

Chapter 8

Response to Comments

This chapter provides the Forest Service response to comments received during the draft Environmental Impact Statement comment period and gives reference to additional clarification in the FEIS (where provided).

A Notice of Availability was posted in the Federal Register for the Draft Environmental Impact Statement (DEIS) for the Ogden Travel Plan revision on January 14, 2005. The comment period was extended to 75 days from the published notice. Copied of either the printed copy with maps or a Compact Disc version were mailed to approximately 390 interested parties. This included local, state, and federal agencies.

One hundred and twenty four written comments were received which contain approximately five hundred and sixty five separate comments. The comments were summarized as shown in this chapter. Each comment was categorized into a resource content area. The Forest Service Interdisciplinary Team member for each resource reviewed the comment summary and responded to that comment. That response is also shown in this chapter. The original letters were available to the Interdisciplinary Team member for clarification.

All summarized comments and responses are included in this chapter for public review. Individual letters are on file in the project record.

Changes in the Final Environmental Impact Statement (FEIS) were based on the comments received on the DEIS and further analysis by the Forest Service. The changes in response to comments included addition of another alternative and analysis of its estimated effects. The changes also include clarification of route miles in this analysis, MIS trends, additional information on monitoring and mitigation, additional effects analysis, and minor editing changes.

Letter		Name	Location	Summarized Comment	Response to Comment
1	1	Chris Bolieau	Box Elder Ck	Widening Route #26010 (Box Elder Ck) for safe, two way traffic would cause more severe erosion than is taking place now	FEIS section 4.4.4 discloses the effects of soil erosion from the both the illegal user developed trails and designated system trails associated with the proposed action and its Alternatives. FEIS section 4.4.3 assumes that all system roads and trails will be managed to Forest Service standards to properly drain trail surfaces and minimize the potential for erosion. FEIS section 1.3.2.3 further defines the Forest Service standards that roads and trails will be managed to.
1	2	Chris Bolieau	Devils Hole Canyon	Does not want XX30 Devils Hole Canyon ATV Trail to be constructed so that it follows the old path from Upper Dock Flat down to the beautiful, quiet, fragile place in the bottom of the canyon.	The FEIS Alternative maps indicate the general route for road XX30 will leave Upper Dock Flat and climb uphill to an intersection with the Mantua Church Camp Road near its intersection with the Willard Mountain Road (20084), thereby avoiding the riparian areas in the bottom of Devils Hole Canyon.
2	1	Daniel Wynn	Zion Spring Rd	Do not want to see Zion Spring Road made administrative. Point where road would be closed is not a good trailhead location for day hikes.	Administrative use will allow hiking on the road. A trailhead is not needed for this road since the amount of use is expected to be low.
2	2	Daniel Wynn	Curtis Ck	Need to enlarge parking are at junction of FR59 and SR39.	The junction of the State road 39 and Curtis creek road is on private property. The Forest Service has an easement on Curtis creek for the three miles to Forest Service property which would allow some roadside parking. The Utah Dept of Transportation enlarged the side of the State Highway in 2004 which enlarged the parking for trailers at this point.
3	1	Jason Wooden	Public Grove	Alternative. 2 provides for better recreational use of Public Grove	Thank for your comment.
3	2	Jason Wooden	Public Grove	Does not want any seasonal closures of roads or trails under Alternative 2 in the Public Grove area.	The FEIS Alternative maps and FEIS table 2.7.2 indicate that no Public Grove area roads and trails will be subject to seasonal restrictions on use.
3	3	Jason Wooden	Willard/Grizzly	Closing Grizzly Peak road will meet with resistance.	Thank you for your comment.
3	3	Jason Wooden	Grizzly Peak Rd	This closure will be met with much resistance	Thank you for your comment.
3	4	Jason Wooden	Curtis Ck	Alternative. 3a does not provide for enough loops in the Curtis Ck area	Thank you for your comment. Reference Alternative 2 for additional loop trails in the Curtis Creek area.

4	1	Burt Lamborn	Willard Road	Goats are not native and the seasonal closure in 3a is not needed	There are questions regarding whether mountain goats were native to Utah and if so where, but regardless the US Forest Service is required to manage habitat for native and desirable non-native species. Additional information has been added to the FEIS with regards to the effects of disturbance.
5	1	Rick Golde	General	Alternative 1 is far too restrictive	The FEIS offers a range of Alternatives as required by NEPA.
5	2	Rick Golde	Willard Road	Would like to see more loop trails similar to what is proposed for the Willard--Public Grove area.	The FEIS describes a range of Alternatives with various loop trails.
6	1	Gene Poncelet	Skyline Trail	Wants to see the trails to Ben Lomond and Lewis Peak left open	The FEIS describes a range of Alternatives for the Skyline and Lewis peak trails. The Skyline trail will be closed until July 15 and open until November 15 each year.
7	1	Rick Golde	General	Email wanting to meet to discuss Alternatives	Met on March 9th, 2005
7	2	Rick Golde	General	In reviewing the Alternatives Comparison table it is clear that there is a disproportionate slant toward non-motorized trails. The slant is unfair.	The FEIS describes a range of Alternatives for motorized and non-motorized recreation.
7	3	Rick Golde	Devils Gate/Rocky Dugway	Any trails that are opened across private land should be patrolled utilizing volunteer user groups	Thank you for your comment. The Final EIS describes using a volunteer user group is an important effort.
8	1	Dennis Bingham	General	The Forest Service should be very careful before adding new motorized opportunities. Forest environments are very fragile and given the increase in population and demand motorized travel routes need to be kept to the minimum.	The FEIS describes a range of Alternatives for motorized and non-motorized recreation in section 2.4 Alternatives Considered in Detail. The effects of additional motorized use are described in Chapter 4.
9	1	Willie Duersch	General	The plan does not provide enough opportunities for motorized recreation. Many users think they have enough opportunities when in fact those trails are closed.	The FEIS describes a range of Alternatives in chapter 2 and documents the issue describing that the Forest Service is not enforcing travel plan restrictions. Page 1-13 FEIS
10	1	Michael Naeger	General	Need more law enforcement not banning ATVs.	The Forest Service recognizes the need for enforcement and that the US Forest Service has not adequately enforced travel plan restrictions. See Table 1.6.s in the FEIS.
11	1	Todd Skeen	General	What is needed is a system of interconnecting loop trails	The FEIS describes a range of Alternatives for loop trails.
12	1	Adam Doxey	Skyline Trail	Favors keeping the trail in the Ogden Front open to motorized use.	The FEIS describes a range of Alternatives for the Skyline and Lewis peak trails in the Ogden Front.

13	1	Willie Duersch	General	Why is the "preferred" Alternative the one with the most miles of closure? Who determines the preferred and why?	The preferred Alternative is the one the Forest Service believes to best meet the Purpose and Need as described in Chapter 1. The Selected Alternative is described in section 2.4.6 Alternative 5. -- The Selected Alternative which is the "Preferred" alternative with some minor road decision changes. This section describes how each alternative was developed.
14	1	John Harja Utah P&R via Utah RDCC	Box Elder Trail	Would like to see the portion of Trail #26010 from Dock Flat to Pete's Hollow left open for motorized use.	The FEIS describes a range of Alternatives for the Dock Flat and Pete's Hollow trail. Section 2.7.2 - Relative Changes to Transportation System by Alternative.
14	2	John Harja Utah P&R via Utah RDCC	Pete's Hollow	Given safety and other issues on this trail it could be left open as a non-motorized trail. If it is determined that it is a public road and that an appropriate route and funding source can be identified this route should then be opened to motorized use to provide a link from Brigham City to Dock Flat.	The analysis describes a range of Alternatives for the Petes Hollow trails in section 2.7.2 and in the FEIS.
15	1	Joe Boyce	General	Leave trails open and provide more opportunities for mechanized transportation.	The DEIS described a range of Alternatives for motorized and non-motorized recreation.
16		Rick Golde		NOT A COMMENT LETTER SPECIFIC TO OUR PLAN	N/A
17	1	J.W. Smith	Devils Gate	The EIS has totally ignored private property rights for lands adjacent to the Forest	Revised Forest Plan Standard 19 states "If the only access to National Forest requires crossing of private land where public access is restricted, the adjacent National Forest land will be closed to motorized and mechanized use without a permit authoring motorized use." Box Elder County Resolution No. 04-13 and accompanying map identify those roads in the county that are open for motorized use by the public. Section 2.5.9 Private Lands and other Non-National Forest System Lands for additional information on the Box Elder County resolutions.
18	1	Robert Stout	Willard Basin/ Skyline/ Lewis Peak Trail	Neither the Skyline or Lewis Peak trails are designed for or tolerant of damage caused by ATV's. Also the damage caused by ATV's in the Willard Basin has been significant. These trails should all be closed.	The FEIS describes a range of Alternatives for the Skyline and Lewis Peak trails in section 2.7.2 - Relative Changes to Transportation System by Alternative. The action Alternatives for the Willard Lake trail, 6090, all describes closing these trails to motorized use. We agree that ATV use on these trails at this time should not considered.

