

Data Submitted (UTC 11): 3/27/2024 9:15:43 PM

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Comments: FW-ROS-STD-02: "semiprimitive non-motorized" should be "semiprimitive motorized". Compare with FW-ROS-STD-03

FW-ROS-STD-02 and 06: 02 and 06 are identical in structure, should be consolidated

Appendix A Map LO-04/FW-04/Table 39: maps and tables indicate "Urban" ROS in the Bear Cr drainage north of Hwy 12. No apparent reason for this designation. No visible development in vicinity. If not an error, further explanation for this ROS is necessary.

FW-ROS-STD-04: Reference to development level "2-5" should be "3-5". Development level 2 improvements are by definition for resource protection only, making the exception here redundant.

FW-ROS-GDL-06: Motorized routes are prohibited in SPNM, is this an error and should be SPM? Or are we worried about horse-drawn snowplows?

FS-ROS-GDL-07 and 08: only these two clauses add a hyphen to "semi-primitive non-motorized". Elsewhere its just "semi-primitive nonmotorized".

FW-ROS-GDL-12: Only "retain" or "protect" should be retained. All similar clauses above use "retain"

FW-ROS-GDL-16 and 17: these clauses directly contradict each other. 16 either needs to be removed or is supposed to refer to "rural".

FW-ROS-GDL-18: this is excessively broad to the point of being meaningless

FW-ROS-SUIT-03: the way this is worded would seem to prevent plowing and usage of plowed roads on the whole forest, and is directly contradict FW-ROS-SUIT-07

FW-ROS-SUIT-10: what is the meaning of "approved" routes with respect to NFSTs with TMOs of "accept" for bicycle or no TMOs? At the very least a clear definition of approved is needed.

FW-INF-GO-06: I've never seems someone refer to an "encounter" with a fish in a culvert. When this clause was expanded to add AOP a different word choice was necessary as well.

Table 22: references to Table 19 are erroneous, should be to Table 21

Table 24: "Percent of GA in NFS lands" is an unnecessarily confusing column header. "Percent of GA on NFS lands" or "Percent NFS lands in GA" are among several clearer wordings.

GM-NRA-DC-05: it seems inaccurate to say the FS "desires" Missoula's dams be operational. For one thing, the city doesn't want them to be operational anymore, and moreover the FS interest is in safety, wilderness character protection, and allowance for existing rights. Whether the dams are operational or decommissioned seems outside of the scope of the Forest Plan.

MCF-REC-DC-01: Several issues with this clause: 1) "Heart" Lake not "Hart" Lake, there is no "Hart Lake" on the LNF per USGS GNIS; 2) Heart Lake IS in the recommended wilderness, if "quality snowmobiling" exists in the Heart Lake area then snowmobiling trespass is occurring. 3) Is it necessary or useful to state compliance with federal law as a desired condition? The incompatibility of mechanized oversnow travel with recommended wilderness is already covered both under ROS and MA2. (See MA2-SUIT-02)

3.6.1 "Social and Economic Roles and Contributions": references to Fish Cr and related state lands don't belong in this GA, should be in MCF.

3.6.1 "Ecological Roles and Contributions": Great Burn borders are a bit vague but this reference also seems to have been misplaced and belongs in MCF GA.

NPC-REC-DC-01: Neither Fish Cr nor the Stateline Tr are in this GA.

NPC-REC-GO-01: Fish Cr WMA is not in this GA.

Glossary (throughout): all CFR citations should be in the form __ CFR __.__(). Several definitions use a variety of other unnecessarily convoluted citation formats.

Glossary "day use": citation to 36 CFR 261.58(u) is erroneous. Correct citation is 36 CFR 261.16(e). 58(u) refers to areas closed diurnally by order while 16(e) applies to all sites designated for day use. Also, time of use in the CFR is 6a - 10p (not sunrise-sunset) and has no seasonal variation.

Glossary "electronic bikes or ebikes": this definition is erroneous and misleading. The Forest Service defines an

ebike for TM purposes at FSM 7705, we need to use that definition not the definition that applies to the CPSC. From FSM 7705: "Electric Bicycle (E-Bike). Also referred to as an electric mountain bike (eMTB), a type of motor vehicle with two or three wheels, fully operable pedals, and an electric motor of not more than 750 watts that meets the requirements of one of the following three classes:

- a. Class 1 E-Bike. An e-bike equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches the speed of 20 miles per hour.
- b. Class 2 E-Bike. An e-bike equipped with a motor that may be used exclusively to propel the e-bike and that ceases to provide assistance when the e-bike reaches the speed of 20 miles per hour.
- c. Class 3 E-Bike. An e-bike equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches the speed of 28 miles per hour."

Glossary "permanent road": this definition has several issues: 1) it implies that all ML2 roads are not permanent and 2) it refers to "highway vehicles" which is a vague term not defined or needed here. Both can be resolved by striking "highway vehicles" from definition.

Glossary "recreation development scale" and Table 101: the definitions in this table are inconsistent with the descriptions in FSH 2309.13 Ch. 10.8. Definitions.