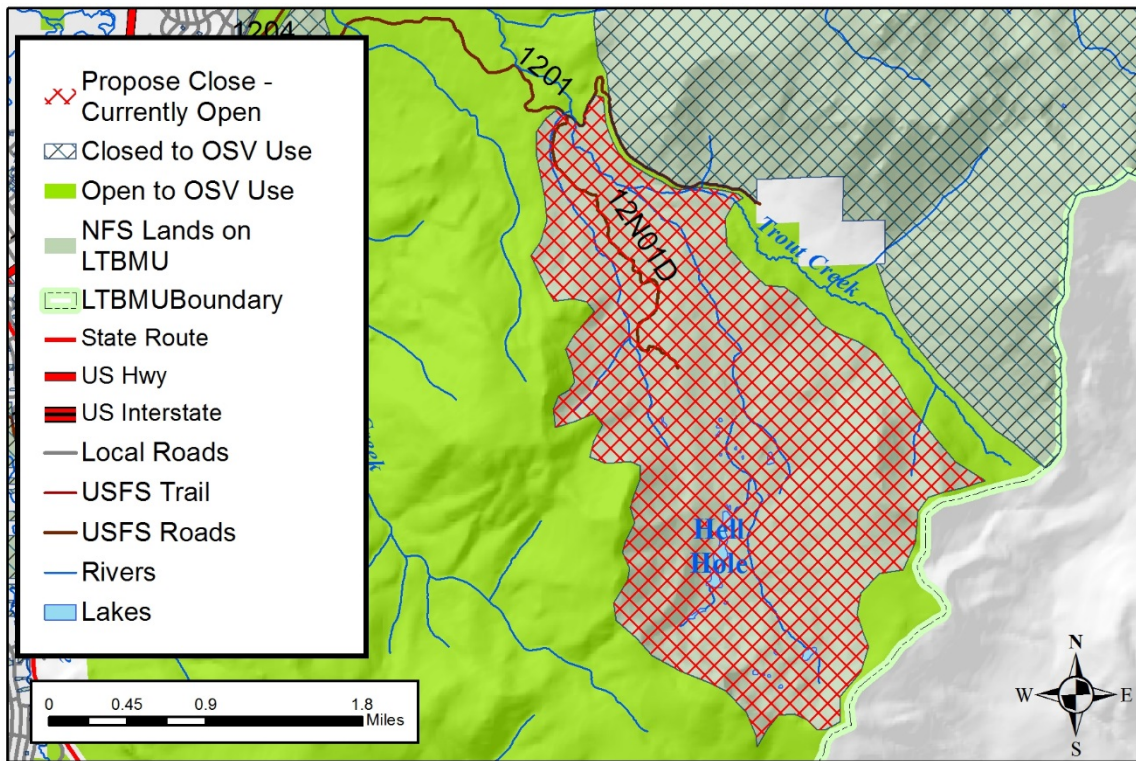


Figure 7a. Hell Hole area magnified

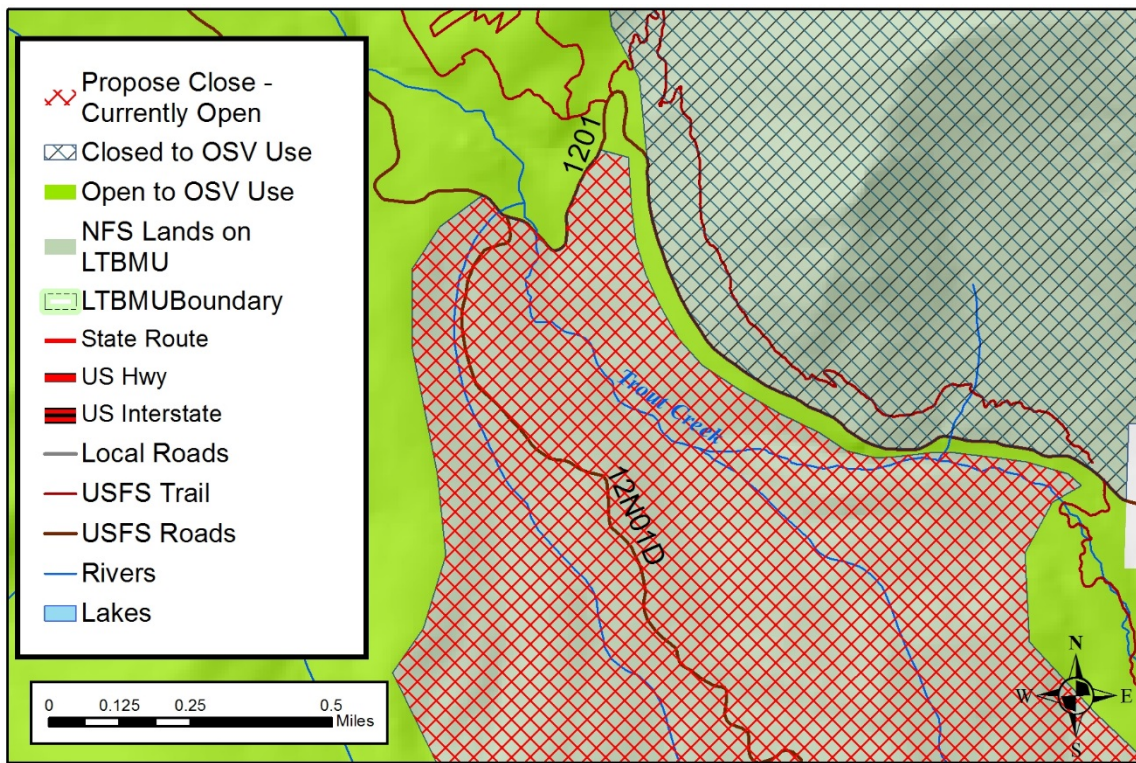




Figure 8. Currently open and proposed prohibited area to OSV use - Incline Village near Mt. Rose Wilderness