18	2	Robert Stout	Willard Basin/ Skyline/ Lewis Peak Trail	Gates and aggressive law enforcement are needed to protect these areas	The Forest Serviced recognizes the need for enforcement and this is described on Page 1-13 of the FEIS. Section 2.9 describes gating roads as a priority for implementing the travel plan.
19	1	Michael Knight	Skyline Trail	Very interested in keeping the entire Skyline trail open to motorcycles. If closed it would virtually eliminate any single track opportunities between Logan Canyon and American Fork	The FEIS describes a range of Alternatives for the skyline and Lewis peak trails. Section 2.4 - Alternatives Considered in Detail include leaving portions open or closed seasonally.
19	2	Michael Knight	Willard Basin	The trail between Willard Lake and Willard Peak should remain open to motorized use. Proper signing and gates would keep ATV's out and would provide a great single track opportunity.	The FEIS describes a range of Alternatives for the Willard Peak and Willard Lake trails. Improvements to the Inspiration Point trail will replace access through Willard Lake.
19	3	Michael Knight	Skyline Trail	Does not support the seasonal closure for goat kidding on the Skyline Trail. The goats are not native and their population has exploded -- the closure cannot be justified.	There are questions regarding whether mountain goats were native to Utah and if so where, but regardless the US Forest Service is required to manage habitat for native and desirable non-native species. See FEIS sections 3.6.2.1 and 4.6.3.1 Mountain Goats. Additional information has been added to the FEIS with regards to the effects of disturbance.
20	1	Jeff Good	Skyline Trail	There is no justifiable reason to close the Skyline trail to motorcycles	4.6.3.1 Effects on General Wildlife - Mountain Goats describes the impacts of human activities. This section describes the relative impacts by Alternative.
20	2	Jeff Good	Skyline Trail	The trail between Willard Lake and Willard Peak should remain open to motorized use. Proper signing and gates would keep ATV's out and would provide a great single track opportunity.	See comment # 19 - 2.
20	3	Jeff Good	Skyline Trail	Very interested in keeping the entire Skyline trail open to motorcycles. If closed it would virtually eliminate any single track opportunities between Logan Canyon and American Fork	See comment # 19 - 1.
21	1	Doug Nelson	Pete's Hollow to Devil's Gate	Would like to see the trail from Brigham City to Devils Gate open to motorized use	The FEIS describes in section 2.4 two action Alternatives for the Petes Hollow trail #26022 on National Forest.
22		Jeff Good	Skyline Trail	DUPLICATE COMMENTS FROM #20	See comments from letter #20.
23	1	Fred Selman	Rocky Dugway to Clay Valley	This area looked better 30 years ago when there were twice as many sheep on it as it does now with ATV's on it.	Thank you for your comment.
24	1	Deb Badger	Public Grove	Shocked to see deep ruts and trash at Public Grove. Manage the land -- don't open more motorized routes.	Thank you for your comments. Section 1.3.2.3 - Forest Plan direction specifically identifies that the Public Grove area needs actions to reduce the impacts and minimize the deterioration of the resources.

25	1	Mary Herring	General	Have seen what happens when ATV trails are allowed. Too much noise, garbage and damage to the environment. Save some of Wild Utah for our next generation.	Thank you for your comment.
26	1	Robert Shribler	West Fork Willard Canyon, Grizzly Peak, and Pete's Hollow	Leave trails open and provide more opportunities for mechanized transportation. Has been using area for 40 years and is dependent on ATV access because of the Alternative issues.	The FEIS describes a range of Alternatives for the roads and trails in the Willard Peak area.
27	1	Valeen Peterson	Devils Gate	The Forest Service has no right to open trails on private property.	This is correct. The Forest Service is prohibited from opening trails on private land. See response to comment #17-1.
28	1	John Leibond	Skyline Trail	There are very few single track opportunities in this area. Leave the Skyline Trail open.	Thank you for your comment. The FEIS describes a range of Alternatives for the Skyline trail. Section 2.4 - Alternatives Considered in Detail include leaving portions open or closed seasonally.
29	1	Peggy Richards	General	Responsible riders Tread Lightly. Registration fees should be used to help with law enforcement.	Thank you for your suggestion. Registration and the use of those fees are managed by the State of Utah Parks and recreation.
30	1	Don Peterson	Devils Gate	It is wrong for the government to open land across private property.	This is correct. The Forest Service is prohibited from opening trails on private land. See response to comment #17-1.
31	1	Steve Larsen	General	Need more trails that are properly maintained.	Thank you for your comments. Section 4.3.4 Watersheds and Aquatic Resources Effects Analysis Methods and Assumptions states that all authorized trails and roads will be maintained to Forest Service standards.
32	1	Jonathon Smith	Devils Gate	The Forest Service needs to respect the rights of private landowners	This is correct. The Forest Service is prohibited from opening trails on private land. See response to comment #17-1.
33	1	Joanie Aponte	General	Has the Forest Service considered issuing permits for ATV's so the numbers out on any given day could be regulated -- similar to Pineview Reservoir and boat launches.	Thank you for your comment. This tactic has been considered but not as a part of this analysis.
34	1	Robin Bushman	General	Concerned Alternative 3a will create too many new roads in roadless areas.	Section 4.10 discloses the effects of roads and/or motorized trails on roadless values.
34	2	Robin Bushman	General	Prefers Alternative 3 because it will result in less fragmentation	Thank you for your comment. The Effects section in chapter 4 discloses fragmentation.

35	1	Debora Adam	Box Elder Trail	Would prefer that the Box Elder Creek area not be open to motorized off road vehicles This would reward illegal" ghost" trails and expand the amount of land already denuded of vegetation and promote soil erosion.	FEIS section 4.4.4 discloses the effects of soil erosion from the both the illegal user developed trails and designated system trails associated with the proposed action and its Alternatives. FEIS section 4.4.3 assumes that all system roads and trails will be managed to Forest Service standards to properly drain trail surfaces and minimize the potential for erosion. FEIS section 1.3.2.3 and 2.5.1 further defines the Forest Service standards that roads and trails will be managed to.
35	2	Debora Adam	General	Has heard the Forest Service is presently understaffed. How will they be able to provide the level of enforcement that is needed.	The FEIS identifies this Issue in section 1.6.4 Indicators and Non-Significant Issues. The non-significant issue of the US Forest Service not enforcing travel plan restrictions because of funding limitations.
36	1	Jason Langeveld	Skyline Trail	The Skyline Trail is the only single track trail in the area. Select Alternative 2.	Thank you for your comment. The FEIS describes a range of Alternatives for the Skyline trail. Section 2.4 - Alternatives Considered in Detail include leaving portions open or closed seasonally.
36	2	Jason Langeveld	Skyline Trail	The mountain goats are not native and were transplanted. Motorized use on the Skyline trail predated the goat transplant. Their population has thrived even with the motorcycle use. There is no need for the seasonal closure.	See response 19-3.
36	3	Jason Langeveld	General	Supports better signing and opening of new single track trails	Thank you for your comment. Appendix D Mitigation and Monitoring describes a functional signing program as necessary to reduce the impacts from inappropriate and illegal public uses. The FEIS describes a range of Alternatives for a trail system.
37	1	Janice Mize	General	Alternative 3a makes for too many new roads in roadless areas	Section 4.10 discloses the effects of roads and/or motorized trails on roadless values.
37	2	Janice Mize	General	Alternative 3a will result in fragmentation of habitat for deer, elk, Canada lynx, sharptail grouse, goshawk, and other wildlife	Thank you for your comment. Chapter 4: Wildlife, displays the effects of each of the Alternatives on wildlife species and their habitats.
38	1	Charles Rhodes	Skyline Trail	Leave the Skyline Trail and others in the Willard Peak area open	The FEIS describes a range of Alternatives for the Willard Peak area trails and the Skyline trail. Section 2.4 - Alternatives Considered in Detail include open or closed roads and trails as well as seasonal restrictions for the Skyline Trail.
39	1	Grant Robertson	General	Leave trails open	Thank you for your comment. The FEIS describes a range of Alternatives for motorized trail access. Section 2.4 - Alternatives Considered in Detail include actions on those trails analyzed in this document.

40	1	Matt Clark	Skyline Trail	Very disappointed to hear the Skyline Trail would be closed.	Thank you for your comment. The FEIS describes a range of Alternatives for the Skyline trail. Section 2.4 - Alternatives Considered in Detail include leaving portions open or closed seasonally.
40	2	Matt Clark	Skyline Trail	Does not support the seasonal closure for goat kidding on the Skyline Trail. The goats are not native and their population has exploded -- the closure cannot be justified.	See response 19-3.
41	1	Matt Proudfit	Skyline Trail	Opposed to any closure on the Skyline Trail. If the goats need to be protected during kidding that is OK but the then the trail should be closed to all vehicles.	See response 103-1.
42	1	Mike Sturdevant	Skyline Trail	Understand there are concerns about the effect on OHV's on goats. If seasonal closure is necessary then this should be for the absolute minimum to protect the kidding.	Thank you for your comment.
43	1	Kate Skinner	Skyline Trail	Opposed to any closure on the Skyline Trail. If the goats need to be protected during kidding that is OK but then the trail should be closed to all vehicles.	See response 103-1.
44	1	Sam Love	Skyline Trail	Opposed to any closure on the Skyline Trail. If the goats need to be protected during kidding that is OK but the then the trail should be closed to all users.	See response 103-1.
45	1	Annette Loveland	Skyline Trail	Especially enjoy the Skyline Trail and do not want to see it closed. Does not support seasonal closure as the goat herd seems to be doing well.	Thank you for your comment.
46	1	Mark Weaver	Skyline Trail	These trails (Skyline, Ben Lomond, Lewis Peak) offer unique experiences for motorcyclists and should remain open. If seasonal closures are necessary then they should apply to everyone.	Thank you for your comment. The FEIS described a range of Alternatives for motorized and non-motorized recreation. Also see response 103-1.
46	2	Mark Weaver	Willard Basin	I would like to see restrictions also affect non-motorized users.	Thank you for your comment. The FEIS described a range of Alternatives for motorized and non-motorized recreation.
47	1	Fed Pashley	Mollens Hollow	ATV's can chew up trails and set the stage for accelerated erosion during rainstorms and snowmelt. ATV's do the damage that the Forest Service has been trying to prevent.	FEIS section 4.4.4 discloses the effects of soil erosion from the both the illegal user developed trails and designated system trails associated with the proposed action and its Alternatives. FEIS section 4.4.3 assumes that all system roads and trails will be managed to Forest Service standards to properly drain trail surfaces and minimize the potential for erosion. FEIS section 1.3.2.3 and 2.5.1 further defines the Forest Service standards that roads and trails will be managed to.

