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Comments: .I would like to see my concerns addressed during this Scoping Process.

1. Road Maintenance. The Recreational use of the Payette National Forest is exploding. The use this last couple of summers by "ALL" recreational groups in this Scoping Project Area has been unreal! Also, it is not just use by recreational groups. All branches of State & Federal Government that that access this Scoping Project Area have a big input on amount of road maintenance. I would Really like to see a study implemented that would verify the percent of Government "Exempt" vehicle (State & Federal) usage over one years' time span! All these groups that come into this Scoping Area travel on roads maintained by Valley County. Valley County needs to have revenue help in maintaining these roads. Valley County residents (Tax Payers) use these roads for access. But we in no way even start to rack up the miles traveled by the Non-Valley County Residents or State & Federal Employees on these Access Roads. There needs to be a provision installed where Valley County gets substantial help in maintaining these roads. Recreationalists come to this area from all over the world all year round! It isn't Valley County Residents causing the need for better access road maintenance.

2. The miles of roads closed that can be used for ATV & SXS access. This area needs more motorized access, not less. We already have a Wilderness Area. Quit making more by closing access to our land.

3. There is a real need for ATV, SXS loop accesses in this area. This would help travel through the area concerned while helping safety aspects at the same time

4. During these Scoping Processes the "Forest Service" & "The Tribe" always bring up how many miles of trails are open to motorcycles. When in reality very little of these miles are used. Young families & older Americans can't use the motorcycle trails. Young families can't afford a motorcycle for each one of their kids old enough to ride one. This is the same reason SXS use has exploded recently. Young families can get in a SXS with their young who are too small to operate RVs alone. If the Forest Service is concerned about carbon, think about that. One vehicle compared to more with each family. Disabled & older Americans aren't getting on these trails for motorcycles. With more ATV & SXS access disabled & older Americans can have access to our great area also.

5. Also during these Scoping Processes the "Forest Service" & "The Tribe" rally around the sedimentation from roads & trails. Road sedimentation may be a problem. But when compared to the millions of tons that come off our mountains, into creeks, rivers & lakes with blowouts after fires have been let burn, would be laughable if not so sickening. Latest "Case in Point". The Fourmile prescribed burn on The South Fork of the Salmon this spring. It got away from the Forest Service. Burned a lot hotter than it should have. Now there will be more trees killed by bugs than by the prescribed burn. Even less trees & vegetation to hold sediment on the mountain. "Sediment" I don't hear any talk about how many tons of sediment went into the South Fork this summer with the blowout after this burn. Take time to drive in & look at it. The sedimentation is very deep, just lying there, waiting for high water to wash it downstream. Look at the Reed Ranch on the South Fork. Look at all older Pine trees killed by bugs after the Forest Service's past prescribed burns. Less trees equal more sedimentation.

Another insight on road obliterations & sedimentation. The "Tribe" is always leading the way for road obliterations on the Payette National Forest because of sedimentation. Then the "Tribe" gets the contract to obliterate a road. How is this not "Conflict of Interest"?

6. Campsites. The Forest needs more camping areas available. The Forest Service isn't putting in new or expanding older campsites. While more camping areas are not being addressed, the Forest Service is shutting

off more & more dispersed camp sites. I won't get into how much money the Forest Service will spend, or how many miles it will haul rocks in the back of a dump truck to close off a dispersed camping area. Recreational use on our forests is exploding while the camping areas are dwindling.

7. Carbon Foot Print. I would like to see the Forest Service taking the carbon foot print issue seriously! All these Forest Service "Exempt" vehicles traveling on all roads & highways (not just this Scoping Process Area) all year round with one employee inside. The Forest Service really needs to implement better planning of What, Where & When its vehicles are used.

8. History. Every time access areas are closed there is more history lost. History that is lost to the current generation of Forest users not to mention the forthcoming generations of forest users. History of my & other families who have history in this Scoping Process area, onsite Family Histories that will be lost for future upcoming generations. There is a lot more to history in this Scoping Process than some black & white photos hanging in Forest Service offices. This history needs to be observed & felt while talking about it onsite.

In Summary

No change in Forest Service Policies in this Scoping Process Area should even be considered without first implementing a process to pay for better road maintenance of access roads to this Scoping Process Area. These roads are The East Fork of the Southfork, Johnson Creek, Lick Creek, Yellow Pine to Big Creek, Yellow Pine to Thunder Mountain. The road from Big Creek to Warren should also be included in this as it is the only road from the North to this Scoping process Area.

This area needs more trails & roads open to ATVs and Side by Sides. In planning these trails & roads loop accesses need to be implemented.

In implementing policies in this Scoping Process Area, the Forest Service needs to address access for young families, disabled & older Americans.

To help reduce road sedimentation & Government Carbon Footprint, policies need to be implemented to drastically reduce miles driven weekly by Government (Federal & State) Exempt vehicles.

Before any dispersed campsites are blocked off in this Scoping Process Area, policies need to be implemented to have campsites available for use by recreationists in this area.

Public History in this Scoping Process Area needs to be addressed & kept alive. Leaving roads & trails open for access in this area enables older generations of families to show younger generations of families, parts of their family history. Access to history in this area can't be limited to Forest Service history.