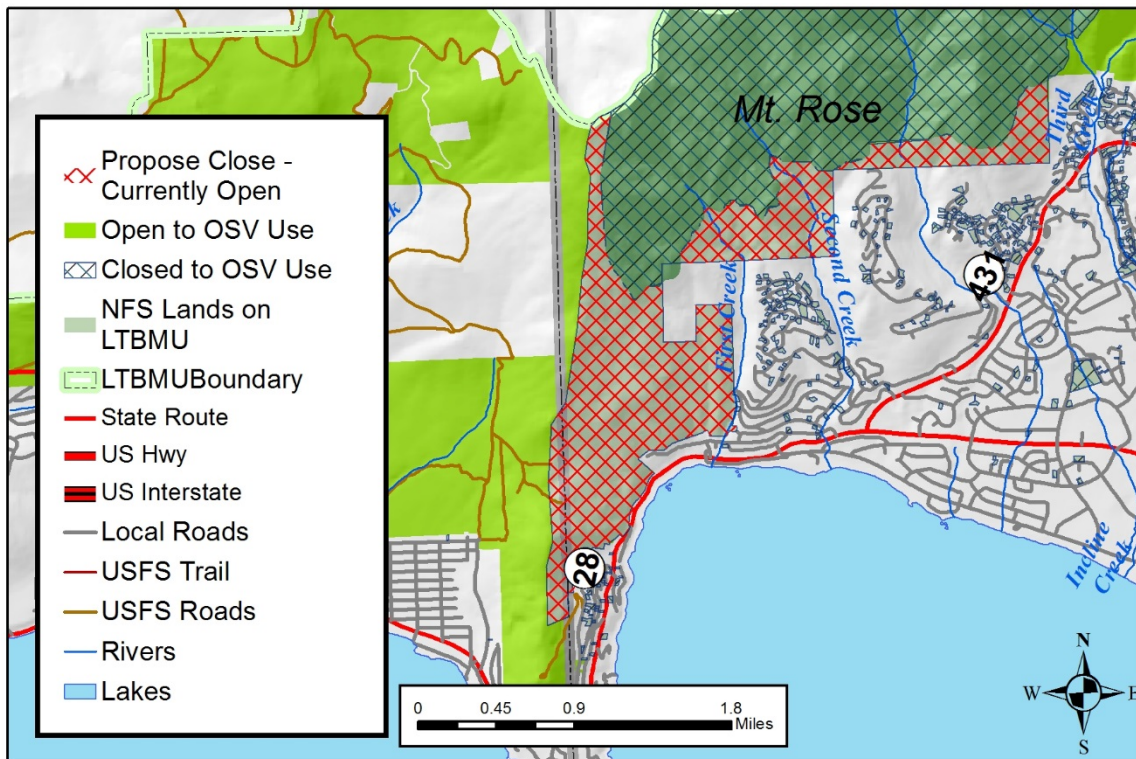


Figure 9. Currently open and proposed prohibited area to OSV use – PCT area near Barker Pass

