

**MAILING ADDRESS**

██████████  
██████████

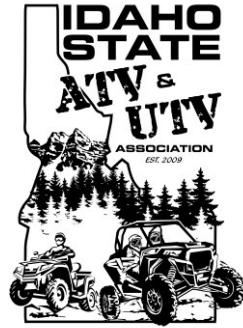
**PRINCIPAL OFFICE**

████████████████████  
████████████████████  
████████████████████  
████████████████████

**PRESIDENT**

**Karen Crosby**

████████████████████



**V.P. - MEMBERSHIP**

**Kirk Buck**

████████████████████

**V.P. - GOVT. AFFAIRS**

**David P. Claiborne**

████████████████████

**SECRETARY**

**Karen Crosby**

████████████████████

**TREASURER**

**Rusty Faircloth**

████████████████████

June 5, 2024

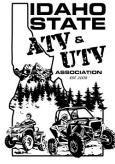
Joshua Simpson,  
Krasel Ranger District  
Payette National Forest  
500 North Mission Street  
McCall, ID 83638

Dear Mr. Simpson,

RE: EFSF Restoration Access Management Plan (RAMP)

The Idaho State ATV & UTV Association represents a coalition of over-snow and snow-free motorized recreationists throughout the State of Idaho, with the majority of our members operating ATVs and UTVs. Our member chapters are located throughout the state and collectively we have over 2,000 members, but represent the tens of thousands of motorized vehicle users in the State of Idaho. It is the goal and desire of our Association to actively seek out and build mutually beneficial relationships with other recreational users of public land in the State of Idaho. This includes developing mutually advantageous and respectful relationships with motorized and non-motorized users of public land. We work tirelessly to keep the roads and trails open for all, and our members dedicate thousands of hours per year to trail maintenance and rider education. We take this opportunity now to comment on the EFSF RAMP. We would like to add our support to any comments submitted by the Idaho Recreation Council, Blue Ribbon Coalition and any other organizations or individuals that advocate for motorized shared use. We hope that you find the comments made herein genuine and we hope for your support and cooperation.

Many of our user-members recreate and enjoy the beauty and motorized recreation opportunities of the Yellow Pine and Stibnite area. This recreation area is enjoyed by all due to its backcountry primitive appeal to all who visit. I visited the public comment forum held in Cascade and the project team feel that users are only those that ride pavement and want to visit the reservoir. The Yellow Pine community relies on motorized recreationalist. Our members go to this area to ride the motorized opportunities that are offered and supporting the Yellow Pine and Big Creek establishments (lodging, food, fuel). This area is on the direct Backcountry Discovery Route (BDR) where folks plan on fuel stops and layovers to ride local routes before proceeding on toward their next mileage stop. These tourism dollars support



this small community. We commend the forest for recognizing over 50" OHV and trails for all vehicles. Not very many forests have recognized UTVs and we praise you for leading other forests to acknowledge this user group community. We feel that the EFSF RAMP and Ranger District fails to recognize this customer base and what it brings in tourism dollars to Yellow Pine. The increased motorized OHV community at large wants to keep their riding opportunities instead of being reduced down where everyone is congested and increase conflicts arise.

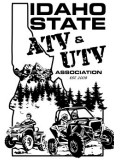
I personally started going to the Yellow Pine area back in the 70's with my family. My fond memories are when my father first went to Hennessey Meadows and we put up a Tent and then later bought a travel trailer and he pulled it up to Hennessey Meadows. At that time, our travel was by Jeep over to Stibnite, Mule Hill, Thunder Mountain Jeep Road. We could go for miles and over the years, such travel has been reduced and further reduced. Today, I continue to visit each year, for over a week, riding my ATV or UTV on trails; spending money at the general store or tavern or fuel or may reserve a room for several nights. I've ridden into Red Metals Mine, Cinnabar, Sugar Creek, Thunder Mtn, Big Creek. I've ridden over from Elk City to Yellow Pine and back; and ridden locally on those trips.

ISATVUTVA supports Alternative D plus proposed modifications. This is the best choice and can be improved by adding the additional roads and trails such as Red Metals Mine, Sugar Creek, Parks Peak Cut-off Trail 074, Parks Peak Trail 069 and Rainbow Ridge 070.

Red Metals Mine Road should be a 70" to OHVs. This modification will allow recreation users to continue accessing Crater Lake. We are blessed to have a property owner willing to allow public access to the lake. To have this opportunity and not allow 70" OHVs continued access when a property owner does not have a problem is a disappointment to lose access. Please consider this proposed recommendation for the Red Metals Mine Road.

Sugar Creek should be a 70" trail which would allow motorized users a safer accessibility route into Cinnabar. On my many visits to Yellow Pine and riding in and out of Cinnabar via Monumental. I or my party pull off as to allow UTV traffic to proceed into area. Cinnabar is a favorite ride among users, and to ignore this user group access via Sugar Creek is a disappointment. We go there as a destination to re-live history through miner's eyes and ponder how they did what they did back when. We don't mind a one way in and out. Sugar Creek access is much safer than from Monumental road and potential mining production access from Stibnite. Designating this Sugar creek route as a trail vs a ML2 is a better cost savings given the forest is always lacking resources and money to perform projects. Please consider this proposed modification.

