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Comments: Thank you for taking public comments on this plan revision.

My comments relate specifically OSV access in the Big Burn area. OSV travel has been mentioned specifically as a disqualifier for future wilderness designation in an already designated roadless area. The Roadless designation already precludes and incorporates most of the environmental protections on resource extraction to preserve this unique ecosystem.

Wilderness, Recommended Wilderness, Wilderness Study Areas, and designated Roadless areas have all been identified, inventoried and established through RARE 1 and RARE 2, inventoried at every previous planning phase, and at this point are only being suggested in order to increase the donation base of the environmental non-profit industry.

Conservation and recreation can and should co-exist. OSVs, OHVs and mountainbikes are not strip mines and clear cuts. Rather they all serve to connect users to nature equally as much as hiking, horseback riding, rock climbing and boating. This investment and inclusion in the natural world cannot be understated in an increasingly urbanized world. We have Wilderness. Lots of it. The Big Burn was specifically left out in previous inventories for a reason.

OSV use needs to be allowed in the Big Burn. It's presence in the past, it's obvious lack of impact on the natural environment in this area cannot simply be swept under the rug. The Big Burn is just as unique, biologically diverse, and beautiful as it has always been since the fires.

OSV use is now covered in Travel Management Subpart C, and should be dealt with separately as a travel management issue at the project level, not within a Forest Plan Revision. Currently these travel management projects are beginning in other states, and other regions. The Nez-Pierce Clearwater needs to respect this process.

Do not exclude OSV travel in the Great Burn at this revision stage through any 'pre-wilderness' designation and give the public proper opportunity to address this important issue with the spotlight it deserves.

Respectfully,

Kevin Bazar

Sierra Snowmobile Foundation