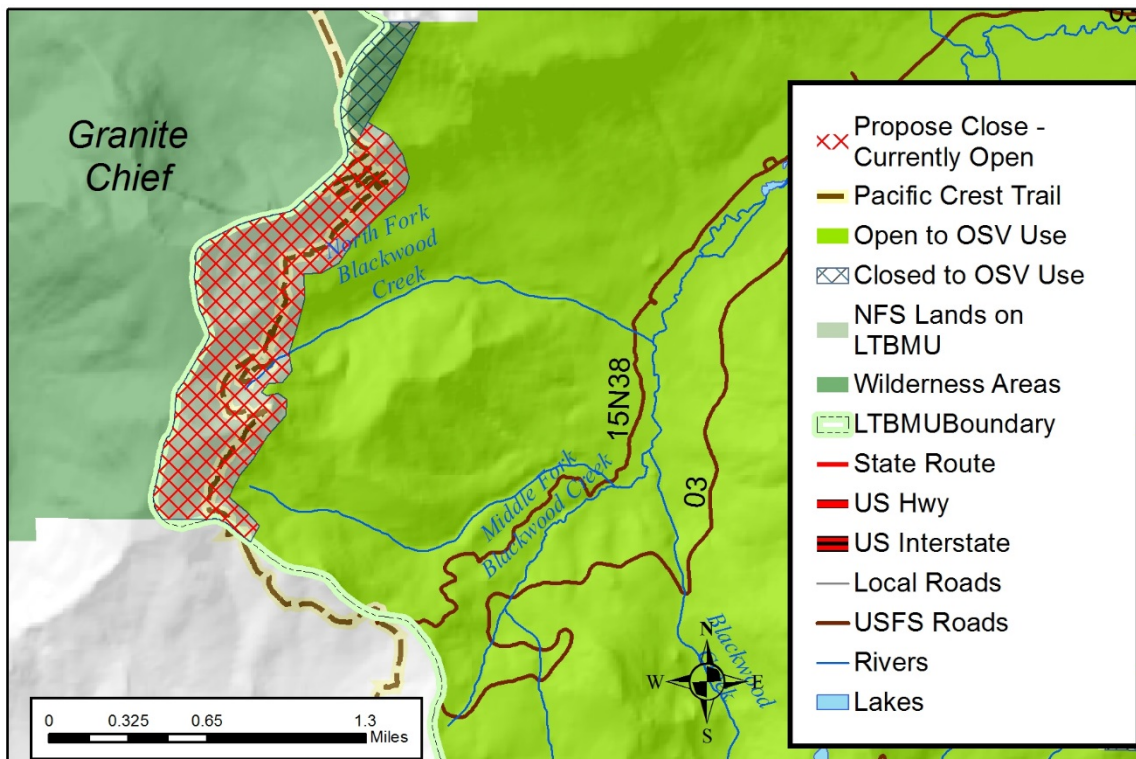


Figure 9a. Designated PCT crossing at Barker Pass

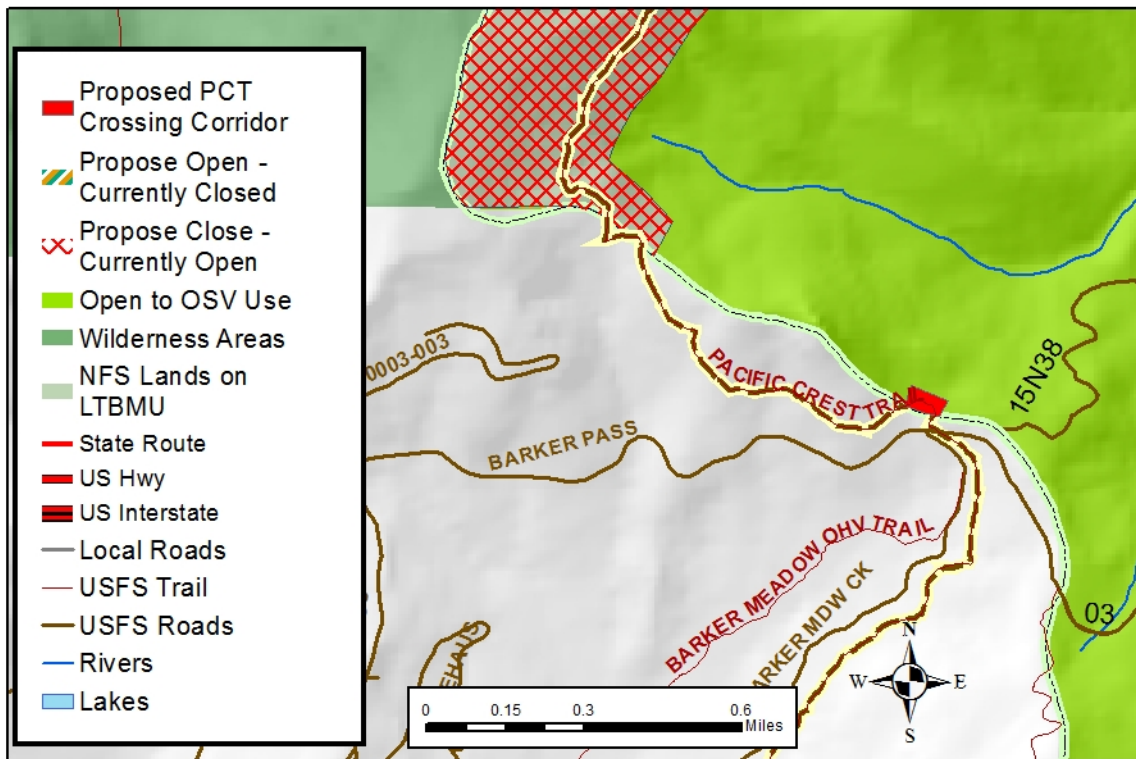


Figure 10. Areas open to grooming for motorized and non-motorized use - Blackwood Canyon Road

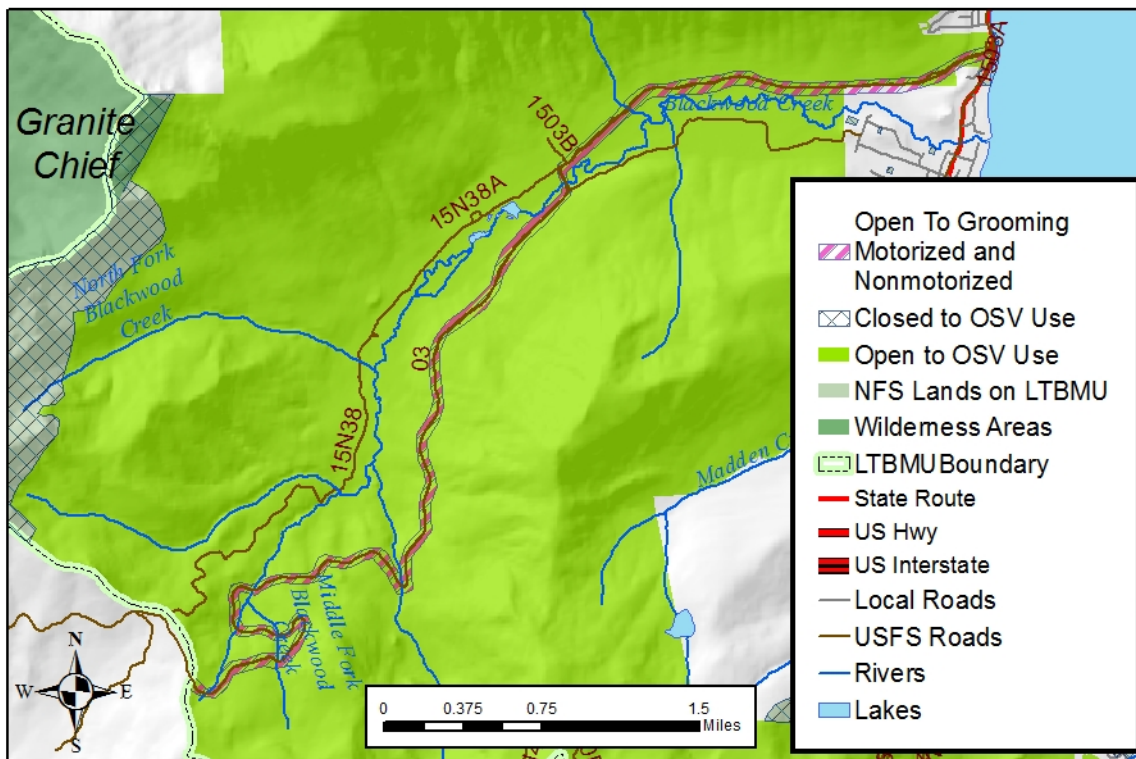




Figure 11. Areas open to grooming for motorized and non-motorized use - Tahoe City