48		N. Utah Soil Conservation District Fred Selman, et al.	General	CC of a letter sent to Box Elder County	N/A
49	1	Vernon and Cindy Greenhalgh	Devils Gate	Appalled this trail would cross private property. The Forest Service cannot declare new rights of way across private property. Strongly suggest plans stop or legal action will follow.	See response to comment # 17-1.
50	1	Roberta Glidden	General	Prefers Alternative 3 because it will result in less fragmentation	Thank you for your comment. Chapter 4: Wildlife, displays the effects of each of the Alternatives on wildlife species and their habitats.
51	1	Sandie Shupe	Skyline Trail	Opposed to any closure on the Skyline Trail. Does not support seasonal closure as the goats seem to be doing fine	See response 103-1.
52	1	Sandie Shupe	Skyline Trail	Goats are not native and opposed to any closure on the Skyline Trail.	See response 19-3.
53	1	Thomas Shupe	Skyline Trail	Opposed to any closure on the Skyline Trail. Does not support seasonal closure as the goats seem to be doing fine	See response 103-1.
54	1	Marc Bryson	General	Would like to see more educational efforts and use of peer patrols. Supports Alternative 2.	Thank you for your comment. Section 1.3.2.3 Forest Plan identifies in the Forest wide Goal 8 - Enforcement, increasing the participation of individuals and organized groups in monitoring uses. Section 2.9 Implementation list the top priorities for travel plan to improve information to the users of the National Forest.
55	1	Tom Dickson	Skyline Trail	Does not support the seasonal closure for goat kidding on the Skyline Trail. The goats are doing well and don't appear to be affected by motorcycles.	See response 103-1.
56	1	Rusty Olsen	Skyline Trail	Does not support the seasonal closure for goat kidding on the Skyline Trail. The goat population has exploded – the closure cannot be justified.	See response 103-1.
57	1	Juston Dickson	Skyline Trail	Does not support the seasonal closure for goat kidding on the Skyline Trail. The motorcycle use on the trail predated the goat transplanted by at least 14 years -- the seasonal closure cannot be justified based on the population doing better than expected. No US Forest Service or UDWR studies have been completed to warrant closure.	See response 103-1.

58	1	Stephanie Dickson	Skyline Trail	Does not support the seasonal closure for goat kidding on the Skyline Trail. The motorcycle use on the trail predated the goat transplant by at least 14 years -- the seasonal closure cannot be justified based on the population doing better than expected. No US Forest Service or UDWR studies have been completed to warrant closure.	See response 103-1.
59	1	Kevin and Shawn Grogan	Skyline Trail	Does not support the seasonal closure for goat kidding on the Skyline Trail. The goat population has exploded and the studies used in the DEIS were conducted in Alaska-- the closure cannot be justified.	See response 103-1. The literature used for the FEIS was summarized from numerous studies in a variety of locations.
60	1	Aaron Johnson	Skyline Trail	Does not support the seasonal closure for goat kidding on the Skyline Trail. The goats are not native and their population has exploded -- the closure cannot be justified.	See response 103-1.
61	1	Todd Watanabe	Skyline Trail	Does not support the motorcycle closure on the Skyline Trail. Bikers and hikers with dogs have more affects than motorcycles.	See response 103-1.
62	1	Shauna Eccles	Devils Gate	Opposed to summary judgment by Box Elder County	Thank you for your comment.
63	1	Jerry Burn	General	Concerned that motorized recreation in the backcountry is in direct conflict with non-motorized recreation.	The FEIS describes a range of Alternatives that address your concern, i.e.. See Chapter 2, Alternative, also see Chapter 4, 4.7 Effects on recreation.
63	2	Jerry Burn	General	Concerned that motorized recreation destroys trails, increases erosion, and destroys peacefulness.	FEIS section 4.4.4 discloses the effects of soil erosion from the both the illegal user developed trails and designated system trails associated with the proposed action and its Alternatives. FEIS section 4.4.3 assumes that all system roads and trails will be managed to Forest Service standards to properly drain trail surfaces and minimize the potential for erosion. FEIS section 1.3.2.3 further defines the Forest Service standards that roads and trails will be managed to.
63	3	Jerry Burn	General	Favors minimizing and reducing motorized trails	Thank you for your comment. Section 1.3.1 Purpose and Need for the Proposed Project describes the public need for a safe and reliable system of roads and trails that provide for quality motorized and non-motorized recreation. It also indicates the need to address the dramatic increase in demand for motorized recreational experiences. Section 2.4 - Alternatives Considered in Detail describes a range of Alternatives reducing motorized trails.

64	1	Ricky Long, Goring & Sons	North Gorge Canyon (20213), Gorge Canyon (20124), #20185	Concerned that these roads are only needed for access to private property and that they should be gated and limited to administrative use. NOTE it is not clear where gate #3 is located	The FEIS describes a range of Alternatives for the roads in the northern portion of the Curtis Creek area. The road 26719 where gate #3 is indicated on your map was not analyzed as an administrative road. This road has been closed to any motorized use.
64	2	Ricky Long	Lake Town Canyon Spurs (26717&20185	These roads are access across private property and there is no ROW. For this reason they should be gated and closed.	Thank you for clarifying the public access to these roads. The FEIS describes two action Alternatives for the Lake Town Spurs #1 and 2. The Final EIS will disclose the lack of deeded public access and the final decision will reflect that fact.
65	1	Nathan Stuart	General	Interested in new loops in the Davenport Hollow area and the trail connecting Dairy ridge and Wasatch Ridge roads. Appreciates what the Forest Service is doing to provide multiple use opportunities for everyone.	Thank you for your comment. The FEIS describes in section 2.4 a range of Alternatives for the roads and trails in the Davenport Hollow and Monte Cristo areas.
66	1	Brent Beecher	General	Appreciates what the Forest Service is doing to provide multiple use opportunities for everyone.	Thank you for your comment. Section 1.3.1 Purpose and Need for the Proposed Project describes the public need for a safe and reliable system of roads and trails that provide for quality motorized and non-motorized recreation.
66	2	Brent Beecher	General	Wants to go on record supporting the collection of user fees to help pay for maintenance and upkeep of the trails.	Thank you for your suggestion. An action to implement a user fee was not discussed in this analysis and considered beyond the scope of this analysis.
67	1	Nature Conservancy Joan Degiorgio	Public Grove	The Nature Conservancy is concerned about impacts of OHV use on Columbian sharp-tailed grouse in the Public Grove/Clay Valley Area.	Additional information has been added to the FEIS with regards to sharp-tailed grouse and the effects of the Alternatives on the sharp-tailed grouse and their habitats.
67	2	Nature Conservancy Joan Degiorgio	Public Grove	The Nature Conservancy is concerned about significantly more traffic through Clay Valley than present (Sink Hole Loop, Route #26012), especially if promoted as part of a larger OHV system (Shoshone Trail).	The naming of the Shoshone ATV trail in the Curtis Creek area and northward on the Logan Ranger District and adjacent BLM lands is not expected to change the use patterns, create new users, or commit to any construction or exceptional amount of annual trail maintenance. See section 4.14.7 in the FEIS.
67	3	Nature Conservancy Joan Degiorgio	Public Grove	The Nature Conservancy is concerned about impacts to boreal toads in relationship to the Selman Property.	No historical or recent surveys have identified boreal toad in this area.
67	4	Nature Conservancy Joan Degiorgio	Public Grove	The Nature Conservancy requests that the Sink Hole Loop, Route #26012 be eliminated from the preferred Alternative on the basis of negative impacts to the sharp-tailed grouse.	Additional information has been added to the FEIS with regards to sharp-tailed grouse and the effects of the Alternatives on the sharp-tailed grouse and their habitats.

67	5	Nature Conservancy Joan Degiorgio	Public Grove	It seems unwise to create public expectations for a route (Sink Hole Loop) that in the future could end at the forest boundary.	Section 2.5.9 Private Lands and other Non-National Forest System Lands Travel management decisions considered here relate only to Forest Service lands, not private land.
67	6	Nature Conservancy Joan Degiorgio	General	It is hoped that more loop trails will result in less destructive behavior, but perhaps loop trails should be implemented on a smaller scale first and where it would not place the major burden on private land.	The FEIS describes a range of Alternatives for the Willard and Public Grove areas in section 2.7.2 - Relative Changes to Transportation System by Alternative. This includes proposals for smaller loop trails such as the Dip Hollow trail, #xx33.
67	7	Nature Conservancy Joan Degiorgio	General	The Forest Service should not support economic development by attracting additional users at the expense of wildlife and other private business owners.	In section 1.3.1 - Purpose and Need for the Proposed Project, it states that this plan is needed by the public for a safe and reliable system of roads and trails that provide for quality motorized and non-motorized recreation in addition to providing for wildlife habitat, vegetation, stable soils, and high quality water. This section acknowledges the "need to address the dramatic increase in demand for motorized recreational experiences." The FEIS discloses in section 4.14.7 Cumulative Effects on recreation that OHV improvements have the effect of attracting motorized recreation visitors to this area.
68	1	Stephen Cowley	General	Support selection of Alternative 2	Thank you for your comment.
69	1	Lynne Thorne	General	Concerned that the Forest Service pick a balanced Alternative that does not impact wildlife or roadless areas	The impacts to wildlife and roadless areas are described for each Alternative in Chapter 4. The selected Alternative best meets the Purpose and Need while protecting resources.
70	1	Cache County/ Lynn Lemon/ Craig Peterson	RS2477 Roads	Cache County requests that the historic public roads identified on the map provided to the Forest Service be left open	Section 2.5.13 R.S. 2477 Roads states the current direction in reference to counties RS 2477 assertion on roads across National Forest.

