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Comments: As a queer woman who benefits from safe, inclusive spaces, my experience at Craggs would not have been possible without fixed anchors. These anchors are essential and are not considered prohibited "installations" under the Wilderness Act. For longer than I have been climbing, federal agencies have allowed, managed, and authorized fixed anchors. For example, I lived in Douglas County, Oregon, where a man named Greg Orton protected and managed climbing routes. Without the work he did as a climber and activist, there might not have been options for people like me to experience the outdoors in that way. In that region, there is also significant resistance due to crags being on private land. If a prohibition on fixed anchors occurs within public land of NPS and USFS, there will continue to be resistance to our ability to explore climbing in the outdoors. The growth of the wonderful climbing community is hindered by prohibiting these fixed anchors, obstructing MY ability to explore wilderness areas safely.

Land managers need to allow climbers like myself to explore the wilderness safely while navigating complex vertical terrain. I have not gained the knowledge or resources to traditional climb routes. Prohibiting fixed anchors would make it inaccessible for me to safely enhance my skills as a female climber and experience the rocks of the world. Who better to manage anchor maintenance than climbers themselves rather than federal organizations? Groups like the Access Fund and Boulder Climbing Community have the knowledge and resources to educate and firsthand manage these fixed anchors. This community has a significant legacy in creating some of the world's greatest achievements. Protecting these existing routes from removal safeguards our access and love for the outdoors. It also empowers climbers, much like myself, to engage with community organizations, the environment, and fixed anchors with respect for a sustainable future of climbing. Climbing groups to manage these crags should have the ability to establish new routes without restriction from the USFS. These lands if protected for cultural or natural resources then can limit this establishment of new routes but without that protection, there should not be restrictions.