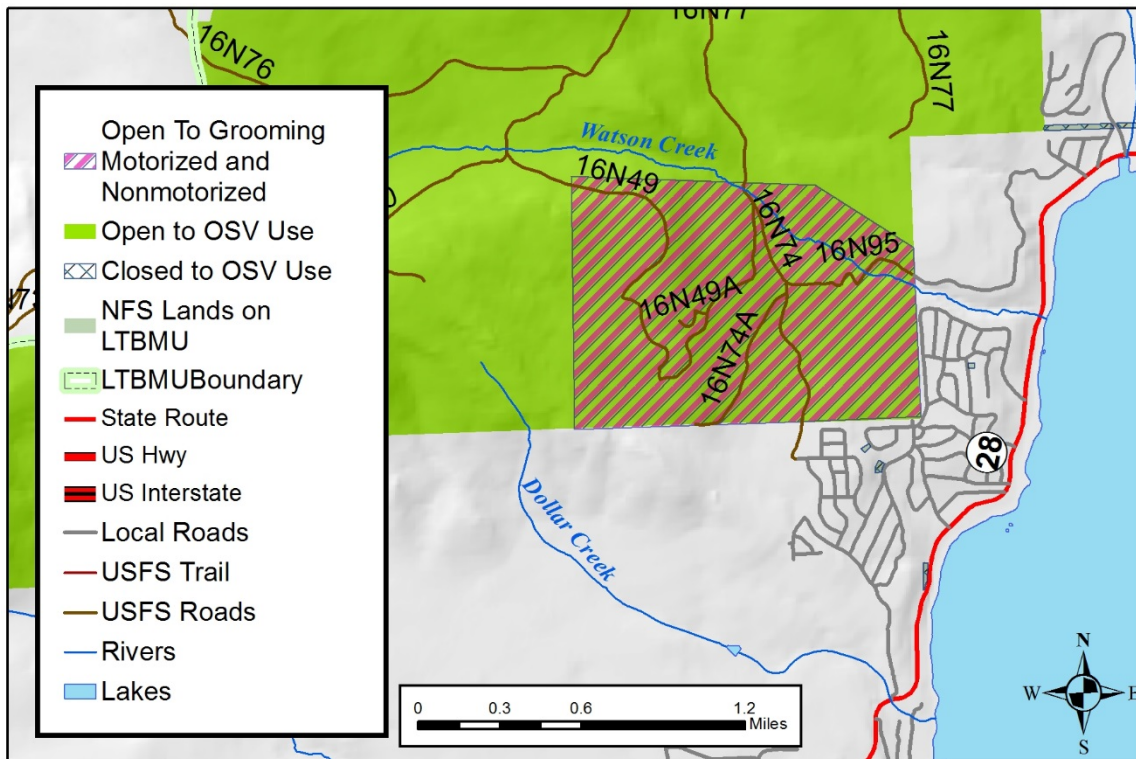


Figure 12. Areas open to grooming for motorized and non-motorized Use - Granlibakken

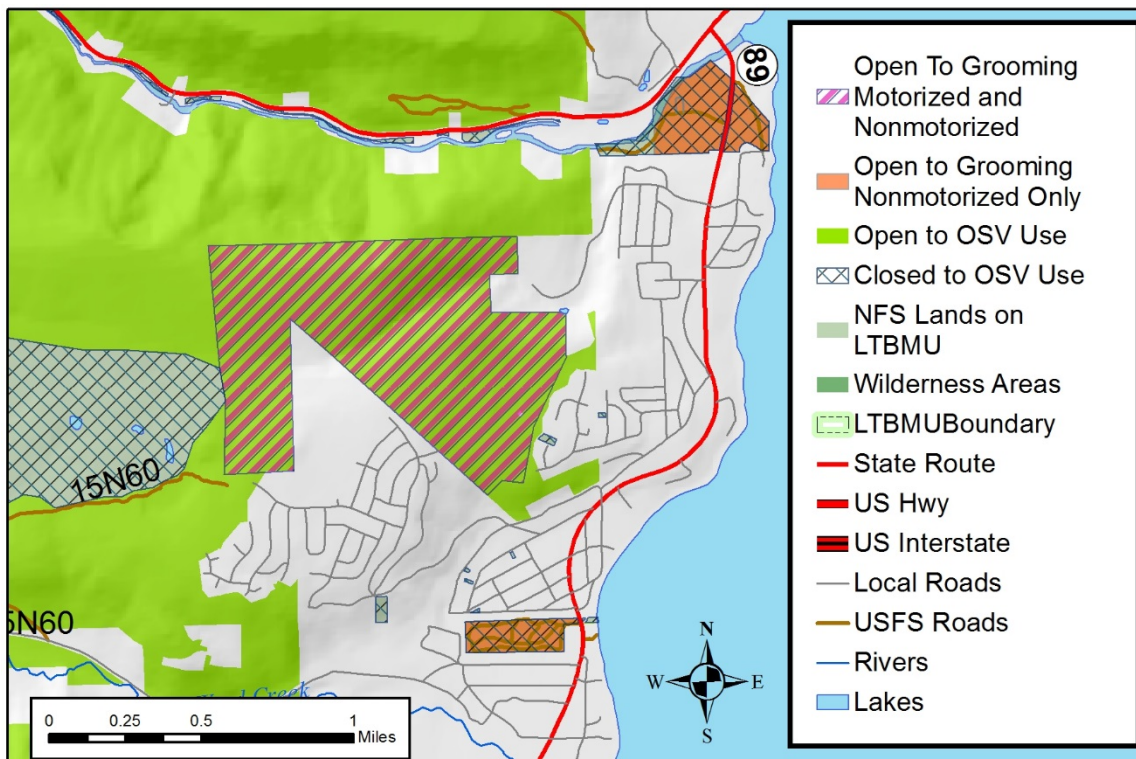


Figure 13. Areas open to grooming for motorized and non-motorized use - Fountain Place