71	1	Samuel Smith	Devils Gate/Public Grove	Concerned that many of the routes the Forest Service is proposing traverse through private land in the Devils Gate area. The maps in the DEIS indicate that the Forest Service will not include the connecting roads (on private land) in their Travel Plan. Is this correct? Will the public then infer they can travel across private land to connect to the next piece of Forest Service land? How will the public know when they leave a road on Forest Service property and when they are trespassing on private property? Will the Forest Service allow additional trails to be built that take off from the designated routes? Will the Forest Service be will to close illegal trails that are built on private land? The FEIS needs to discuss potential impacts to private property owners.	See response to comment 17-1. Motorized Access maps do not depict open roads on private lands because the Forest Service has no jurisdictional authority to make designations on private lands. The Forest Service will work with the Division of Wildlife Resources and Box Elder County to mark motorized travel routes that are open to public use. The Forest Service only has jurisdictional authority to enforce its regulations on National Forest System lands. The Forest Service does not have the authority to close (or open) roads or trails on private lands.
71	2	Samuel Smith	Devils Gate/Public Grove	Has the Forest Service tried to close the illegal routes and monitor the unauthorized use on their land? Has the Forest Service tried using groups like the Dedicated Hunters to close routes?	See section 2.5.1 on the annual maintenance program. Section 1.3.2.3 Forest Plan identifies in the Forest wide Goal 8 - Enforcement, increasing the participation of individuals and organized groups in monitoring uses.
71	3	Samuel Smith	Devils Gate/Public Grove	Is the Forest Service relying on Box Elder County's assertion that these are public roads? What happens if the County vacates their claim? The Forest Service should postpone any decision until the County makes a final decision on the status of the road.	The Forest Service recognizes the county's right to determine what is included in the county road system. If the county were to vacate its claim on these roads the Forest Service would restrict motorized access on National Forest System lands adjacent to the private land in question.
71	4	Samuel Smith	Devils Gate/Public Grove	Concerned that other routes that avoid public land were not considered. If other routes are not feasible then measures to mitigate and monitor impacts to private land should be developed including compensation for damage incurred on private land from ATV's not staying on designated routes.	See comment 17-1. Also see section 1.6.5 in the FEIS.
71	5	Samuel Smith	Devils Gate/Public Grove	Has the Forest Service ever maintained roads that go through private land? Who will maintain the roads in the future? Will the roads be widened to allow two ATV's to safely pass one another? Is the Forest Service liable if ATV's roll off of the road and further damage private land?	The Forest Service has no records to indicate it has ever maintained roads located on private lands in the Devils Gate area. Maintenance responsibility on county roads that traverse private land is the responsibility of the county. The Forest Service assumes no liability for personal injury or property damage that occurs on private land. See section 1.6.5 in the FEIS.
71	6	Samuel Smith	Devils Gate/Public Grove	Will approval of this plan affect winter use on the private land? How would winter use affect wildlife? Would there be any seasonal closures? How would they be patrolled?	This plan has no affect on winter use on private land. See Chapter 2 for a detailed description of the seasonal closures that are proposed by Alternative.

71	7	Samuel Smith	Devils Gate/Public Grove	What liability will private land owners have if the public leaves the designated routes?	This comment is beyond the scope of this analysis.
71	8	Samuel Smith	Devils Gate/Public Grove	Feels the private landowners should be able to charge the Forest Service or public a fee for use of private land.	Comment noted.
71	9	Samuel Smith	Devils Gate/Public Grove	Concerned people using the trails will be hunting and shooting on the private land. Who will monitor and sign so these activities are prohibited?	It is the responsibility of the landowner and local governments to post private property. The Forest Service will work with Box Elder County to develop signing notifying users they are crossing private property.
71	10	Samuel Smith	Devils Gate/Public Grove	Concerned there will be an increased risk of human caused fires on private land. How will the Forest Service control this?	Initial Fire control is managed by a Mutual Aid Agreement with the State, BLM, and Forest Service. In the event of a fire in this area, the closest resources would respond for initial attack. In an extended attack, the location of the fire will determine the jurisdiction. Fire Prevention messages are well known and common advocating the message of fire awareness.
71	11	Samuel Smith	Devils Gate/Public Grove	Concerned that ATV abuses will drive off people that have run cattle on their private property and this will adversely affect them.	The road and trail system will be patrolled by personnel from the Box Elder County Sheriff's Department, the Utah Division of Parks and recreation, the Utah Division of Wildlife Resources and the Forest Service.
71	12	Samuel Smith	Devils Gate/Public Grove	If Forest Service efforts at law enforcement have not worked in the past why will they work now?	See comment 71 - 11 and section 1.6.5 in the FEIS.
72	1	Pete Edmondson	General	Would like to see more ATV opportunities	Thank you for your comment. The FEIS describes a range of Alternatives for motorized trail access. Section 2.4 - Alternatives Considered in Detail include actions for more motorized ATV opportunities on trails analyzed in this document.
73	1	James and Nancy Lombardo	General	Against opening any more routes to ATV's including snowmobiles. Feels there needs to be places available for people to go that are non-motorized.	The FEIS describes a range of Alternatives that address your concern, i.e.. See Chapter 2, Alternative, also see Chapter 4, 4.7 Effects on recreation. Snowmobiling is not part of the scope of FEIS, see winter recreation plan Revised Forest Plan for more information for area open or closed to winter motorized activities.
74	1	Dick Coppock	General	Feels that the motorized recreationists contribute significant volunteer manpower and funding for the care and maintenance of trails	Thank you for your comment. Section 1.3.2.3 Forest Plan identifies in the Forest wide Goal 8 - Enforcement, increasing the participation of individuals and organized groups in monitoring uses.

75	1	Mary Tullius Utah Division of Parks and recreation	Pete's Hollow Trail	Recommends the portion of the Box Elder Creek ATV Trail #26010 from Dock Flat to the Pete's Hollow Trail #26022 should be left open for motorized use as it is stated in the Forest Service preferred Alternative.	The FEIS describes two actions for the Box Elder Creek trail. If the final decision is to add this route to our managed system of trails, it will be managed to Forest Service Standards as indicated in section 4.3.4 Methods and Assumptions.
75	2	Mary Tullius Utah Division of Parks and recreation	Pete's Hollow Trail	Recommends that should a public right of way be proven to the Forest Service boundary and that funding is secured to improve the trail this route (Brigham City--Dock Flat) should be designated motorized.	The FEIS describes a range of Alternatives for the Petes Hollow trails in section 2.7.2
76	1	Jere Wiederholt	General	Prefers no motorized trails in roadless areas.	Section 4.10 discloses the effects of roads and/or motorized trails on roadless values.
77	1	Jan St Clair	General	Prefers Alternative that places the most emphasis on wildlife	Thank you for your comment.
77	2	Jan St Clair	General	Motorized trails should not be placed in roadless areas	Section 4.10 discloses the effects of roads and/or motorized trails on roadless values.
77	3	Jan St Clair	General	Motorized trails should not be placed where they eliminate opportunities for quite recreation	The FEIS describes a range of Alternatives that address your concern, i.e.. See Chapter 2, Alternatives. Also see Chapter 4, 4.7 Effects on recreation.
77	4	Jan St Clair	General	Roads and trails should be located where they can be adequately maintained to prevent rutting, widening, and erosion.	FEIS section 4.4.4 discloses the effects of soil erosion and rutting from the both the illegal user developed trails and designated system trails associated with the proposed action and its Alternatives. FEIS section 4.4.3 assumes that all system roads and trails will be located to Forest Service standards that allow for properly drained trail surfaces and minimize that prevent trail rutting, erosion, and widening. FEIS section 1.3.2.3 further defines the Forest Service standards that roads and trails will be managed to.
77	5	Jan St Clair	General	No new motorized trails should be built where invasive plants are present	See response to comment letter #104 comment #6.
77	4b	Jan St Clair	General	Prefers Alternatives where watershed protection takes precedence over additional ATV trails.	FEIS section 4.3.2 frames the analysis of watershed protection in terms of the potential of roads and trails to impact water quality based upon their proximity to streams. FEIS sections 4.3.5.1 and 4.3.5.2 disclose that immeasurable improvements in water quality would occur, under the proposed action and its Alternatives, when unauthorized roads and trails are closed and rehabilitated

78	1	Catherine Sharpsteen	General	Adding a motorized trail in the Mollens Hollow overlook area would make it easy for ATV's to stray into nearby sensitive areas.	Thank you for your comment. The FEIS sections 1.3.1, 2.6, 2.8 and Appendix D disclose that user education and law enforcement are also needed to control route pioneering and other forms of non-compliance with the Revised Travel Plan.
79	1	Ann Huss	Mollens Hollow, Public Grove and Box Elder Creek	Against opening ATV routes in the Mollens Hollow, Public Grove and Box Elder Creek areas because of the disregard for nature.	The FEIS describes a range of Alternatives for motorized use of the referenced areas. Section 2.4 - Alternatives Considered in Detail include actions on those trails analyzed in this document. In section 1.3.1- Purpose and Need for the Proposed Project, it states that this plan is needed by the public for a safe and reliable system of roads and trails that provide for quality motorized and non-motorized recreation in addition to providing for The alternative wildlife habitat, vegetation, stable soils, and high quality water. This section acknowledges the "need to address the dramatic increase in demand for motorized recreational experiences."
80	1	Gerald and Mary Ann Thompson	General	Ogden District does not have the resources to manage the existing trail system	Thank you for your comment. The FEIS identifies this Issue in section 1.6.5 was not addressed in this analysis.
80	2	Gerald and Mary Ann Thompson	General	Prefers Alternative that emphasizes protection of wildlife	Thank you for your comment.
80	3	Gerald and Mary Ann Thompson	Public Grove	Have witnessed off road damage done on non-designated roads at Public Grove by vehicles and would prefer the road be closed rather than allow more of this abuse to occur.	FEIS section 1.3.2.3 specifies that the Revised Ogden Ranger District Travel Plan will follow Forest Plan direction on page 4 -142 for the Public Grove area that will result in clearly marked designated off road vehicle routes, and the closure/restoration of illegal trails and OHV activity.
81	1	Garth Barker	RS2477 Roads	Feels the travel plan revision should be tabled until the RS2477 issues in Box Elder and Cache County are resolved.	The FEIS had disclosed in section 2.5.13 R.S. - 2477 Roads that individuals and entities may have established valid existing rights under R.S. 2477. Determination of those rights is not within the scope of this decision but will be made at the time each county submits the necessary claims.
82	1	Dan Schroeder	Corrections	Table of corrections	Corrections received.
83	1	Katie Dickson	Skyline Trail	Feels the Skyline trail should remain open with no restrictions. The mountain goat population is healthy and they seem to be impacting the vegetation.	See response 103-1.

