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Title:
Comments: I oppose the following components of the travel plan as presented at the public meeting in Yellow Pine on 7/17/2017. The paramount issue is that of access. The plan did not recognize, value, or accommodate historic visitor use that has accessed hundreds of thousands of acres of public lands through the existing arterial road system. The plan proposes to close this road access.

1.Burn Log Road (with additional new road construction to Stibnite): in the current proposal, all passenger vehicles (except small 4WD jeeps) must use this road to access Roosevelt and Thunder Mountain. Mixing public and mining traffic could be extremely dangerous. In addition, if I am visiting Yellow Pine, I have to drive out Johnson Creek Road for 20+ miles, then go up Burnt Log Road another 20+ miles just to get on the other side of Stibnite, and then there would be several more miles to get to my destination. This would turn my visit into an 80+ mile round trip to get to the far side of Stibnite. Currently it is a 12-mile trip each way.

This proposal is not only dangerous, but deters visitor and mining personnel from using the services in Yellow Pine, creating a huge economic impact to the community.

2.MOST IMPORTANTLY: In the plan, the road out of Yellow Pine to Stibnite will be CLOSED past the Big Creek turnoff at Sugar Creek. I will no longer be able to drive this road into Stibnite and beyond to access Cinnabar, Roosevelt Lake, Thunder Mountain mining district, and millions of acres of public lands. Use of only the Burnt Log road is unreasonable.

Discussion of this road closure was difficult to find in your documents and was not mentioned in the Executive Summary. Most people reviewing the project would not even know the closure was proposed, and would not comment on this important issue. Because of the lack of transparency, omission in the Executive Summary and document design, results of your public scoping are skewed.

A new proposal was developed by attendees at the public meeting and I thoroughly support this option. The proposal is to keep the current road open past Sugar Creek. This proposal would access good terrain to the south, bypasses or minimizes conflicts with mining activities, and maintains current vehicle capability. Importantly, even though this would cross into Roadless Area, the road would be legally justified since this new road meets the exceptions for crossing Roadless Area:

*The road would be temporary (maintained during the life of the project).

*It is being developed due to the impacts of the mining activity.

*This is the same justification used to allow the Burnt Log road to access Stibnite through Roadless designation areas.

The new proposal addresses all concerns expressed above.

IN SUMMARY, I feel that without this newly proposed access from Yellow Pine to Stibnite, the town of Yellow Pine and historic recreational users will be significantly impacted. The current plan fails to recognize the historic and economic role of Yellow Pine in mining activities and recreational use. Please do not ignore the impacts that will fall upon this amazing community.