

Data Submitted (UTC 11): 9/29/2023 6:08:28 PM

First name: Peterson

Last name: King

Organization:

Title:

Comments: I was curious as to how the Forest Service expects this map to change the current habits of motorized users. Given the likely lack of enforcement possible from the forest service, and the grid pattern of the map that in many places could be difficult to navigate from physical cues in the world, is it assumed that there could be tendency of many to ignore the map? Or is there any interface with the community or other factor that gives more confidence that people will respect the boundaries of the new map?

With the current design it is very easy to imagine someone accidentally and unknowingly jumping the boundary into a wilderness or backcountry ski area for example. The potential for confusion is especially worsened with the OSV open area needing to change throughout the seasons and could be made even more confusing if climate change necessitates moving the window on the earlier closures even further. Is it possible that a map based more on physical landmarks and less on grid squares could be designed to be easier for a person to navigate off of or is usage of GPS or similar navigation technology assumed for most users?

Given the high likelihood that many motorized users will pass into areas closed off to motorized vehicles, has the potential for damage caused by nonpermitted entry into closed areas been factored into the area meant to be protected, or do the boundaries of the map represent the assumption that motorized users will never enter the areas closed to them? For example, even with the map protecting their habitats, it is still highly likely some white bark pine samples will still be trampled by snow mobiles. Are projections for the portion of the lost population factored into how they are conserved, or does the model assume that all users will respect a closed area?