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Comments: The ASNF is very special to me, and I am concerned about the plans to increase open roads in the eastern part of the ASNF for the following reasons:

Costs- An increase in the road system would be financially unsustainable, leading to unsafe conditions as well as degraded wildlife habitat. As the Forest Service notes:

" Funding for maintenance of these roads has declined over the last 20 years while public demand for these roads has escalated, causing the aging network to deteriorate. Although Forest Service (FS) roads provide benefits for outdoor recreation, agriculture, and permitted resource extraction, and public safety, they can degrade habitat for fish and wildlife habitat and be unsafe for vehicle travel when not properly maintained."

Burden on Neighboring Communities - Emergency medical response for the ASNF is provided by the local fire districts at a cost to area taxpayers. Increasing the access for ORVs will increase the number of accidents and increase this burden. Additionally, increasing the motorized use of the ASNF will increase the wear and tear on local county roads providing access.

Enforcement -The Travel Management Rule was enacted to prohibit the creation of unauthorized roads in the National Forest system by ORVs. Enforcement of ORV violations is not addressed in this plan. Currently there is one commissioned law enforcement officer for the entire ASNF. Increasing the number of ORV trails without increased enforcement may very well result in the opposite of the desired outcome.

NF Usage - Recent usage of the National Forest system by ORV drivers is 5.4% as reported in the National Forest Service Visitor Use Monitoring Survey Results. Considering the potential impact of increased ORV use on wildlife viewing(28.2%), hiking (46.7%), fishing (9.3%) and hunting (5.1%), it isn't clear that the proposed preferred alternative is in the best interests of most people currently using the National Forests.

Resource Damage - In their governing laws, the National Forest Service is charged with "provid[ing] for multiple use and sustained yield of the products and services obtained therefrom in accordance with the Multiple-Use Sustained-Yield Act of 1960 [16 U.S.C. 528-531], and, in particular, include coordination of outdoor recreation, range, timber, watershed, wildlife and fish, and wilderness..." ORV use disturbs wildlife, damages habitat, and degrades watersheds, especially when adequate maintenance and enforcement are lacking.

Watershed Damage - Many of new proposed roads are in areas where the potential for watershed damage is high. Additionally, given the number of new trails it is possible that the preferred alternative will impact the amount of fish and wildlife. With climate change descending upon us, we need to be prepared for additional damage and slower regeneration, and err on the side of protecting resources from damage by ORV use.