84	1	Paul Henry	General	Feels providing a good ATV system will tend to draw in more responsible users who will put pressure on the irresponsible users	Thank you for your comment. Section 1.3.2.3 Forest Plan identifies in the Forest wide Goal 8 - Enforcement, increasing the participation of individuals and organized groups in monitoring uses.
84	2	Paul Henry	Red Spur	Leave the road open to the overlook.	The FEIS describes a range of Alternatives for the Red Spur road #20218 in the FEIS section 2.7.2 .
84	3	Paul Henry	Middle Ridge Power line and Silvia Hollow	Opening would provide additional motorized loop opportunities	The FEIS describes a range of Alternatives for the trails in the Monte Cristo area in section 2.7.2 - Relative Changes to Transportation System by Alternative. This includes proposals for making Silvia Hollow and the Power line road open motorized routes.
84	4	Paul Henry	Dry Bread Upper and xx11 ATV Trail	Favors because it would provide more short ATV loops in popular dispersed camping areas.	Thank you for your comment. The FEIS describes a range of Alternatives for the trails in the Dry Bread area in section 2.7.2 - Relative Changes to Transportation System by Alternative. This includes the trails you indicated.
84	5	Paul Henry	Dairy Wash ATV #xx14 to Dairy Ridge Road	Needed to provide a loop	The FEIS describes a range of Alternatives for the trails in the Monte Cristo area in section 2.7.2 - Relative Changes to Transportation System by Alternative including building the Dairy Wash ATV trail to connect Dairy Ridge to Wasatch Ridge roads.
84	6	Paul Henry	Box Elder Creek Trail #26010	Needed to provide a loop opportunity or Alternative to the Willard Mountain Road	Thank you for your comment. The FEIS describes a range of Alternatives for the Box Elder Creek trails in the Willard in section 2.7.2 - Relative Changes to Transportation System by Alternative. This includes the trails you indicated.
84	7	Paul Henry	Pete's Hollow #26022	Need the access from Brigham City. If it cannot be included as an ATV route then it should be added as a single track.	The FEIS describes two action Alternatives for the Petes Hollow trails FEIS section 2.7.2.
84	8	Paul Henry	Public Grove	Public Grove Road #20220 is needed for a connection to the Devils Gate area.	The FEIS describes a range of Alternatives for the Public Grove Road in section 2.7.2 - Relative Changes to Transportation System by Alternative.
84	9	Paul Henry	Devils Hole Trail #xx30	Devil's Hole Canyon ATV trail provides needed loop opportunities and a route to get ATV's off of the busy Willard Mountain Road	Thank you for your comment. This trail is included in all action Alternatives because of concern for use on the Willard Mountain. Road.
84	10	Paul Henry	Skyline Trail	This is an outstanding single track opportunity. The seasonal closure is not needed as the goat population seems to be thriving.	See response 103-1.
84	11	Paul Henry	Lewis Peak Trail #6041	This trail provides scenic views for single track users.	The FEIS describes a range of Alternatives for the Skyline and Lewis peak trails. Section 2.4 - Alternatives Considered in Detail include leaving this trail motorized or managing it as a non-motorized trail.

84	12	Paul Henry	Coldwater Peak Trail #6087	Feels this is a good Alternate and connection for single track users	The FEIS describes a range of Alternatives for the Skyline and Lewis peak trails including the Coldwater Peak trail. Section 2.4 - Alternatives Considered in Detail include leaving this trail motorized or managing it as a non-motorized trail.
84	13	Paul Henry	City View Trail #6040	Feels this is a good Alternate and connection for single track users	The FEIS describes a range of Alternatives for the Skyline and Lewis peak trails including the City View trail. Section 2.4 - Alternatives Considered in Detail include leaving this trail motorized or managing it as a non-motorized trail.
85	1	Diane Tracy	Public Grove	Concerned about rutting and loss of vegetation, litter around dispersed campsites, paint on trees from paint balls, and vandalism to Forest Service signs. For these reasons the Public Grove 4x4 road should be closed.	The impacts of each Alternative are described in Chapter 4. Also see comment 24 - 1.
85	2	Diane Tracy	General	Need more information signing so travelers will know what is open and what is closed. Signs need to be consistent and standardized.	The FEIS in section 3.2 describes the methods roads will be signed. This policy may change based on implementation of a new national policy on motorized recreation.
85	3	Diane Tracy	General	Forest Service should consider establishing trail user zones that considers backcountry areas, scenic corridor zones, and high use zones.	The Wasatch-Cache Forest Plan uses Management Prescription Categories (MPCs) to provide a general sense of the management or treatment of the land. The FEIS summarized the MPCs for the Ogden Ranger District in section 1.3.2.3 Forest Plan. These prescriptions and Recreation Opportunities (ROS) are similar to the trail user zones you describe.
85	4	Diane Tracy	General	In high use area the Forest Service should provide trailheads with maps, parking areas and toilets.	The Forest Service does provide many trailheads with maps, parking and toilets in high use areas.
85	5	Diane Tracy	Enforcement	Users need to know that the rules will be enforced.	We agree with this statement. Section 1.6.5 states this as an issue not addressed by this decision but implementation described in the Record of Decision Section II. Decisions and Reasons for the Decision states that education of users and enforcement of restrictions is critical to implementation.
86	1	Kevin Jeppsen	Willard Lake Trail #6090	Feels this trail should remain open to motorcycles because it is the only way to access the Skyline Trail from Willard Basin.	This route is not the only way to access the Skyline trail from Willard Basin. The Willard Mountain road which is open to motorized travel ends at the Skyline Trail. Improvements to the Inspiration Point trail will provide new access to the Skyline Trail.

86	2	Kevin Jeppsen	Pete's Hollow Trail #26022	Feels that because this trail has been in use for so long it should remain open to motorcycles. Over time it could be improve to meet ATV standards and opened to that type of use when appropriate.	The motorized use in and around Pete's Hollow Trail on National Forest has not been open to public motorized use in the last twenty years. The decision to open this trail to motorcycles will depend on the need for a transportation route, with the past history of use only a minor factor.
86	3	Kevin Jeppsen	Grizzly Peak Rd	Feel this road should remain open to ATV's and expanded to connect with an existing road to the White Rock area above Willard	The FEIS describes a range of Alternatives for the trails in the Willard and Grizzly Peak area in section 2.7.2 - Relative Changes to Transportation System by Alternative. This includes proposals for keeping Grizzly Peak road open as a motorized route.
86	4	Kevin Jeppsen	Chilly Peak Trail	Feels one of the two trails heading off Chilly Peak down into the North Fork of the Ogden River should be opened to motorcycles to create a loop opportunity over to the Avon Liberty Road.	The two trails mentioned, Ben Lomond trail #6042 and Cutler Basin trail #6085 were not analyzed as motorized routes in this assessment. They are both currently managed as non-motorized routes.
86	5	Kevin Jeppsen	Box Elder Creek Trail #26010	Feels this trail should remain open to Perry Reservoir because it provides a nice spot to visit. Feels that with education and improved signing past problems can be remedied.	The FEIS describes a range of Alternatives for the trails in the Willard and Perry Reservoir area in section 2.7.2 - Relative Changes to Transportation System by Alternative. This includes proposals for keeping Perry Reservoir road open as a public motorized route and addition of the Box Elder Creek ATV trail.
86	6	Kevin Jeppsen	Weber-Box Elder County line road: Willard Basin Rd to Public Grove	This road should be opened as it would provide an excellent loop opportunity.	Most of this route is outside of the Forest Service property and would require Box Elder County making it a public road. It is not on the county system at this time.
86	7	Kevin Jeppsen	Avon Gravel #26743 -- Jensen Spur Loop	This route should be opened to provide for additional dispersed camping opportunities and to relieve ATV traffic on the Avon - Liberty Road.	The Avon Gravel pit was abandoned and closed in the 90's. The road to the pit and past was also physically closed at that time since the road was not on the current Travel Plan as an open public road. The issue of excessive ATV traffic on Avon-Liberty road has not been a significant concern.

87	1	John Borg	Lack of a comprehensive route inventory	Concerned that the lack of a comprehensive and publicly reviewed route inventory at the beginning of the process significantly influenced the direction and scope and negatively affected the ability to create a manageable motorized trail system. The DEIS incorrectly considers trails that exist on the ground but that are not classified in the inventory as "new construction".	The existing Ogden Travel Plan revision in 1999 designated motorized roads and trails and this information was used as a base line for all of the alternatives. An inventory was completed by FS personal that verified and mapped existing designated classified routes and unclassified abandoned and user created routes prior to public comment. See Revised Forest Plan FEIS Chapter 1, section 1.3.1. Public comment has been an integral part of identifying issues, routes and development of alternatives. See Chapter 1, section 1.6 Public Involvement FEIS. FSM 7705 defines New Road Construction as: Activity that results in the addition of forest classified or temporary road miles (36 CFR 212.1).
87	2	John Borg	General Bias against OHV recreation	Concerned there is an unjustified bias against motorized recreation and trails in the DEIS.	The Environmental Impact Statement has a full range of alternatives for motorized access including proposals for additional motorized opportunities.
87	3	John Borg	Proposed Action	Concerned that there were several features (cited) in the Proposed Action that were not included in any of the DEIS Alternatives.	The roads and trails proposed in the Scoping Proposed Action that were not taken forward to the Draft EIS were removed because of comments during scoping along with further consideration by the Forest Service.. Section 2.2 describes how the Alternatives were formulated.
87	4	John Borg	Purpose and Need	Good job describing need for managed motorized recreation and acknowledging that many undesignated routes are historic in nature not recently pioneered.	Thank you for your comment.
87	5	John Borg	Wildlife Habitat	Concerned that too much emphasis is put on negative effects of motorized users and that impacts from humans on foot, horseback or mountain bike is ignored. Suggests some wording that could be used to improve the point that human disturbance is relative.	The Ogden Travel Plan EIS primarily addresses motorized routes, thus the emphasis is the effects of motorized activities. See Section 4.14 Cumulative Effects analysis for other activities.
87	6	John Borg	Regional Wildlife Corridor	Concerned that if this process was proposing major highways then impacts to the lynx corridor is a legitimate issue. Since forest roads are less traveled, with slower vehicles, for shortened seasons, etc. it should be a non-significant issue	See Section 4.6.3.3 Effects on federally Listed Threatened, Endangered, Proposed, and Candidate Species: Canada Lynx. "The effects are primarily related to the information that roads and trails may reduce the value of some lynx habitat by the removal of vegetation cover."

