Data Submitted (UTC 11): 9/29/2023 4:08:20 AM
First name: Isabella
Last name: Garcia
Organization:
Title:
Comments: To whom this may concern,
After reading the Kootenai National Forest Over-snow Motorized Use Travel Plan, I had some concerns that should be considered.
The designated OSV areas should have boundaries that make sense to users so that they are easy to follow and enforce by using preexisting boundaries such as highways and rivers. From the Preliminary Proposed Action Map I noticed there are parcels of isolated land and un-continuous areas proposed as OSV areas. How accessible would these areas be to OSV users and are they necessary? Additionally, I am concerned about the designated OSV areas that boarder the Cabinet Mountains Wilderness. How will the boundary be clear to users and how will KNF make sure OSV users adhere to the boundary? This boundary invites incursions into Wilderness which would disturb the area and create conflict between OSVs and Wilderness. Even if the OSV does not pass into the Wilderness, the area can still be impacted by noise and air pollution caused by these motorized vehicles. This conflict can be prevented by rethinking using the Wilderness as a boundary for OSV areas.
As previously mentioned, the impact of noise and air pollution caused by OSV should be further investigated. Just as there is a plan to close areas to OSV use for grizzly bears emerging from their dens, would you consider closing areas to other seasonal animal activities that could be impacted by the disturbance of OSVs? For instance, birds mating in the springtime is dependent on auditory cues that could be drowned out by noise pollution. Also, different types of OSVs have varying emissions. With ever-advancing technology, is there adaptability in the plan for limiting the definition of an OSV in the future if one comes to exist that goes against the effort to minimize the impact of designated OSV areas at KNF?
Thank you for considering my comments.