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Organization:

Title:

Comments: Im writing in to give my comments concerning the South Fork Salmon River Restoration Project. Im an avid hiker and motorcyclist that spends a lot of time in the South Fork every year since I was old enough to enjoy the area.

I spent a lot of time going through the Environmental Assessment and reviewing all the possible alternatives. Ive been around long enough to see what happens to trails that become non motorized. These trails get overgrown and underused as your trail crews are over taxed with the sheer amount of trails and work to be done.

Motorcyclists and the respective clubs have no problem clearing trail and helping out wherever we can. Ive been carrying a chainsaw and shovel to fix trail on every ride for close to ten years now. Im all for keeping all motorized trails open and opening more trails to motorized use to ease your burden and help all access the backcountry.

Specific point that I can address from the RAMP are as follows:

Road Decommissioning: Im not a huge fan of decommissioning roads as these are great access to areas, even if only for emergency personnel. Some of these old roads are deteriorating on their own just fine. I do believe some of these roads are becoming a problem for erosion. Can we just address the problem areas and block the entrances to these roads?

Confluence Site Plan: Improving access for the campers and all users is a great thing!

Hamilton Bar Road: Lets leave this as it is and not reduce access by decommissioning it.

33 Bend/Oompaul: I like the current management as is without barriers, but a serviceable toilet would be nice.

Loon Creek/Split Creek Trail: Having a bridge to cross the river would be a great! Walking the long way around the lake can be marshy and its a much further walk. The majority of the trail required is already there and just needs to be cleared.

Jakie Creek Bridge: This bridge is important access and should be stabilized.

Phoebe Meadows Trail: As this trail can be quite difficult certain times of the year, rerouting the trail and installing a small bridge would protect this area and improve the usage.

FRTA Easement: I fully believe that Valley County should take over maintenance for the road.

Little Buckhorn Creek: I support the alternative B. All users of the forest would benefit from more trail

Brewer Site Access Road : Why cant we allow motorized access all the way to the homestead?

Cougar Creek Trail: I sorely miss motorcycling this trail and I never understood why it was closed. I still hike and use this trail. I hardly ever see anyone else using this trail and see no reason it shouldnt be reopened. You list that there needs to be a bunch of bridges built to open it. All the stream crossings I can recall are very small and rocky bottomed. Its not a sediment problem for motorcyclists using this anymore than horses and mules.

Davis Ranch Road: I like the idea of opening this up completely for motorized travel for all. If you open it only for owners to use Atvs and not the general public, itll just confuse people and I foresee the public using it anyways.

Blue Lake and Tailholt Trailhead: There's very little use on this road so I don't see a huge need for a parking lot. I support building one but only after more pressing issues have been addressed.

In addition, many closed or unused trails exist in the area. Let's get them all back open to motorized use which allows access for all! CITRA and TVTMA have both offered to help with maintenance so let's get them open!

CITRA has a list of trails they endorse opening and I fully support it.

Thanks for reading my comments and thanks again for all the work you guys do in the forest!

Drew Kirsch