87	7	John Borg	Roadless Areas	Concerned that the DEIS is in effect increasing roadless area protections. ROS decisions were already made in the Forest Plan Revision. See suggested wording.	In the Revised Forest Plan FEIS roadless is a inventory to identify characteristics on forest service lands. See Chapter 3, section 3.10 Roadless Areas. Even though ROS decisions were made in the RFP it was recognized that ROS would be dynamic as a guideline and could potentially change as road maintenance level were modified and or travel management direction was changed. See pg. 4-80 ROS Application to Travel Planning and Management, RFP.
87	8	John Borg	Roadless Areas	Feels that the refined route inventory should be reviewed by the public to determine the existing trails. Trails that existed prior to the Revised Forest Plan should not be considered new trail construction.	See reply to letter 87, comment 1.
87	9	John Borg	recreation	Concerned that the recreation issue statement should be redefined to narrow the issue to trail-based OHV opportunities, OHV recreation and motorized access.	The recreation significant issue on page 1 - 10 summarizes the issues raised by the public during scoping and internal concerns. Those comments were from both pro-motorized and anti-motorized individuals.
87	10	John Borg	recreation	Concerned that the term "diversity" should be narrowed to diversity of motorized routes and motorized opportunities.	Thank you for your comment. The term "diversity" was used to describe a variety of recreation opportunities including motorized and non-motorized uses.
87	11	John Borg	recreation	Concerned that the statement "additional ATV trails would dramatically increase the number of out of the area users to the District" should be considered a separate issues so it does not become confused with the Shoshone issue.	See section 1.6.5 listing the comment about additional increases in ATV uses was not addressed in this analysis.
87	12	John Borg	Wildlife Habitat	Concerned that there are many activities that can negatively affect wildlife and that singling out ATV use does not provide any indication of overall habitat effectiveness. Feels that the Forest Service should also quantify other potential impacts such as grazing, drought, hunting, non-motorized recreation, predation, etc., to determine the overall significance of motorized use on wildlife habitat.	The Ogden Travel Plan EIS primarily addresses motorized routes, thus the emphasis is the effects of motorized activities. See Section 4.14.6 Cumulative Effects on Wildlife for the effects of other activities.
87	13	John Borg	Regional Wildlife Corridor	Concerned that the Forest Service has overstated the effect of roads on lynx habitat. DEIS should only be considering effects of Type 3, 4, and 5 roads that are typical of what is found on the National Forest. The significant impacts to lynx habitat are really the major roads like US 39, US 89, I-84 and I-80 which are outside of the Ogden Ranger District.	See Section 4.6.3.3 Effects on federally Listed Threatened, Endangered, Proposed, and Candidate Species: Canada Lynx. "The effects are primarily related to the information that roads and trails may reduce the value of some lynx habitat by the removal of vegetation cover." The FEIS describes which highways are located within the Ogden Ranger District and which may effect lynx.

87	14	John Borg	Roadless Areas	Concerned that the narrative comparison is very subjective and biased. Feels there is an attempt to adjust decisions that were made in the Forest Plan toward more protection of roadless areas. Feels the DEIS indicates a trend that will result in a one-way loss of multiple use values.	The FEIS describes a range of alternatives that address your concern.
87	15	John Borg	recreation Issue	Concerned that by including non-motorized and motorized recreation as the same issue and using a single measurement indicator (ROS) the DEIS has eliminated the possibility of improving both. This indicates that the range of Alternatives is not sufficient since none of the Alternatives improves OHV recreation.	ROS is a descriptive method of describing the potential of both non-motorized and motorized experiences within a defined area in relationship to types of activities that are occurring. Semi-Primitive Motorized acres show the potential for self reliance, courser surfaced and slower speed travelways that could offer more of challenge to recreationists. See the FEIS for clarification of analysis for the change in the types of motorized and non-motorized travel. The theme of alternative 2 was to improve motorized recreation opportunities.
87	16	John Borg	Shoshone Trail	Concerned that the economic benefits of the Shoshone Trail should be analyzed. Analysis should recognize that most non-motorized use is occurring in SPM and most improvements to the motorized trail system would have little effect on non-motorized recreation.	Decisions about the Shoshone Trail are not being made in this Travel Plan. Economics were analyzed in Chapter 4 for each Alternative.
87	17	John Borg	Safety	Concerned that because safety is related to route designation it should have been a significant issue. Forest Service should consider adding safety or traffic analysis to the process.	The route designation decisions were based on a broad variety of issues, including safety. The issue of safety was not identified as a significant issue in the analysis.
87	18	John Borg	Alternative Formation	Feels issues need to be re-evaluated so that they better address multiple use values, economic benefits, and trail-based motorized values.	The range of Alternatives in Chapter 2 addresses multiple use values, economic benefits and trail-based motorized values.
87	19	John Borg	Alternative Comparisons	Feels that there is a significant difference between current conditions and what is identified in the No Action Alternative. Concerned that many motorized recreationists, because trails are not adequately signed, are not aware that many of the trails they have been riding are actually closed trails. This has resulted in many motorized recreationists incorrectly thinking that the Ogden RD motorized trail system is adequate. Feels that the current conditions should be compared against all of the Alternatives so public can get a more realistic impression of the effect on motorized recreation.	It would be impossible for the Forest Service to fully understand the relative impression by the public of what roads were open or closed. This plan defines how these roads will be managed or changed from the existing management decisions including tactics to ensure the public knows which routes are open or closed.

87	20	John Borg	Single Track trails	Single track motorized trails are not identified as a separate entity in the comparisons or on the maps. Concerned that this is going to cause confusion with motorized recreationists who get the false impression that all motorized trails are open to ATVs. Clearly show in all comparison tables and on all maps a distinction between motorized single track and ATV trails.	Thank you for your comment. The final EIS will clarify the difference between single track motorized trails and ATV trails. See section 2.7 in the FEIS.
87	21	John Borg	General	Concerned that because Alternative 1 is designed to create or increase wilderness values where they currently do not exist. Feels that this Alternative will be unmanageable and will lead to more enforcement problems. Feels this Alternative cannot be considered in the final Travel Plan	The consequences of each Alternative are evaluated and disclosed in Chapter 4 of the FEIS. All of the Alternatives including Alternative 1 were considered (as required by NEPA 40CFR1502.14) in the final travel plan EIS.
87	22	John Borg	ROS	In Alternative 2 there is a concern that there should be the possibility of suggesting other trails in SPNM which may be valuable additions to the motorized trail system.	The FEIS describes a range of Alternatives that address your concern by proposing the creation of new routes or the eliminations of routes. Section 4.7 on effects to ROS.
87	23	John Borg	ROS	Concerned that in the DEIS, ROS is being used as a firm standard going into the process and that motorized routes are only considered in SPM or higher. The action Alternatives however in the DEIS contain incremental shifts in ROS to increase SPNM and P which results in an incremental loss of areas where motorized trails can exist.	ROS is a descriptive method of describing the potential of both non-motorized and motorized experiences within a defined area in relationship to types of activities that are occurring. See Chapter 4 of the FEIS for the ROS process used in this analysis.
87	24	John Borg	General	Concerned that ATV riders may be misled because the summary only identifies motorized trail mileage and doesn't split out motorcycle only. This in effect overstates ATV mileage by 22.5 miles.	Thank you for your comment. The final EIS will clarify the difference between single track motorized trails and ATV trails in Section 2.7.1.
87	25	John Borg	General	Feels that of the action Alternatives, Alternatives 2 is the only one that will provide a reasonable managed trail-based motorized system.	Comment noted.
87	26	John Borg	Skyline Trail	Concerned that despite the fact that the Skyline trail has been open to motorcycles the entire period of time since the mountain goats were introduced in the Willard Peak area and its population has increased nearly 1800% the Forest Service is even thinking of a seasonal closure. If it is closed seasonally to motorcycles then it should also be closed to non-motorized recreationists as well.	See FEIS sections 3.6.2.1 and 4.6.3.1 Mountain Goats.

87	27	John Borg	General	Concerned that this Alternative cannot meet the need for a motorized trail system and that it should not be considered in the FEIS.	The consequences of each Alternative are evaluated and disclosed in Chapter 4 of the FEIS. All of the Alternatives including Alternative 3 were considered (as required by NEPA 40CFR1502.14) in the FEIS.
87	28	John Borg	Skyline Trail	Concerned that the seasonal closure for goat kidding is not needed. The population has increased nearly 1800% in ten years despite the fact that the trail has been open to motorcycles with no restrictions.	See FEIS sections 3.6.2.1 and 4.6.3.1 Mountain Goats.
87	29	John Borg	General	Feels that this Alternative marginally meets the needs of motorized recreationists.	Comment noted.
87	30	John Borg	Alternative 4	Concerned that some users will confuse Alternative 4 with what is actually out on the ground. Alternative 4 in effect reduces the motorized trail system on the Ogden RD to complete failure.	The consequences of each Alternative are evaluated and disclosed in Chapter 4 of the FEIS. All of the Alternatives including Alternative 4 (no action) were considered (as required by NEPA 40CFR1502.14) in the FEIS.
87	31	John Borg	Annual O&M Plans	Feels that if motorized recreationists are given opportunities to meet their needs and expectations there is a good probability they will respond by actively participating in volunteer projects and peer patrols.	Thank you for your comment. The Forest Plan Goal #8 and the FEIS Appendix D Mitigation and Monitoring address the use of volunteers and peer patrols in travel management.
87	32	John Borg	Annual O&M Plans	The SWECO trail cat will provide increased efficiency (lower cost) on trail maintenance projects.	Thank you for your comment. The trail cat was purchased specifically for trail maintenance and construction. A significant amount of funding was awarded by the State of Utah motorized and non-motorized fiscal assistance program.
87	33	John Borg	Concentrated use and dispersed recreation areas	Feels the Forest Service should consider creating "kids loops" near concentrated use areas. Could feature kiosks, signage, and other features to educate young riders on trail ethics etc.	The Concentrated use Area plans in Appendix C describe the proliferation of OHV user trails in and around the dispersed camping areas. Many of these are created by users as kid loops.
87	34	John Borg	Mixed Use Analysis	Concerned that the EIS needs to contain more information regarding the mixed use analysis i.e.. Maps or lists of roads and type of permitted use.	The Mixed Use analysis was used to determine the uses of the lower standard roads. This document is available in the project record. The determination of the Mixed Use analysis would allow unlicensed ATVs on a majority of forest roads, especially where ATV traffic is currently occurring.
87	35	John Borg	Mixed Use Analysis	Concerned with how this analysis will be used in the context with other changes i.e.. The dramatic conversion of SPM to SPNM and RN. Mixed use analysis factors include ROS which could be used to suggest that OHV use is incompatible with street legal vehicle use.	A description of how ROS was applied in the different Alternatives is included in chapter 4 of the FEIS. This analysis will be a valuable tool used in our future decisions.

