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Comments: My attempts to find specific and readable maps for the ROS were fraught with an absurd amount of time consumption, confusion, and frustration. I was unable to locate mapping with numerical polygon layouts or any current maps to use for overlay or comparison. Carolyn Upton brought to light the data processing errors in the proposed maps, with specific regard to the winter motorized recreation opportunities and what appears to be a substantial removal of those opportunities. Per her statement: "The intent was for the proposed action to approximately reflect the current condition of motorized and non-motorized recreation opportunities.", this doesn't appear to be the case when trying to decipher maps with no additional data to analyze or interpret. It is difficult to make informed, valid, concise, and meaningful comments when details and data are erroneous or are omitted. With that being said I will submit a comment based on some key points, but feel I cannot make comments on specific areas and terrain due to the poor mapping currently available to the public.

The Great Burn area has been a valuable area for over-the-snow users, as it provides terrain and scenery that are unmatched. Since this region hasn't been Congressionally deemed wilderness, it should be reverted to historical uses, specifically allowing over the snow vehicle use once again.

The Hoodoo area near Superior, MT with the Stateline Trail is one of the few historic high alpine trails for mountain bikes. Since part of this trail is included in a route around Heart Lake, allowing mechanized use on the Heart Lake trail network would be beneficial. There is no need to further restrict bike access in the Lolo Forest.

The Seeley/Swan Lake region has an abundance of outdoor recreation opportunities and as this area continues to grow in popularity, there is a need to expand these opportunities, not lessen them. The nearby Bob Marshall wilderness affords those seeking peace and solace an opportunity to explore its vast terrain. There is no need to expand wilderness in this area while reducing motorized and mechanized use.

I would love to see the Lolo Forest Land Management Plan and ROS move forward with the reinstatement and inclusion of historic motorized and mechanized uses, especially over the snow use. Any reduction in motorized use and access creates more user conflicts as it funnels users into more concentrated areas. More users confined to an area have a greater impact than users spread over a dispersed region. The Lolo Forest is a special area with a multitude of user groups and should be managed for, and represent ALL user groups.

Thank you.