

### *Public Involvement*

#### **Public Comment to the Pre-Decisional Environmental Assessment**

These individuals, groups, private landowners, businesses, Native American Tribes, and government agencies provided comments on the Pre-Decisional Environmental Assessment.

Bob Hitchcock

Christopher J. Eiben – The Research  
Group Inc.

Dubois Wildlife Association (DWA) –  
Tory Taylor

Ed Patterson

Greater Yellowstone Coalition (GYC)  
– Tim Stevens

Hugh B. Livingston

Jim Rice

John Suda

Mark W. Westra

Nancy Calderon

Richard Inberg

State Historic Preservation Office  
(SHPO)

Susan J. Berman

T Cross Ranch - Richard C. McGinity

Ted Knowles

US Fish and Wildlife Service

Walter Ginn

Wilma S. Bartholomay

Wind River Backcountry Horsemen  
(WRBCH) – Al Sammons

Wyoming Game and Fish Department  
(WYG&F)

Wyoming Outdoor Council (WOC) –  
Meredith Taylor

### *Pre-Decisional Comment Summary*

Within this appendix we present a summary of the scoping comments that we received and considered in the development of the Horse Creek Watershed Improvement Project EA. Comments are identified by commenter. Similar comments from different commentors are combined on one row. ID team members paraphrased the comments. The objective was to capture the main intent of the comment. Comments that were used in describing a particular issue are noted in the issue column. The Type column is one that we used to help us sort the comments. The Disposition column briefly indicates how the comment is addressed in the analysis. How a comment is categorized is not important; our focus is ensuring that the comment is addressed.

Table 1. Type Code Descriptions

Type Code	Type	Description
ALT	Alternative Development	Comments that could provide an alternative to the proposed action.
C	Concerns	These comments will be responded to by discussion in the comment disposition, project file, the EA, or in an appendix to the EA.
GS	General Statement	Comments expressing a statements and do not require a response.
OS	Outside Scope	Comments where a decision has already been made or is beyond the scope of the proposed action.
R	Request	Comment requests information or clarification. Does not necessarily indicate an issue or concern. Items requesting specific activities are coded with RA.
RD	Recommend Decision	These comments express a preference for a final decision, or an aspect of the decision. They will not generally be responded to in the analysis, but will be considered by the decision maker. These tend to be more general in nature than those items under RA.
RA	Recommend Other	These comments make recommendation related to specific proposed actions other than the decision.

Table 2. Horse Creek Watershed Improvement Comment Summary

Source	#	Comment (paraphrased)	Issue	Type	Disposition
DWA, WOC	E5, C3 E4, C10	Off-road vehicle (ORV) a valid use, but it must be managed. Accommodate ORV use on approved roads and trails. Cite ORV users who create new trails. Enforcement, monitoring, education, and funding must be Forest priorities.	Transportation	GS	
GYC	L11, C1	Addressing access in this area is important because the area is important grizzly bear habitat.		GS	
GYC	L11, C2	Supportive of converting road to non-motorized trail and decommissioning of FSR 504.1A past the trailhead to protect inventoried roadless areas.		RD, C	See Decision Notice – These actions are not put of the decision. FSR 700.A will be decommissioned. The status of FSR 507 will not change and it will not be converted to non-motorized trail.
GYC	L11, C3	Commentor is concerned about converting FSR 512 to a motorized trail because it abuts the roadless area. The Forest must emphasize enforcement to prevent illegal routes from being created.		C	See Decision Notice - The status of FSR 512 will not change; it will remain an open road. Enforcement will continue.

