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Comments: I am submitting this response as a representative of the McCall Area Snowmobile Club. As President of the club I feel that it is my responsibility to share the views of our general membership. Being that our local area has 2 Recommended Wilderness Areas (RWA), we feel that comment on this Nez Perce Clearwater DEIS is very important. Not only are our members active winter motorized recreationists, we are summer recreationists with UTVs, SOHVs, motorcycles, and mountain bikes.

Being that this Forest currently has one of the largest intact wilderness areas in the lower 48 state, it is of our opinion that we have enough wilderness areas already. We oppose any new wilderness in the Forest, and we oppose recommended wilderness areas. We could support an area designation of Primitive Motorized, or special management areas, in order to preserve historical motorized uses in areas with some wilderness qualities.

All historic motorized uses and activities pre-existing Recommended Wilderness Area (RWA) designation should be restored and allowed until Congress directs otherwise.

OHV (SNOWMOBILE) USE

Even though many of us have not had the opportunity to recreate in The Great Burn or Hoodoo Roadless Area, we have heard that it is a spectacular and unique winter recreation area for snowmobilers and other motorized winter recreationists. It provides them with an experience of solitude, challenge and untouched opportunity. There is no environmental damage posed by OSV use in the Great Burn or any other forest during the winter months. This area provides a unique experience that cannot be found anywhere else in the Nez-Clear or the Panhandle.

We could support a special management area being created for the Great Burn, so long as it provides policies that preserves historic winter motorized recreation in all areas of the Great Burn, notably Goat Lake and its surrounding geophysical bowls, Blacklead Mountain and its surrounding geophysical bowls, Doe Creek drainage and its surrounding geophysical bowls, Deer Creek drainage and its surrounding geophysical bowls, and the Williams Lake cherry stem access.

OSV activity should be permitted throughout West Meadow Creek area.

We have been informed that Pot Mountain and Rawhide areas are great snowmobile experiences when snow reaches lower elevations. Please preserve this opportunity.

Any Wild & Scenic River designations should not be used to close or affect them in any way as to destroy their usefulness and value.

SUMMER OHV USE

OHV use on the forest is growing tremendously on all federal and state lands. There is a definite need for more motorized recreation areas in the Forest. The DEIS itself states there is a need for increased opportunities for motorized recreation in the front country and in the backcountry, during both the summer and winter seasons. It is our belief that with such tremendous motorized use, and the fact that motorized sport activities are increasing every year as population's age, increased opportunities are needed to avoid congestion and promote dispersion. We would like to encourage the Forest to avoid road and trail decommissioning at every opportunity. To destroy a route is the least preferred action. Considerable consideration should be made to repair, improve or reconstruct and should be the first priority, followed by exploring opportunities for route relocation. We are confident that local clubs and users are more than willing to help with these activities to keep routes open. Being that much of the Nez Perce Clearwater Forest borders the northern region of the Payette Forest, it is important to our organization and our recreation experience that a motorized trail exist from Elk City to Florence, and then to the Payette Forest, and the section of trail identified by the GEM connecting Smith Ridge to adjacent Idaho State lands, which are each part of a larger system. The Elk City to Florence trail would most likely cross Johns Creek, which needs an ROS setting that allows for the construction of this trail. The Smith Ridge

connector needs an ROS setting enabling its construction. This objective would be a great addition to the GEM system and the vision of OHV enthusiasts to develop an OHV route running the length of Idaho from north to south.

We would support a working standard of the Forest providing that if motorized road/trail opportunities were lost, the lost opportunity would be mitigated by the addition of new opportunities in other areas within the Forest, which would avoid congestion and promote dispersion.

It needs to be noted and recognized the tremendous popularity and growth among UTV sport recreation. The Forest should recognize for, and plan for, increasing UTV use by making an objective to increase low-level maintained roads and trails that will accommodate UTVs wider than 50 inches and other high clearance off-road vehicles.

I encourage the Forest to develop opportunities for OHVs greater than 50 inches in width - so called UTVs, SOHVs and Jeeps/4WD Vehicles. Too many trails are being limited to motorcycles or ATVs less than 50 inches in width, which forces other OHV users to operate on corridor roads. These OHV users also need trail opportunities to avoid congestion.

Designation of Wild & Scenic should not be used as a means to close motorized routes, or to bisect them in such a way as to destroy their usefulness and value. River corridors can be preserved and protected while still maintaining historic motorized uses that have apparently been ongoing.

We have been informed that there is a motorized trail that parallels Fish Creek for almost its entire length. It should not be designated as a wild river.

We appreciate the opportunity to make comment on this matter and appreciate the time involved with this situation and the decision making process.