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Comments: Theresa Seamster, Fri, Nov 5, 2021 at 2:26 PM MST, ctc.seamster@gmail.com I am having a problem sending my comment to CARA which shows it has it but is not in the Reading Room. As a backup I am submitting my personal comment (not the official Sierra Club comment) re: Wildlife and Wildlife vehicle accidents to your attention. Many thanks for your assistance! Public concerns re: habitat connectivity and wildlife-vehicle accidents (WVAs) were brought up at the final public meeting last month and I would like to review them in these comments. Please consider addressing some gaps in the Lincoln NF Draft Forest Plan/pSASJ 1. Aquatic species habitat quality and connectivity Climate change impacts on the water temperature and suitability of riparian vegetation/biodiversity in Lincoln NP are not reviewed by area nor are specific solutions specified in the Draft. The total number of miles of impaired waterways is given but little not of the causes of impairment or how to restore the water quality in the areas mentioned is given. Stream connectivity is highly impaired due to blocked culverts, uneven stream beds that reduce flow to isolated pools and vehicle crossings that disrupt and destroy habitat and add contaminants and sediment to the water. 2. Terrestrial species habitat quality and connectivity The separation of the 3 districts of Lincoln NF make it even more difficult for wildlife - from deer and elk to slogging meso species to make it from one forest area to another across a network of paved highways and unpaved forest roads without high mortality rates (see WVA map attachment). High OHV use and an increase on annual visitors has turned some areas in "uninhabitable" wildlife zones where human disturbance drives animals away due to lights, noise, movement, and odor. From the standpoint of habitat preservation, the addition of the greatest possible number of WILDERNESS ACRES would be the most desirable approach to increasing ecosystem function for maintaining cleaner water, more diverse habitat and species, and removing forest treatments from remote and ineffectual wildlife risk reduction areas and focusing them on human infrastructure near access roads, campgrounds and other facilities. 3. Wildlife Vehicle Accidents WVAs are extremely high on highways that access LNF (see map attachments and wildlife corridors). The intersecting travel areas around all 3 districts show anywhere from the 7th to 5th highest accident rates in the state. While highways fall outside the scope of the Plan, cooperation with NM Department of Game and Fish and NM Department of Transportation was noted at the public meeting, and collaborative planning, funding and installation of safe highway crossings (flashing lights, pressure pads, speed bumps, signage) and safe underpasses are available to LNF to solve these high and dangerous collision rates. Thank you for the opportunity to comment. You are to be commended on the electronic version of the draft which allows easy access and a quick searchable content sidebar.