87	36	John Borg	Motorized Emphasis Trails	Forest Service should consider the concept of establishing "motorized emphasis" trails on which non-motorized use should be discouraged.	Thank you for your comment. This type of emphasis is not a common tactic for trail management. Section 2.5.6 discusses the relationship of non-motorized use on Motorized trails.
87	37	John Borg	Roadless Areas	Feels that motorized equipment on motorized trails in roadless areas should not be restricted to 50" or less. Feels full sized 4WD trails should be accommodated.	Forest Service Manual 2353.05 defines a "trail" as "a commonly used term denoting a pathway for purposes of travel by foot, stock, or trail vehicles." It also defines "trail vehicles" as "vehicles designed for trail use, such as bicycles, snowmobiles, trail bikes, trail scooters, and all terrain vehicles (ATV)." In contrast, it defines "a four wheel drive way" as a "a National Forest System road included in the Forest Transportation Atlas and commonly used by four-wheel drive, high-clearance vehicles with a width greater than 50 inches unless designated and managed as a trail." Also see response to comment 87 - 38.
87	38	John Borg	Roadless	Concerned that the DEIS has no authority to limit equipment on motorized trails in roadless areas to 50" or less. Feels that Forest Service Manual 2352.1 indicates otherwise.	Forest Service Manual 2352.1 says to "manage four-wheel drive ways as part of a National Forest Transportation System (Forest Service Manual 7703)." and to "restrict use to specific vehicle types to achieve recreational objectives (Forest Service Manual 7730)." The approved final Travel Plan will accomplish Forest Service Manual 2352.1.
87	39	John Borg	White Arrow Logo	Concerned that the policy should be that roads and trails are closed unless they are designated open rather than closed unless they are posted open. The later will result in much confusion if the White Arrow signs are missing.	The concept of the "White Arrow" signing is that the sign is necessary for the road or trail to be open for public motorized use. We will also be using signs marking roads closed to motorized travel. Section 2.5.17 will be the primary signing tactic.
87	40	John Borg	White Arrow Logo	Feels that the FEIS should emphasize the use of the Travel Plan Map and White Arrow to help users stay on designated routes. Additional information is needed along with the White Arrow to show what uses are designated on the route.	We agree that there is a need to use a combination of a Travel Plan map and route signing on the ground. The Record of Decision is in full compliance with the National Motorized Rule which directs the creation of Use maps and designated routes.
87	41	John Borg	Monitoring	Concerned that trail monitoring should include a mechanism to acquire information on how the trail can be improved to meet the motorize user's expectations. Should consider utilizing surveys to gather this type of information. Consider contacting the Fishlake NF for more information on their experience with the Paiute Trail.	Section 2.6 Monitoring Activities Common to All Alternatives lists recreation expectations as a specific thing we intend to monitor. This is primarily the motorized uses.

87	42	John Borg	Monitoring	Concerned that Table 2.7.1 incorrectly states that Alternative 4 offers "moderate motorized trail opportunity". Feels that in fact No Action offers inadequate motorized opportunities.	Thank you for your comment. The amount of motorized opportunity in Alternative 4 is a moderate level in relation to the other Alternatives.
87	43	John Borg	Forest Plan Consistency	Concerned that the DEIS action Alternatives dramatically change the ROS allocations which would lead to the need for a Forest Plan amendment. Feels that ROS should be kept the same except for minor adjustments based on the improved route inventory or new motorize routes that are within 1/2 mile SPNM.	ROS classifications are guidelines. Page 4-36 of the Revised Forest Plan states: "Guideline: statements describing a preferred or advisable course of action that is generally expected to be carried out. Deviation from compliance does not require Forest Plan amendment. Also see the Revised Forest Plan "ROS application and relationship to Travel Planning and Management", page 4-80.
87	44	John Borg	General	Concerned that Figure 3.1 unfairly creates the perception that the routes depicted on the map are all created by ATV's and appears to be intended as support for anti-motorized users.	The map shown as Figure 3.1 was intended to show the land ownership of the Ogden Ranger District. The FEIS map has been changed to remove many of the routes on private lands in this area.
87	45	John Borg	Signs	There is no NRCC standard or R4 guidance mandating the "closed unless posted open" policy. The FEIS should utilize "white arrow" pointers along with "open-to" symbols as well as "closed-to" symbols to designate trails. The Travel Map should be the trail reference for trail designations.	Section 3.2.2 Existing Conditions describes signs on the Ranger District as a general existing condition. The sign plan inventory mentioned in this section describes exactly what signs are used. The NRCC signing standards describes white arrows as directional signs as "recommended" not mandatory.
87	46	John Borg	Shoshone Trail	Feels that a large, connected trail system could provide many benefits, better compliance through adequate loop opportunities, foster volunteer interest, etc. But this depends on meeting OHV user needs and expectations.	Section 3.2.2 Existing Conditions describes the existence of the Shoshone Trail on the Ranger District as a general existing condition. We generally agree with your comment.
87	47	John Borg	Soils	Feels that a well designed, managed trail system has minimal impact to soils. An insufficient trail system will lead to continued non-compliance, pioneering of routes and associated erosion problems.	While we agree in general with your comment, FEIS sections 1.3.1, 2.6, 2.8 and 2.9 disclose that user education and law enforcement are also needed to control route pioneering and other forms of non-compliance with the Revised Travel Plan.
87	48	John Borg	Rare Plants	Feels that the impact from OHV's on rare plants in the vicinity of Willard Peak has been overstated 3.5.2.1. Legal OHV use will have no impact on the sensitive plants, since OHV's are restricted to designated trails.	The FEIS discusses the fact that sheep and foot traffic are a bigger concern. Section 3.5.2.1 states ..(rare) plants can be negatively affected by a variety of activities human and non human. Human activities include illegal ATV use, hiking, camping..... This section does not mention or imply threats to rare plants from legal ATV use.

87	49	John Borg	Wildlife Area of Influence	Feels that it would be more meaningful to show the amount of the DWR Harvest Unit that is influenced by the Ogden RD rather than how the Ogden RD is broken into harvest units. Suggests replacing Table 3.6.1 with the one provided in the comment letter.	We agree. The percentages calculated and provided in the draft were to represent the percentage of US Forest Service acres within the specific harvest unit. Changes were made to FEIS section 3.6.1.
87	50	John Borg	Wildlife Big Game Species	Feels that in addition to displaying herd size it would be important to valuable to also display the Ogden RD portion of deer and elk summer range. Feels that this would provide a ceiling for the maximum influence the Ogden RD could have on each unit. Comment letter includes an example for how this data might be displayed.	Thank you for your comment.
87	51	John Borg	Wildlife Big Game Species	Feels that an even more pertinent measure would be to only consider Ogden RD lands by MPC, ROS, etc. that are being considered for motorized roads and trails.	Thank you for your comment.
87	52	John Borg	TES Canada Lynx	Feels that because there is no scientific evidence that suggests the range of possible changes in low standard and motorized trail designations will impair connectivity or temporary habitat this insignificant issue should not affect the need to improve OHV opportunities.	Preliminary information available regarding lynx suggests that they do not avoid roads except for highways with high traffic volumes. The Lynx Conservation strategy recognized that many watersheds across the country are already highly roaded and research is needed to further investigate the effects of road density. Chapter 4 displays the effects of the Alternatives on lynx.
87	53	John Borg	recreation NVUM Project	Feels that the bulleted list of popular recreation activities on DEIS 3-31 is incorrect. Calculations should use % Main Activity rather than % Participating as the basis to calculate visits. Feels that the list is contrived and designed to diminish the ranking of OHV recreation. Comment letter includes a table that the writer feels would more accurately display the data.	This list is directly from the National Visitor Use Monitoring Program and is accurate See Literature Cited: USDA, Forest Service, June 2004 National Visitor Use Monitoring). Although we could display the data as suggested, we do not believe a change is warranted.
87	54	John Borg	recreation NVUM Project	Feels that it is important to emphasize the "local-applicability" of the information because the NVUM results look out of wacky for the east side of the Logan and Ogden RD's in relation to observed OHV recreation.	See comment 87 - 53.
87	55	John Borg	Motorized recreation	Feels that the Ogden Rd is one of the closest places on the Wasatch Front with OHV opportunities. Provides a table that shows that when OHV registrations from Salt Lake and Morgan Counties are added to the information provided in the DEIS it shows that over 50% of the registered OHV's in Utah are within a 1 hour drive of the Ogden RD.	Thank you for your comment. The Utah registration number for 2004 were not used in this analysis but do show another significant increase in the number of registered vehicles in northern Utah.

