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Comments: During previous workshops and discussions it was stated that areas with unnatural fire influence (such as human caused) is not suitable for potential wilderness due to the human influence on the landscape. As is currently listed, the Thorne Creek Fire salvage area (area not currently as 'suitable for recommended wilderness' is inaccurate. The Thorne Creek Fire was nearly 40,000 acres, however, only a portion which was attempted to be a salvage sale is currently excluded from 'suitable for recommended wilderness' according to the wilderness inventory map.

This inaccuracy brings into question if the data being used and analyzed is even the correct data, and raises to question what other inaccuracies may be occurring. I am significantly concerned by this current dataset that the incorrect data is being used to analyze the entire forest plan revision - with using incorrect data, a less than optimum plan will be the result. I encourage plan managers, especially those pulling GIS data, be sure they are utilizing the correct and most up to date GIS data. And for the plan team to be 100% transparent on their intentions to prevent the assumption that the public is being misled on the intent of the new plan management objectives. As is currently, the intent appears that the vast majority of the forest is being listed as 'suitable for recommended wilderness' which is far from the actual case based on previous explanations of what should and should not be considered a valid reason to recommend areas for potential wilderness.

Additionally, it should be known that wilderness areas are inherently discriminatory toward disabled peoples and those of less than optimum physical capabilities who are not able to backpack or travel solely by foot miles and miles into areas that do not allow motorized travel. Wilderness areas of course are good in some instances, but additional wilderness, especially wilderness that causes the closure of currently open roads, prohibits some disabled persons from enjoying beautiful and remote forest areas. Mechanized travel, specifically in the form of highway legal 4x4 vehicles, is a significantly under represented form of recreation on the Lolo National Forest. I encourage decision makers to not close ANY existing open roads (including roads that are seasonally closed) for any reason. To add, being aware that the plan is not directly changing the road and travel plans, management areas inherently affect road access. For example, if an area is determined to be wilderness, any roads in that area will have to be closed to ensure said areas are within their wilderness designation. So even though a wilderness designation and plan change may not directly and specifically close roads in those areas, through laws and policies, those roads, unless explicitly excluded, will effectively be closed. This, also, needs to be 100% transparent to assess the intentions of the plan revision to prevent assumptions of less than honorable decision making processes.

Thank you for extending the comment period.