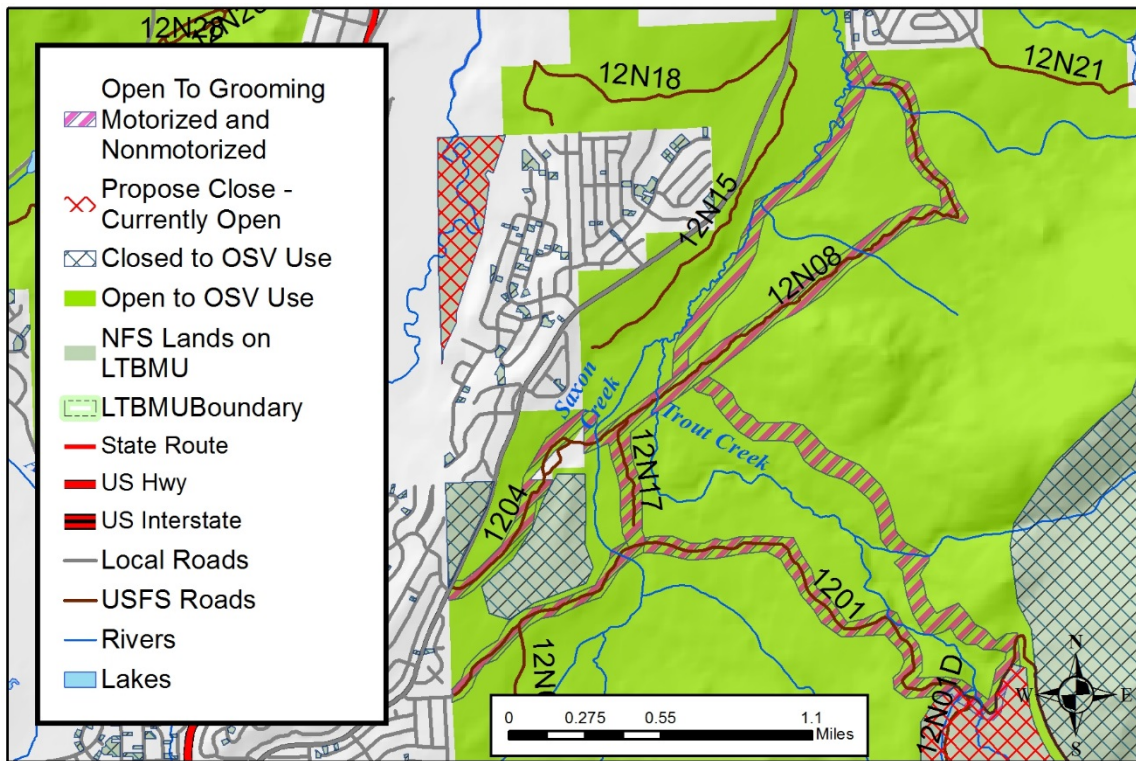


Figure 14. Areas open to grooming for motorized and non-motorized use – Incline Village

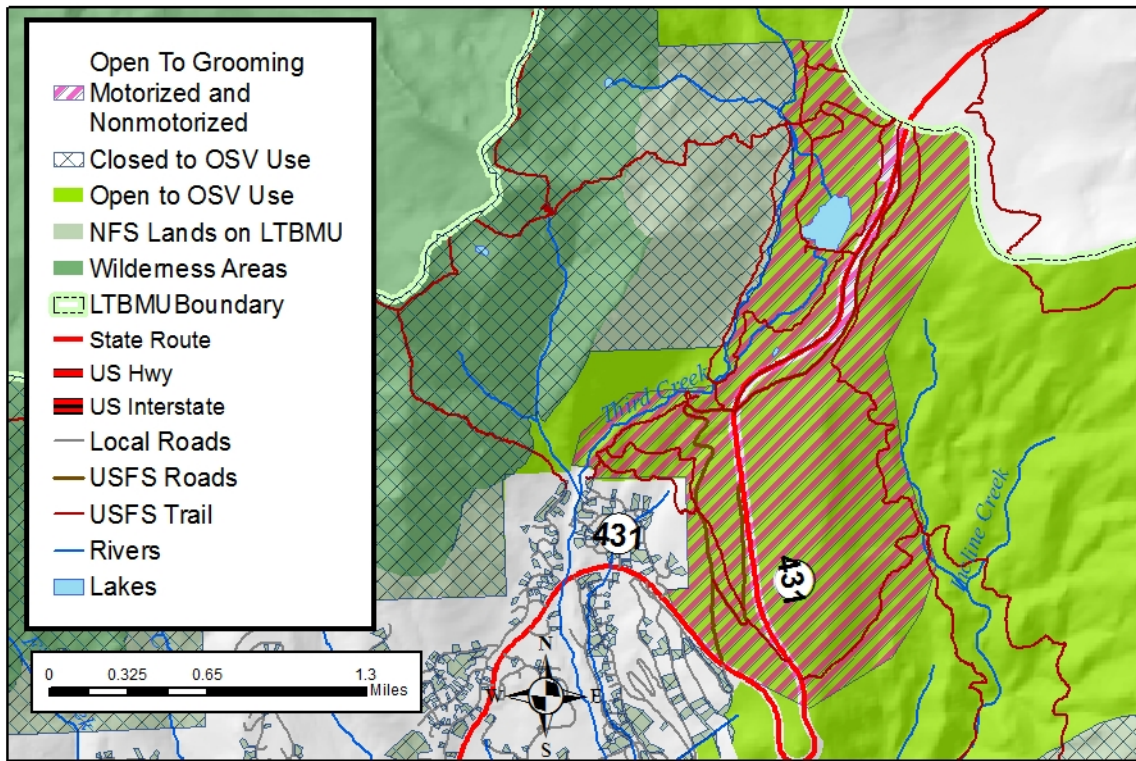




Figure 15. Areas open to grooming for motorized and non-motorized use – Fallen Leaf Lake

