

Data Submitted (UTC 11): 5/17/2019 11:00:00 AM
First name: Rob
Last name: Stubblefield
Organization: Central Idaho Trail Riders Association
Title: Member
Comments: 05/16/19

Dear Mr Zurstadt.

Please consider this as public comment #2 on behalf of the Central Idaho Trail Riders Alliance (CITRA) in regard to the South Fork Salmon RAMP. I am a member of CITRA which is dedicated to the preservation and maintenance as well as access to trails on public lands in Central Idaho.

ROAD DECOMMISSIONING: I favor a more strategic approach to decommissioning roads. While many roads are vulnerable to failure from natural occurrences such as erosion, a strategic approach to repair or reconstruct a road instead of obliterating it should be considered. By addressing strategic sections of a road, a considerable amount of cost can be saved by treating each section rather than obliterating an entire road rendering it unusable to future access.

CONFLUENCE SITE PLAN: I support Alternative B with hope that camping opportunities used by hunters and boaters between the road and river can be preserved.

HAMILTON BAR ROAD: I support Alternative A. The status quo provides park and river access and camping and does not seem to pose any environmental threats.

33 BEND / OOMPAUL: I support Alternative A but feel a toilet system would benefit both sites.

LOON CREEK / SPLIT CREEK: I support Alternative B

JAKIE CREEK: I support Alternative B. The bridge is a very important access point for all users of this area.

PHOEBE MEADOWS TRAIL: I support Alternative B. The meadow area can be resolved with a small bridge over the creek and a re-route of the trail around both meadow section areas. Moving the trail out of the sensitive meadow areas would be beneficial to both users and the meadow environment.

FRTA EASEMENT ON SOUTH FORK SALMON ROAD: I support Alternative B. Valley County should be responsible for maintenance for the road at this location.

LITTLE BUCKHORN CREEK ATV TRAILS: I support Alternative B for more available terrain for ATV recreation. This new trail system could also be utilized by mountain bikes, dirt bikes, and adventure motorcyclists.

BREWER SITE ACCESS ROAD: I believe an ATV Trail to the homestead site should be utilized. This trail would provide a unique destination for ATV users.

COUGAR CREEK TRAIL: I support Alternative B. I believe this trail could provide some unique tail loop opportunities for Dirt Bike enthusiasts. There has been much discussion about stream crossings in this region and is sited in the RAMP document. There is only one major Stream Crossing which exists several miles from the South Fork and is protected nicely with native granite. The trail is in excellent condition and needs little work or attention. I feel the Cougar Creek Trail was closed to motorized vehicles prematurely and should be reopened. CITRA members are also dedicated to helping with future maintenance of this trail if it is reopened.

FORMER DAVIS RANCH ROAD: I believe this trail should be built to accommodate Motorcycle and Pack & Saddle standards as in Alternate D but incorporating armoring and a crossing structure approach discussed in Alternate C. The 14 bridges in Alternate D would be very costly and unnecessary for this area.

BLUE LAKE and TAILHOLT TRAILHEAD: I support Alternative B.

KRASSEL WORK CENTER ACCESS ROADS: I feel there is a need for a group campsite near the South Fork Drainage of this region. The Airstrip/Work Center area could be utilized for this campsite and could provide special permit camping for larger groups or used by trail and fire crews as well.

REED RANCH AIRSTRIP ACCESS: I support Alternative B.

PILOT PEAK SPRING ACCESS: I support Alternative B.

In addition to the actions proposed in the RAMP project, I would like to see a thorough review on the following topics:

1 - Reconsidering motorized usage on the trails listed below to determine if the closures were justifiable and are still relevant.

Six Mile Ridge, Four Mile Creek, Log Mountain, Camp Creek, Parks Creek, Steamboat Ridge, Deer Point Road, Split Creek Trail.

2 - A large group campsite at Reed Ranch Airstrip and/or Krassel Work Center. Both sites could be utilized by several groups such as Motorcycle, ATV, Hunters, Fisherman, and Hikers with Trailers or RV's.

Thank you for your consideration and best regards.

Rob Stubblefield