Source	#	Comment (paraphrased)	Issue	Type	Disposition
GYC	L11, C4	Motorized route density would remain high in areas under the action alternatives. Consider decommissioning FSR 692 and 692.B to increase secure area for wildlife.		R	See Decision Notice. A portion of FSR 692 will be decommissioned (Burnt Timber Lake area). 692.B will remain open.
GYC	L11, C5	Existing closures are receiving motorized use. The Forest must effectively obliterate in order to have effective closures. Also, the Forest should monitor for effectiveness. The Forest must then respond to monitoring results if it is determined that routes are not effectively closed.		R	
Hitchcock	L8, C1-2	Reclaiming roads is good management in terms of ecological health. Supports the preferred alternative, but has reservations about converting the portion of FSR 512 into a motorized trail.	Transportation	RD	See Decision Notice
Hitchcock	L8, C3-4	Avoid heavy handed, unpopular, seemingly destructive, and unattractive techniques to decommission roads.		RD	See Decision Notice
Hitchcock	L8, C5-6	Designating FSR 512 as a motorized trail will escalate its popularity and may remove effective limiting habitat. Declaring a damaged road a trail is not a constructive way to reduce maintenance costs or enhance road density figures. Eliminate the proposal to convert FSR 512 into a motorized trail and examine the benefits to wildlife and the public of decommissioning FSR 512.	Transportation	C, R	See Decision Notice – FSR is not affected by the decision.
Inberg	L9, C1-2, 4	Alternative two addresses the needed improvements to Trailhead 811 and access road. Moving Trailhead 810 and converting FSR 507 to a non-motorized trail is a much-needed improvement. Supports Alternative 2.	Transportation	RD	See Decision Notice. The trailhead work has a low priority. The decision to implement the trailhead work may be made at some time in the future.
Inberg	L9, C3	The project would benefit wildlife by decreasing motorized routes and reducing road densities.		GS	
Knowles	L16, C1-2	There are no data or studies to verify that damage is occurring from roads. Only decommission roads where erosion is a problem	Soil-water	C	See EA, sections 3.1- 3.3.
Knowles	L16, C3	Do not use “green trees.”		R	Techniques include using primarily dead and down material. Green trees are used only when needed to meet objectives.

Source	#	Comment (paraphrased)	Issue	Type	Disposition
Knowles	L16, C4	The project will not significantly impact road maintenance needs.	Economics	GS	
Knowles	L16, C5	The roads proposed for decommissioning are accessible by fire vehicles and could be used for initial attack of fires.		C	
Knowles	L16, C6	Decommission currently closed roads. Do not decommission currently open roads, especially FSR 512. Stabilize open roads with maintenance. Use aggressive law enforcement techniques.	Transportation	RD	See Decision Notice.
Livingston	L1, C1	Has not observed deterioration of roads in the watershed during the past forty years.	Soil-Water	GS	
Livingston	L1, C2 & 3	FSR 504.1A provides ATV access to Ramshorn Basin, which makes the area accessible to seniors. The stream crossing on 504.1A could inexpensively be improved.	Transportation	C	See Decision Notice – The status of FSR 504.1A will not be changed. The stream crossing will be improved through regular road maintenance
Livingston	L1, C4	Many of the roads listed as presently closed are used for recreational access. The public thinks these roads are open (e.g. road 506.1AA). Other roads with seasonal closures are accessed by open roads behind closed gates.	Transportation	C	FSR 506.1AA will be managed as an open road under this decision.
Livingston	L1, C5	Many of the roads proposed for decommissioning are revegetated and decommissioning/obliteration will cause environmental harm than good.	Soil-Water	C	The specific decommissioning techniques applied will be designed on a road by road basis with the objective of improving long-term soil productivity.
Livingston	L1, C6	Better enforce the closed road policy.	Transportation	C	The decommissioning work will improve the effectiveness of existing closures.
Livingston	L1, C7	The cost of the Environmental Assessment and decommissioning work would provide for a lot of road maintenance.	Economics	C	The project is funded with watershed improvement funds. Road maintenance funds are affected by the project.
Livingston	L1, C8	The Forest continues to close more roads, thereby limiting access.	Transportation	GS	
Livingston	L1, C9	The commentator supports the No Action Alternative after viewing the decommissioning work performed last year.		RD	See Decision Notice