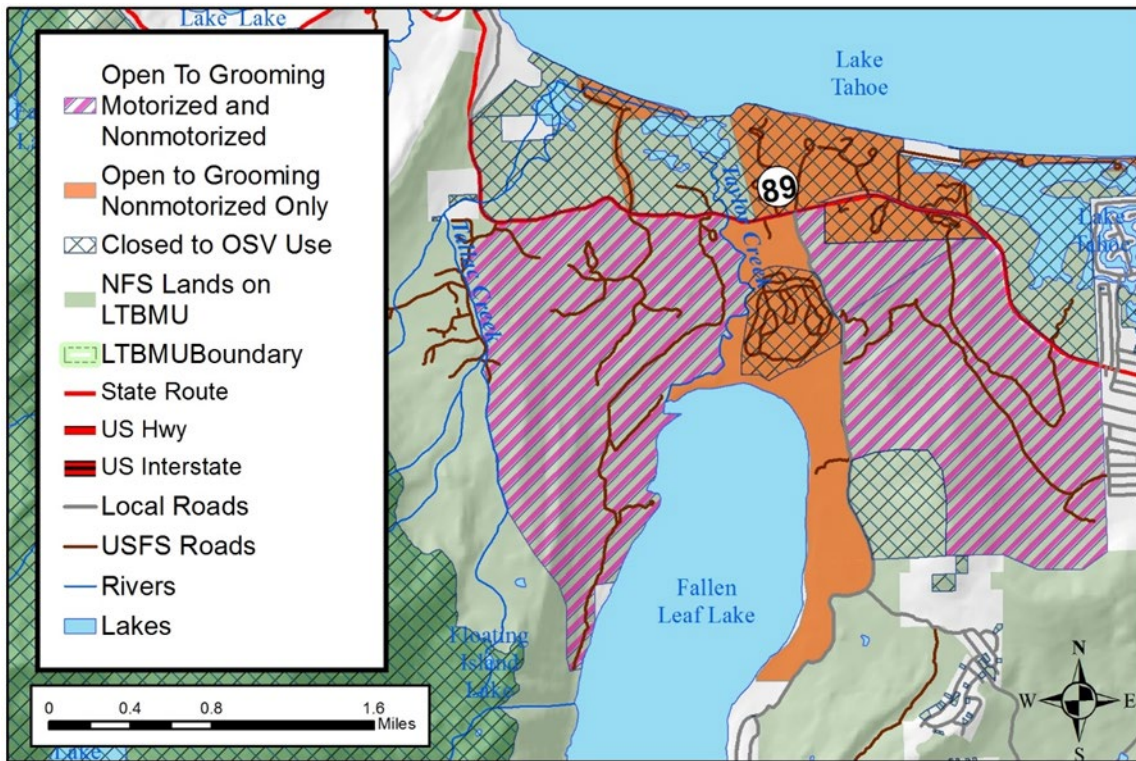


Figure 16. Areas open to grooming for non-motorized use only – Rabe Meadow

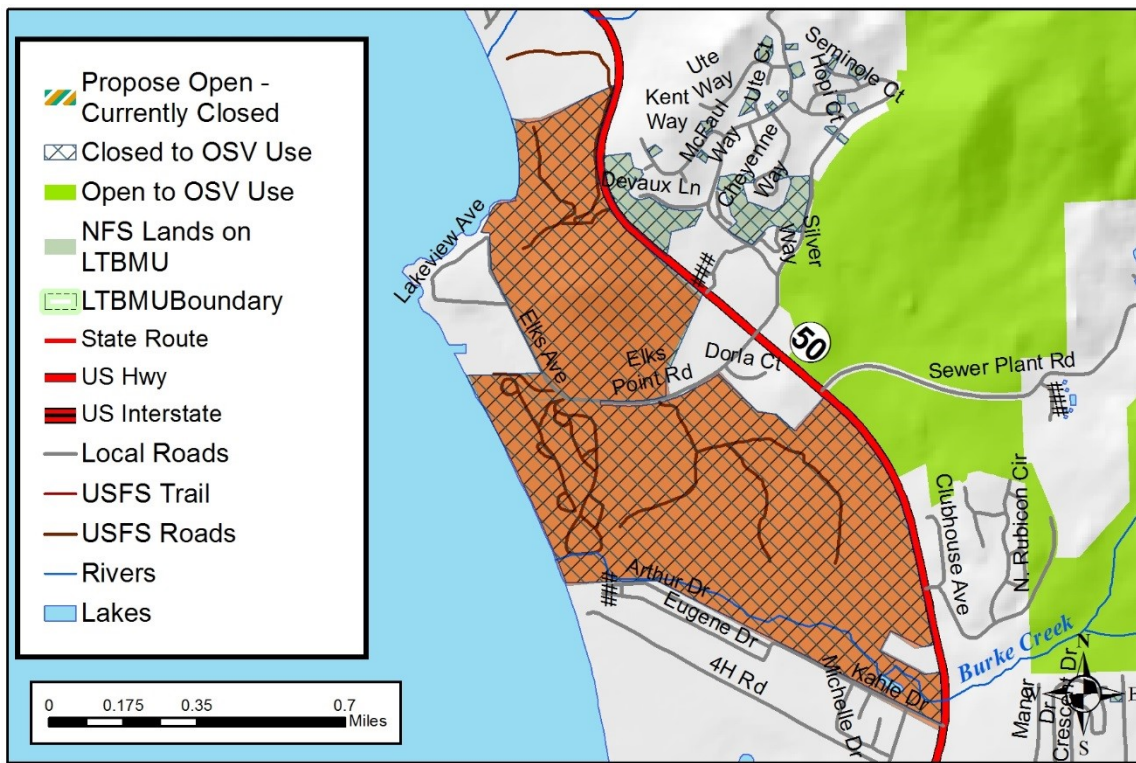




Figure 17. Areas open to grooming for non-motorized use only – Echo Lake Road

