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First name: Sam

Last name: Stier

Organization:

Title:

Comments: I would like to add to my previous comments, referencing specifically the proposed action map (mapROS.spm1 Appendix) in which the Rattlesnake NRA is coded as "primitive" and the dirt path bisecting the NRA is coded as "semi-primitive motorized".

The geographic elements of the Rattlesnake NRA are a bit unique, because most NRA's do not have a road bisecting them. If this road becomes accessible to motorized activities, it will have significant negative impacts on the NRA that surrounds it. Currently the road provides access to the rest of the NRA in ways that do not negatively impact the NRA (e.g., bikes, skiing, walking, running, horses). The road makes this NRA probably one of the most used NRA's in the Forest Service system. Motorizing it will directly conflict with ALL the current uses, while at the same time negatively impacting the rest of the NRA with noise, air pollution, and soil pollution. The Rattlesnake Creek would also be negatively impacted by this pollution, an important habitat for all sorts of wildlife, and which feeds the Missoula aquifer.

There was wisdom in creating the Rattlesnake NRA despite the historical road, and its current management was also wise, resulting in a healthy symbiosis between NRA and historical road. To convert the use of that road to motorization would undo all of that. The backlash from existing users of the NRA will be far greater than any pressure or support for motorized access.

It's unwise from a biological perspective, unwise from a recreation perspective, and unwise from a political perspective.