Source	#	Comment (paraphrased)	Issue	Type	Disposition
T-Cross Ranch, McGinity, Westra, Berman, Calderon, Eiben, Ginn, and Bartholomay	L12, L3, L4, E1, E2, L10, E3	Several letters were received concerning FSR 736. Many expressed that the road should not be designated as a public road due. Commentors had traffic and safety concerns along with concerns on impacts to the atmosphere of the T-Cross ranch. Commentors requested that the Forest not designate the road as open to the public.		C	This decision does not change the status of FSR 736. The road is located on Forest Service land and is open to public use. The road appears as an open road on the Forest recreation map, the Forest Plan map, and the Forest travel map.
Patterson	L2, C1	The project violates regulations relating to minorities, such as seniors and those with disabilities. The project may violate the Americans with Disabilities Act.		C	Under this decision, no currently open roads are decommissioned or closed.
Patterson	L2, C2	Amend Alternative 2 to keep all of FSR 512 as an open road. Conversion of FSR 512 to a motorized trail would limit access for those who cannot ride an ATV or motorcycle. This would restrict access to a very scenic area. Erosion on this section is minimal and a seasonal closure would reduce environmental effects.		RD	The status of FSR 512 is not changed by this decision. FSR 512 remains on the system as a seasonally open road.
Rice	L6, C1 & 3	Closing the roads proposed by alternative two is unacceptable. Does not agree with alternative two or three because they limit use.	Transportation	RD	See Decision Notice
Rice	L6, C2, 4, 6	The decommissioning done last year made it impossible to ride horses on the roads. Do not use the same techniques as last summer and do not use live trees. Decommission the first fifty yards and the stream crossings and leave the remaining portions available for horse and foot traffic. Last years techniques made local people mad.	Transportation	C	The techniques are designed on a road-by-road basis. The objectives are to improve soil productivity and prohibit motorized use, which can conflict with non-motorized use. Efforts will be made where feasible to allow for equestrian use without compromising project objectives.
Rice	L6, C5	Roads should not be decommissioned because they may be needed for future use.	Transportation	C	The roads analysis recommendations considered which roads would be needed for future use.
SHPO	L7, C1	SHPO has been working with the T-Cross Ranch to list the ranch in the National Register of Historic Places.		GS	

Source	#	Comment (paraphrased)	Issue	Type	Disposition
SHPO	L7, C2	The project, as presently planned, has the potential to have an “adverse effect” of the historic property, which include the introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic feature.		C	This decision does not change the status of FSR 736. The road is located on Forest Service land and is open to public use. The road appears as an open road on the Forest recreation map, the Forest Plan map, and the Forest travel map.
SHPO	L7, C3	Consider whether the location in and around the T-Cross Ranch may be a cultural landscape. SHPO has determined that the area does meet the criteria. The Forest should evaluate the cultural landscape and develop a treatment plan, which may relate directly to this project.		OS	The project has no potential to adversely affect the site. The current status of FSR 736 is not changed by this decision.
Suda	T1, C1	Maintain the existing roads. Fix the existing roads to provide for access and resource protection. Many of the roads are used by people to access the Forest.		RD	
Suda	T1, C2	Elderly people use roads to access the Forest.		GS	
Suda	T1, C3	The roads are needed for fire protection and access in the event of a fire.	Transportation	C	See EA, Section 3.6, Fire and Fuels
Westra	L3, C5	The T-Cross Ranch should be protected through a historic designation.		OS	
WOC	E4, C1-4, 6	Supports Alternative Two, which protects soil resources and reduces erosion and sedimentation. Implement action as soon possible. Close FSR 504.1A at the trailhead to reduce motorized trespass in the area. Seasonal closures should remain for wildlife and watershed protection. Supports gate closure of FSR 506.1A to protect winter range closure.	Transportation	RD	See Decision Notice
WOC	E4, C5	Does not support converting 2.2 miles of road to motorized trail.	Transportation	RD	The status of FSR 512 is unchanged by this decision and will not be converted to a motorized trail under this decision.
WOC	E4, C7	Better signage would make enforcement easier by properly informing the public of the closures.		GS	

<b>Source</b>	<b>#</b>	<b>Comment (paraphrased)</b>	<b>Issue</b>	<b>Type</b>	<b>Disposition</b>
WOC, DWA	E4, C11 E5, C4	Encourages enforcement of food storage orders at all trailheads and over-night camping areas on the Forest.		OS	
WOC, DWA	E4, C12 E5, C5	Horse packers prefer iron pipe hitching rather than wood to reduce cribbing/chewing.	Transportation	GS	See Decision – the trailhead work is not part of this decision.
WOC, DWA	E4, C8-9 E5, C1-2	Environmental, motorized use, and economic concerns require that the project be implemented. Supports implementation of the project with a Finding of No Significant Impact.		RD	See Decision Notice
WRBCH	L5, C1-4	Support Alternative 2. Alternative 2 is fair to all users groups. Alternative 2 is economically reasonable.	Transportation	RD	See Decision Notice.
WRBCH	L5, C5-7	Supportive of the improvements at the 811 -trailhead (TH) and the construction of a new 810 TH. The group supports dropping the single TH at the end of FSR 736. The 810-TH work should be first priority. The Forest should move quickly to conduct the required cultural resource inventory.	Transportation	RD	See Decision Notice. The trailhead work has a low priority. The decision to implement the trailhead work may be made at some time in the future.
WYG&F	L15, C1	The proposed action should benefit aquatic habitat and fisheries in the area.		GS	