Our members have families that also include motorbike users. We support CITRA and trails like Rainbow Ridge 070, Parks Peak Trail 069, Parks Peak Cut-off Trail 074. We don't understand how these single-track trails were in the 1995 Payette Travel Map and then missing in the 2008 Krassel Travel Plan decision. We don't believe it was not for lack of maintenance or other forest resources. These were



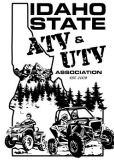
popular motorized single-track trails that should be designated as such. Alternative D includes 074 and 069; but excludes 070. These three trails create a loop opportunity. We would like to see the Public Comments for these closures. Please consider designating these three single-track trails as motorized.

In Appendix on page C-7 please remove the bulleted item that states "in areas with established wolf packs where there is a desire to reduce the potential for disturbance and the risk of illegal killing, limit ORV route densities to less than 1 mile per square mile (Switalski 2012)." The Krassel District Ranger and Recreational person looked at this statement on page C-7 and said that we would need to comment back to them on removing this bulleted item. They confirmed that they did not take this into consideration when determining the different routes. Please remove this verbiage from page C-7.

Our Association opposes decommissioning roads. We believe that roads proposed for decommissioning should be reviewed for both motorized and non-motorized trail opportunities. That rural communities and user groups want to be involved in determining opportunity locations. Decommissioning roads and trails prevents the forest, fire teams and emergency response teams from quickly gaining access into a fire area or for search and rescue efforts or for general emergency response. We have seen the increase in population since 2020 and outdoor recreation users wanting to access public lands. We see a trend with forests putting a minimum value on roads and trails due to maintenance and resource shortage. The forest must recognize the economic value. In the attached OHV Economic Impact Study performed in 2012-2013, Valley County led the Counties and hosted 58,000 OHV recreation visits during the year; 9,000 by Valley County residents and 49,000 were from outside the county. Valley County is a revered OHV destination for the Treasure Valley. Other forests in the State of Idaho perform this activity and we are recommending that the Krassel District should consider this recommendation as well.

Our Association believes that when a loss opportunity occurs that another opportunity of similar value is created locally in the forest. If a route is identified as adversely affecting a forest resource value, rerouting and route improvement should be considered prior to closure, to preserve motorized and non-motorized access opportunities. If a route or area needs to be closed, alternate motorized or non-motorized access to maintain social and economic sustainability of rural communities should be provided. Like I mentioned above, other forests perform this activity and so it is recommended that the Krassel District consider this recommendation.

Clubs have a strong relationship with Idaho Department of Parks and Recreation (IDPR) where they work together on projects in the forest, via the forest. Every year, they send out letters to each of the forests in Idaho letting them know that they have Trail Rangers to work on single-track trails, or Trailcat Operators and ATV Trail Crews available to work on motorized trails. A surprising number of Forests fail to take advantage of IDPR resources by not taking them up on their offers for assistance to maintain trails or submit for ORMV Grants or RTP Grants. They have more money than requests. If this forest has not been utilizing this resource, I would hope that you consider and start utilizing this resource for assistance in maintaining motorized trails in the EFSF area.



Users with Disabilities –There are OHV users with disabilities who ride ATVs and UTVs. The forest should consider quality, well-maintained recreation facilities at key locations that accommodate concentrations of use, enhance the visitor’s experience, provide for a range of opportunities in various settings, public health and safety, and protect the natural resources of the area. Developed recreation sites accommodate current and appropriate new levels of recreation use and integrate accessibility for users who have disabilities. For example, campgrounds sites need to be examined for unintentional accessibility barriers that use full size logs/rocks to define the parking space and thus prevent a wheelchair ramp/lift from deploying and providing sufficient area for the wheelchair to safely move around the campground spot. The same campsite could be accessed if the barrier allowed for a 4ft gap in the middle of the side barriers. Accessibility should be on the forefront of every design. Not all sites can be accessible, but avoid the unintentional barriers.

Dispersed Camping – Our members boondock at dispersed camping locations. Personally, I have camped off Mule Hill, Monumental Rd, Hennessey Meadows and campgrounds along Johnson Creek and EFSF. We appreciate the Forest Service recognizing the need for dispersed camping and support active management rather than closure. Hunters, OHV users, general recreation users or folks who travel to Yellow Pine to experience the Harmonica Festival or just a family vacation away from the cities, enjoy the dispersed camping opportunities around the greater Yellow Pine area.

OHV users care about the resources and can assist you in establishing a travel management plan that is sustainable and can be supported by recreational users of this area. Our group has hundreds of members, and many are located and ride in from either McCall or Cascade or Warm Lake areas, or travel in from the Treasure Valley, so if you need assistance recruiting work group members, just let us know.

Thank you for hosting the public comment forum, the opportunity to comment and considering these modifications to the EFSF RAMP. Please feel free to contact me directly if you have any questions about our comments.

Very truly yours,

Karen Crosby,  
ISATVUTVA President

Attachment:  
2012-2013 OHV Economic Impact Analysis