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Comments: Comments on South Fork RAMP

The proposal essentially supports the creation of an administratively determined wilderness from Big Creek to McCall with only main road travel corridors remaining. The Forest Plan restoration direction is being misused and applied to close or limit road use to support this illegal action. Selective Collaborative members assigned to access management throughout the forest are the same for nearly all projects and always produce the same outcome. Collaborative recommendations do not seem to match the will of the general public. A local advisory vote should be taken before collaborative recommendations are implemented. Political leadership will be contacted to request a moratorium on this action.

The South Fork RAMP proposal, like most of the others has no option for vehicle use roads managed by the Forest Service. Having no full sized vehicle roads open to the public does not provide adequate recreation opportunity as called for in the Forest Plan and does not achieve the goal of maintaining or enhancing recreation opportunity. Restoration of the Threatened and Endangered species in this area can be mitigated with known sediment control measures. Implement these opportunities to maintain or enhance recreation opportunity and access.

* Open the Buckhorn Road to level 2 high clearance vehicles for approximately 4 miles to the 3-way trailhead Junction near Buckhorn Hot springs. Construct a trailhead facility.

* Open the 3-mile Hamilton Bar area road to all vehicles. Construct a trailhead facility.

* Keep the Zena Creek-Blue Lake Road Open to its existing end and construct a parking, turnaround, /campsite at that trailhead location.

* Open the Teapot Buckhorn loop to a level 2 high clearance vehicles road and develop trailheads.

* Open the Buckhorn Bar Road and Flat for a Trailhead and dispersed Camping compatible with Horse use and ATV UTV portal.

* Open the Cow Creek Road as a level 2 high clearance road to a location compatible to construct a trailhead facility and turnaround.

* Open the Camp Creek/Phoebe Creek to a Level 2 high clearance road to near Phoebe Meadows and establish a trailhead at the trail junction.

* Re-open the 11.5 miles of the former Davis Ranch Road (Trail #076) from the end of Forest Road 062 to the old Davis Ranch for ATV and side-by-sides greater than 50" public use.

* Reopen the Dollar Creek Road to Dollar Creek Meadows. Construct a trailhead.

* Keep Roaring Creek road and the dispersed campsite road open.

* Re-open the Cougar Creek, Martin Ridge, and Blackmare Creek trail loop to motorcycle use.

Please read the following. This excerpt is from the Idaho Conservation Leagues website at <https://www.idahoconservation.org/issues/wildlife/steelhead/>

"Q: If we breach the four lower Snake River dams, will it be enough to save Idaho salmon and steelhead? Isn't this the most extreme thing we can do?

The fact of the matter is this-we have already tried all other possible solutions with no positive effects on return rates. All other options with less impact have been explored. There have been billions of dollars dedicated to habitat restoration in the state of Idaho over the past 30 years. Much of this habitat restoration has been very well executed and many parts of the state have some of the most pristine habitat for salmon and steelhead anywhere in the world. Unfortunately, the fish are still having trouble getting to it. It's like having a perfectly made up five star hotel on the top of a mountain. The mint is waiting on the pillow, but 100 miles away someone is turning customers away on the road".

My comment: Why would we want to spend more money on restoration and deny public access if it has had no positive effect on return rates? Spend the money on upgrading the roads and campsites to mitigate the sediment production and allow more roaded public access.

Roaded Dispersed Camp sites:

Limiting dispersed camping to 1 car length from existing roads is unreasonable and unsafe. Implementation of this limit has greatly discouraged or eliminated dispersed camping use and opportunities. Implementation has also eliminated the opportunity to use campers and camp trailers at these locations. Sites such as Buckhorn Bar Flat near the mouth of Buckhorn creek was once a well-used trailhead, parking, and campsite. Now, without road access it is rarely if ever used. The same for Krassel, Salmon Point, and Poverty Flat.

The safety of recreation users, especially children, horses, and pets is compromised by this limit. Loading and unloading horses within one car length of a level 3/4 road is dangerous.

Please discontinue this practice and develop sediment mitigation measures to reduce use impacts. Re-open the above-mentioned sites and allow roads to access established dispersed recreation sites more than one car length from the main road.

Keep 33 campsite and Oompaul campsites as is. Re-open Lick Creek/Cow Creek dispersed site. Mitigate impacts.