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Comments: I have been a long-time summer and winter recreationist in this area for the last 30 years. I am both a motorized and non-motorized user and advocate. I worked for the USFS Trail Crew in this area and in the Bear Basin Trail system for 8 years and as a USFS Avalanche Forecaster for 12 years. In addition, I worked for the Brundage Snowcat Program for 10 years as a ski guide. I am very familiar with the area in both summer and winter and have seen the use and travel patterns evolve over my time here. I also sit on the Winter Recreation Forum that has been set up to advise the Payette NF on winter management of this area.

First, regarding the summer portions of the plan, I fully support the efforts at improving forest health and wildfire resiliency in this area, its proximity to communities makes this a priority. I really appreciate the inclusion of Recreation Management in this proposal as well and support most of the recommendations in this project. The following are suggestions pertaining to summer recreation in the project area. First, I fully support the CIMBA proposal to expand trail opportunities and improve connectivity to trails on USFS ground and on the IDL ground in the area. The 7 miles of new trails in the EA are a good starting point but I would recommend that other trails in the CIMBA proposal be examined and allowed as part of this project or as stand-alone projects in the future. CIMBA has a track record for designing sustainable trails and working as a partner to provide maintenance and upgrades on existing trails. Specifically, please look at the proposed trail alignment that would provide another connection to the Brundage trail system that parallels the new Brundage to Bear Basin Trail west of the 451 Rd in the headwaters of Little Goose Creek. This would provide a great climbing route opportunity for users to connect to existing trails on the east and west sides of the 451 Rd and take some of the pressure off the very popular B2BB trail. Also, please include the Backside Moto Trail/Sheep Driveway in this plan for upgrades and rehabilitation. This is an important connection as well to the trails on IDL land and provides a great opportunity for motorized single track users to access the areas north of Brundage or to have a stand-alone trail that is close to the west side of McCall (there are no other motorized single tracks in the area). Please consider legitimizing the Rising Sun Connector and if needed making minor improvements to decrease the grade. This trail has been on the ground for nearly a decade and has shown no erosion, troughing or other impacts to the hydrology of the area and is an integral connection to the non-motorized trail system in the area. Utilizing roads and 2 tracks for connections is typical in this area but pedestrian and wheeled users would appreciate single track connectivity over roads. Looking at the big picture in this area, please consider adding the greater Bear Basin proposal to this project or as a separate action that would allow a modern trail system to be developed utilizing the CIMBA recommendations as a template, refer to what other National Forests have done working with partners in allowing modern trails to be built and maintained including directional closures, modern flow trail construction and features, seasonal wildlife closures and other modern management tools that are being used in areas like the Phil's Trail system on the Deschutes National Forest. Also, the proposed parking area on the 451 Rd does not look like it at the current parking area in the flat area near the buck rail fence (where motorized and non-motorized users are accessing USFS and IDL roads and trails), please move this to the more appropriate location (near the 837 Rd.) at the existing parking area and include bathrooms, picnic tables, and kiosks that include maps and user information. The elimination of the dispersed camping areas in this area is also sorely needed, providing designated sites in sustainable locations further up the 451 Rd would allow the meadows to rehabilitate. Also, please allow overnight parking in the new trailhead so that vans and other vehicle campers can stage from there and have access to the toilets at the trailhead. Regarding the winter recreation portion of the project, I appreciate the collaboration that has gone into the development of the Bear Basin Nordic area winter closure. I think the access along the South and West sides of the adjustment of the original, arbitrary boundaries to more definable and enforceable boundaries adjacent to roads will be better and more understandable to all users. My only concern is on the NW side of the closure where the 813 Rd leaves the West Face Parking lot. It appears that the road is closed which is not correct, the boundary should be on the east side of the 813 Road until it turns east and then on the south side of the road to where the winter groomed route leaves the 813 Rd and crosses Little Goose Creek. I would also recommend adding a gate and a small turnaround at this point on

the 813 Road, it will benefit winter and summer users and keep OHV, OSV, and vehicle traffic from accessing the non-motorized trail area and the fragile meadows where the road connects back over to the 451 Rd. This has created a lot of confusion with OHV users and firewood cutters in the past and has resulted in an illegal trail around the gate and fence on the 451 side. A gate on the 813 Rd. would eliminate this problem.

I am opposed to the year-round closure on Granite Mountain. I think this is an effort by the USFS to choose an easy management tool over the appropriate one. This closure is not supported by anyone except the FS and Brundage Mountain, very few non-motorized users (using snowmobiles to get here from the Titus lot) are utilizing this area. The current seasonal closure has not been adequately enforced for over a decade, more enforcement and better education is a much better solution than an arbitrary closure. The operating window for the Cat Ski program is rarely open before January 15 and rarely lasts past the end of March. A year-round closure eliminates other users in this area when the timeframe for heavy Cat Ski traffic is less than 90 days on a good year. On a bad year, they may not operate at all which would mean that no motorized or hybrid (skiers on snowmobiles) would be able to use the area at all. The Twin Lakes basin has become one of the most heavily used snowmobile (hybrid) skier areas on the Forest. These users shuttle riders up the hill to ski and snowboard on the slopes in this area. They utilize the Boulevard shared use trail and the gulley out of Twin Lakes. The current shared use trail ends short of this area and should be extended to the north where it intersects the summer trail on the edge of the Twin Lakes basin. Due to the use by the snowcats on the east side of Granite, there is very little non-motorized use above the Goose Lake side either. The snowcats out compete non-motorized skiers for the terrain which means they usually don't ski in this area so the demand for this as a year-round non-motorized closure is not accurate based on current use patterns. Non-motorized skiers have areas in Lick Creek, and on Jughandle Mountain that they can access that are closed to motorized users. Scrap this portion of the plan, and I think you will eliminate the concerns that many people have about the Granite Goose Project.