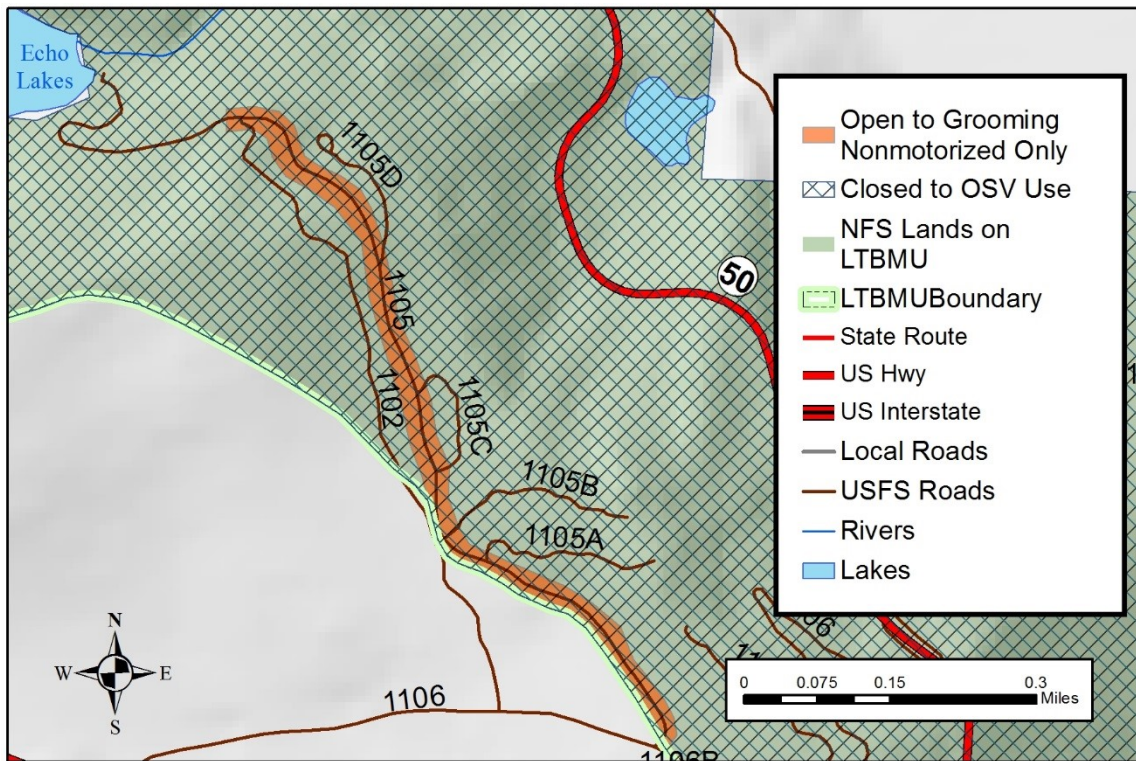


Figure 18. Areas open to grooming for non-motorized use only – Meeks Meadow

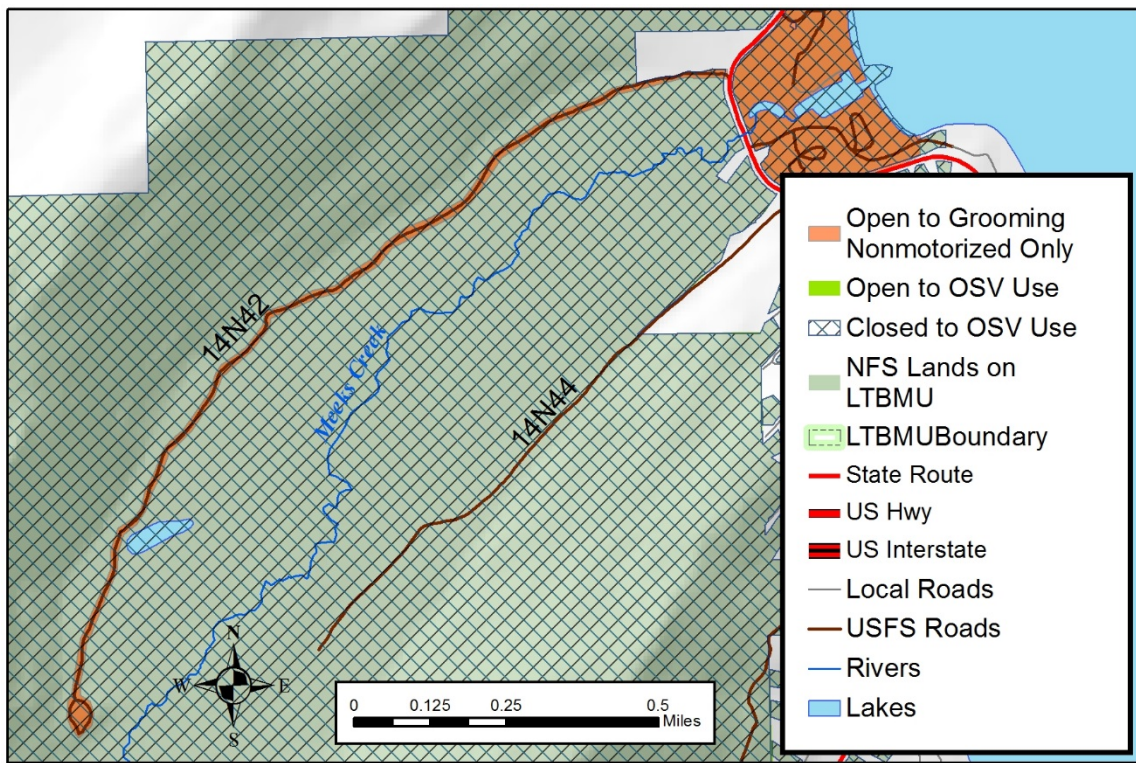




Figure 19. Proposed expanded parking – Spring Creek Road near SR 89

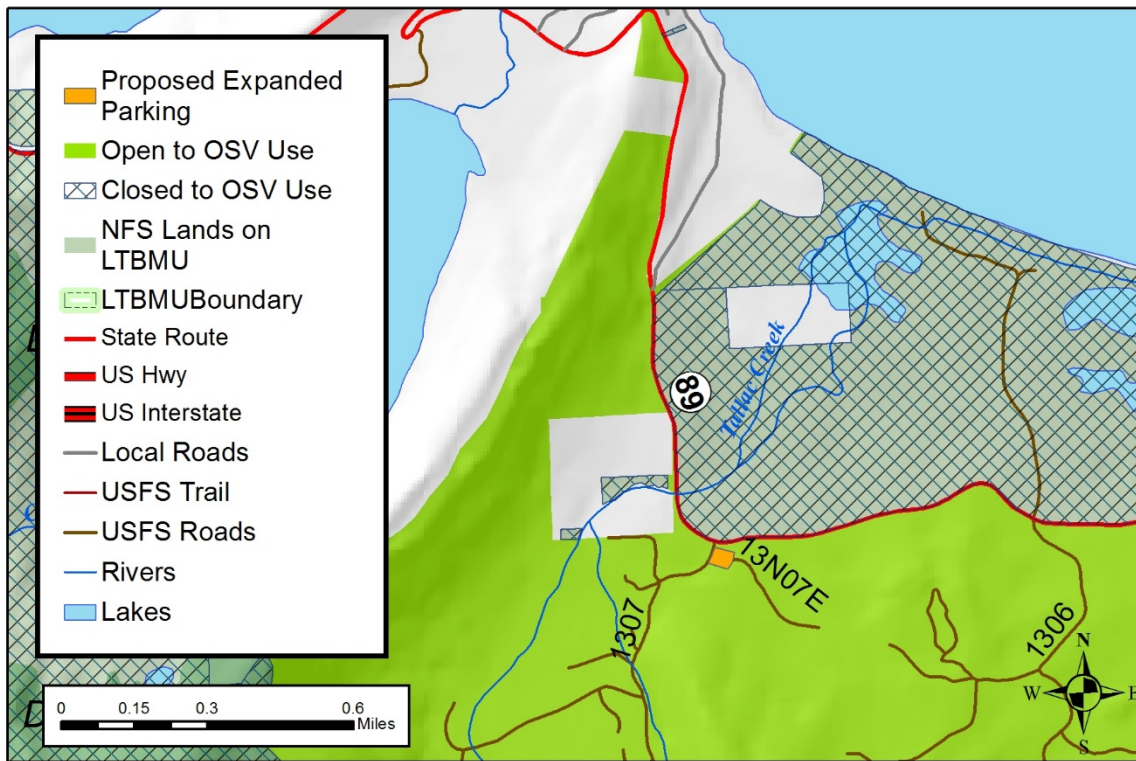


Figure 20. Proposed expanded parking – Fountain Place Road

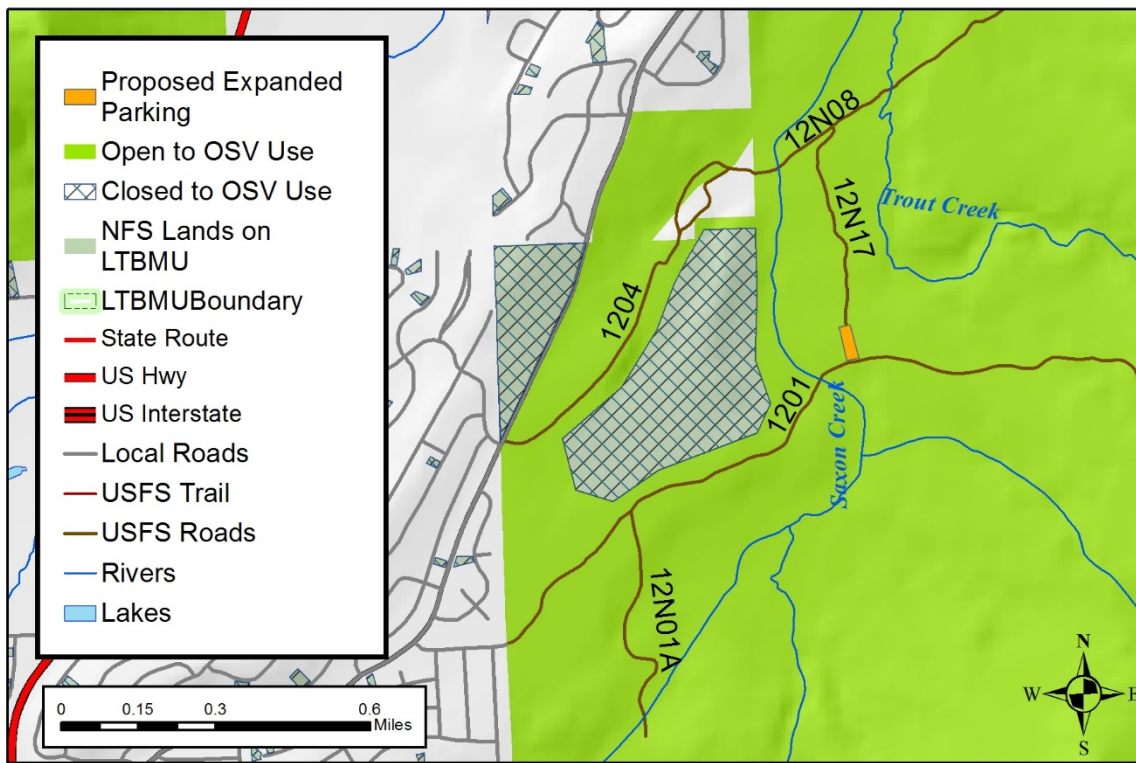


Figure 21. Proposed snow play area - Sawmill Pond

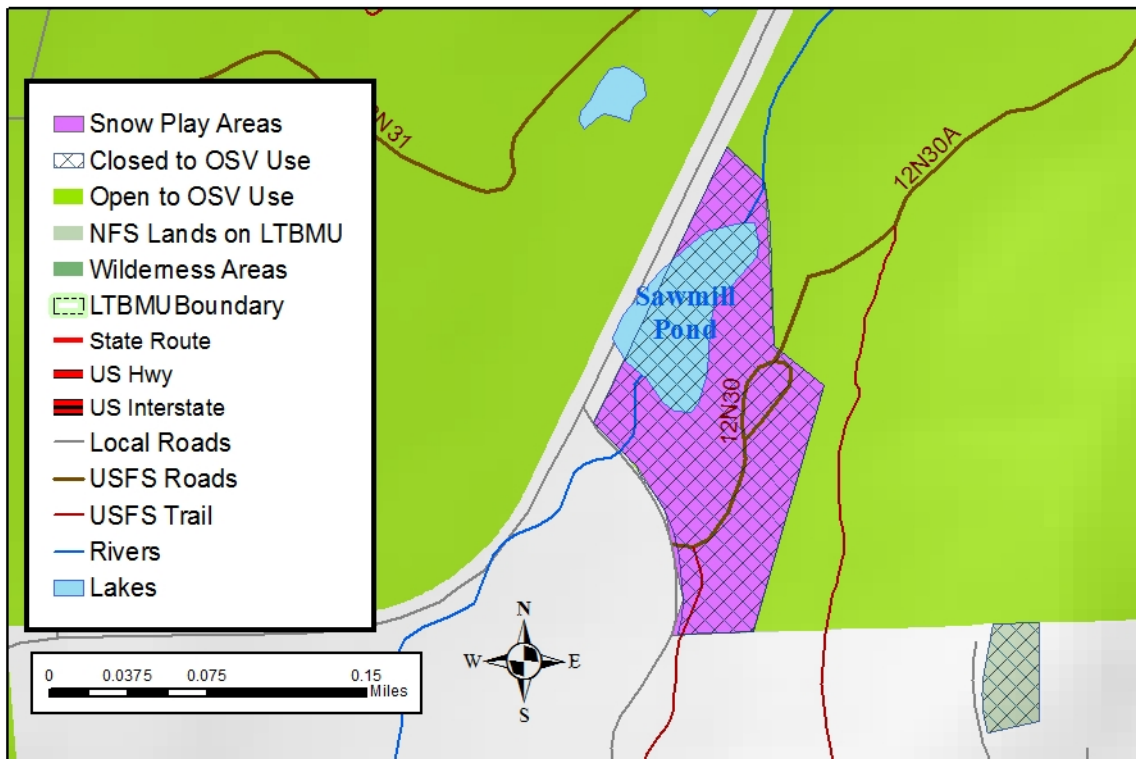




Figure 22. Areas Designated as Suitable for Grooming and Snow Play Areas