87	56	John Borg	Motorized recreation	Feels that the DEIS should recognize that OHV recreation has been already displaced from most areas close to the Wasatch Front. For OHV recreationists living along the Wasatch Front the Ogden RD may provide the nearest available OHV opportunity.	FEIS section 1.3.1 Purpose and Need states "a travel plan revision is needed to address the dramatic increase in demand for motorized recreational experiences". This increase is related to the proximity to the Wasatch Front. Section 3.7.4 also addresses the amount of motorized recreation demand likely to occur near the Northern Wasatch Front.
87	57	John Borg	Non-Motorized recreation	Feels that there are many more opportunities for non-motorized recreation than there are for motorized. For example, in addition to having non-motorized access to practically all of the public lands in the Ogden area most of the land is exclusively non-motorized. For this reason the writer feels that additional motorized trails can be added without any significant impact to non-motorized opportunities.	Thank you for your comment. A significant issue described in table 1.6.1 was the diverse range of motorized recreation in the Ogden Ranger District. This analysis focused on summer time motorized access.
87	58	John Borg	ROS	Concerned that the DEIS does not disclose the fact that the amount of non-motorized opportunities is much more extensive than the ROS SPNM would indicate. Feels that the FEIS could be improved if a map showing the RFP ROS and a table showing how much of the Ogden RD has been allocated exclusively for non-motorized recreation.	A new ROS map is planned for the Forest showing the management changes in ROS classifications. The creation of that map is outside of this decision although the final Record of Decision is expected to be included in the generation of this map.
87	59	John Borg	Roadless	FEIS should use specific Forest Plan direction (MPC, ROS, etc) to guide route decisions in roadless areas. Roadless areas are not defacto wilderness.	Because roadless was identified as a key issue the Final EIS analyzed the effects to roadless characteristics. The Revised Forest Plan also emphasizes the desire to continue to manage inventoried roadless characteristics in those areas. See key issues and Alternative development in charter 1 and 2 of FEIS.
87	60	John Borg	Economics	Concerned that the Forest Service has ignored the economic benefits of an OHV trail system. Feels that the economic benefit to smaller communities in Rich and Box Elder County could be significant. Would like to see the economic benefits analyzed across each of the Alternatives.	Economic impacts were discussed in Chapter 3. Section 3.11.1 of the FEIS discloses that the Forest Plan analyzed how general impacts of National Forest Management and decisions of the WCNF relate to the local economy. The analysis in this EIS is limited to significant issues and economics was not considered.
87	61	John Borg	Hunting	Providing better trail systems could provide better hunting opportunities while reducing OHV impacts that are now occurring.	Providing better access can provide additional opportunities, but it may also increase hunter competition and quality of the hunting experience.
87	62	John Borg	Economics	Evaluate economic contributions across Alternatives.	see response to 87-60.

87	63	John Borg	Economics	Consider using the Paiute ATV Trail economic estimate (Reid, 2004), and the Colorado economic Survey (Colorado Off-Highway Vehicle Coalition, 2001) as references for this Travel Plan.	See response to 87-60.
87	64	John Borg	General	There needs to be a clear distinction between motorized single track and 50" ATV trails.	Motorcycle trails and ATV trails are described in the Final EIS.
87	65	John Borg	General	A complete route inventory map which shows roads by maintenance level, motorized single track trails, ATV trails, non-motorized trails, and inventoried unclassified trails needs to be provided.	No individual map was created with all these items. Separate maps were used during the analyses which do include most of this information.
87	66	John Borg	General	Clearly identify on maps and tables ATV trails from motorized single track trails.	The final maps will indicated motorized routes and the tables in the Record of Decision will indicated allowed types of vehicles. Motorcycle trails and ATV trails are described in the Final EIS.
87	67	John Borg	General	Changes to Alternative 2 could be made to achieve the same benefits water quality, wetlands, and aquatic resources as the other Alternatives.	The Decision Maker has the ability to combine Alternatives for the final decision.
87	68	John Borg	Silvia Hollow	Reopening the Silvia Hollow road would have little impact on sedimentation.	Silvia Hollow road was closed due to the resource damage (sedimentation) it was causing. Since the route is right next to the stream, reopening it would increase sediment input to Silvia Hollow.
87	69	John Borg	Water Quality	Water quality impacts could be reduced in Alternative 2 by adding gravel or season closures or improving drainage on Public Grove 4X4, Campground Spring Spur, Box Elder Creek Trail.	We agree with your suggestion. FEIS section 4.3.5.2 discloses that sedimentation will continue on certain roads under certain Alternatives, until practices such as graveling or drainage can be accomplished to minimize this effect.
87	70	John Borg	Perry Reservoir	Use the administrative closure of the Perry Reservoir Road in Alternative 2.	The Decision Maker has the ability to combine Alternatives for the final decision.
87	71	John Borg	Toads	Alternative 2 could utilize the reroutes around Boundary Spring and Buck Springs and retaining the closure or considering a reroute around Zion's Spring to protect boreal toad.	The final decision will have reroutes around Boundary Spring and Buck Springs but not Zion Springs.

87	72	John Borg	General	Closing a trail or road to motorized public does not eliminate the TSRC, which is the same whether the trail is motorized or non-motorized or the road is open or admin. The DEIS only considered motorized roads and trails.	We do not agree with your comment that TSRC conditions will be the same for closed roads and trails as they would be for those open to motorized use. FEIS section 4.4.4 discusses the effects on soils, particularly the recovery of those properties which influence TSRC classification, from the complete or administrative closure of roads and trails to motorized uses. The disclosure of TSRC acres in this FEIS section 4.4.4.1 varies between Alternative based solely on the quantity of illegal, unclassified routes that will be either completely or administratively closed. Text will be added to the FEIS to clarify our basis for TSRC calculations.
87	73	John Borg	General	When TSRC is calculated for all road and trail exposed soil, Alternative 2 results in a smaller TSRC than either Alternative 3 or 3a.	We agree that changing the assumptions upon which TSRC values are calculated would result in different summary values for the Alternatives. FEIS section 4.4.4.1 uses different assumptions than does your analysis, but since there are no Forest Plan standards or thresholds for TSRC, summary values will ultimately only be a minor consideration in the decision of which Alternative will be chosen for revision of the Ogden District Travel Plan.
87	74	John Borg	General	How does a few miles more or less of trail in a vegetative MIS community impact the ability for the community to provide its indication?	A few miles, more or less, would not impact the ability for the community to provide its indication.
87	75	John Borg	General	Road and trail density will be so low regardless of Alternative that there will be virtually no effect to indication function of the MIS community.	Thank you for your comment. Also see comment 87 - 74.
87	76	John Borg	General	If the trail is already there, why will the MIS community be affected differently if it's managed as motorized or non-motorized?	Continued expansion of the trails due to illegal OHV use could affect the MIS community. Comparisons of alternatives are based on legal managed route.
87	77	John Borg	Willard Peak	The EIS should identify the introduced mountain goats as an impact to rare plants.	The impacts to rare plants due to the introduced mountain goats are an accumulative effect. The direct effects of impacts to rare plants due to the introduced mountain goats are not analyzed in this EIS.
87	78	John Borg	Skyline Trail	Reinforce the EIS to show that most of the impacts to vegetation in the steep, rocky areas along the Skyline Trail are generally not caused by motorized recreationists.	4.5.4.1 Effects Common to All Alternatives discusses the effects to rare plants from activities other than OHV use.

87	79	John Borg	General	The Wisdom study (2004) has limited conditions that make its application to the Ogden RD questionable for a fair analysis of effects.	The Wisdom study is one of the best studies conducted examining the effects of recreation on elk. These studies have been highly recommended by the current chief and a former chief of the US Forest Service. As stated within the FEIS, numerous other studies demonstrate that elk are affected by roads and the associated disturbance (e.g. Rowland et al 2004).
87	80	John Borg	General	Consider the additional potential impact from non-motorized uses.	The Ogden Travel Plan EIS primarily addresses motorized routes, thus the emphasis is the effects of motorized activities. See Section 4.14.6 Cumulative Effects on Wildlife for the effects of other activities.
87	81	John Borg	General	The DEIS didn't consider that since non-motorized use can actually cause an increased flight response to mule deer, closing a trail to motorized use will not necessarily decrease disturbance.	The Ogden Travel Plan EIS primarily addresses motorized routes, thus the emphasis is the effects of motorized activities. See Section 4.14.6 Cumulative Effects on Wildlife for the effects of other activities.
87	82	John Borg	General	Using a measurement indicator for mule deer based on road and motorized trail alone is flawed, must include non-motorized trails too.	The Ogden Travel Plan EIS primarily addresses motorized routes, thus the emphasis is the effects of motorized activities. See Section 4.14.6 Cumulative Effects on Wildlife for the effects of other activities.
87	83	John Borg	General	None of the Alternatives could have significant effect on mule deer population.	Section 4.6.3.1 Effects on General Wildlife: Mule Deer displays the differences between Alternatives with regards to winter and summer range.
87	84	John Borg	General	Effects of drought, hunting, competition for winter range and other factors have more significant impacts on mule deer populations.	Section 4.6.3.1 Effects on General Wildlife: Mule Deer specifies "Factors which have been identified as key factors in the decline of mule deer...are as follows: decrease caring capacity on winter range, increased human population impacts, changes in livestock grazing practices on winter range, increased effects of predators, competition from elk on winter range, and changes in public values regarding management tools (UDWR 1999)".
87	85	John Borg	General	The patch size table should include "current conditions" based on management, which didn't discourage use on many trails not on the current travel plan.	Section 4.6.2 describes the effects analysis assumptions, one of which specifies that "unauthorized routes will be considered as closed for the effects analysis". The effects of each Alternative are described within chapter 4, so comparisons can be made between Alternatives. Chapter 3, wildlife describes the existing condition as the conditions under the current Travel Plan (Alternative 4).

87	86	John Borg	General	The overall insignificance of motorized trails across Alternatives should be emphasized.	Section 4.6.3.1 Effects on General Wildlife: Elk displays the differences between Alternatives with regards to winter and summer range and disturbance effects related to patch size.
87	87	John Borg	General	It appears that the DWR population objectives are either too high or the DWR is allowing too much harvest. Trying to blame shortfall on wheeled OHV's cannot be supported with science.	UDWR population objectives are beyond the scope of this project. The EIS, Section 4.6 displays the effects of the Alternatives on wildlife species.
87	88	John Borg	Willard Peak	The mountain goat population has been growing dramatically despite no seasonal restrictions. If there really is a need to protect kidding areas, a seasonal closure would apply to all uses.	FEIS sections 3.6.2.1 and 4.6.3.1 discusses Mountain Goats. Additional information has been added to the FEIS with regards to the effects of disturbance.
87	89	John Borg	Willard Peak	Non-motorized users, especially those with unleashed dogs have a greater potential for impact to mountain goats than motorcycles.	FEIS sections 3.6.2.1 and 4.6.3.1 discusses Mountain Goats. Additional information has been added to the FEIS with regards to the effects of disturbance.
87	90	John Borg	General	There is no need to do an analysis for a species (Grey Wolf) with no breeding pairs and no critical need for habitat on the Ogden RD.	FEIS sections 3.6.2.1 and 4.6.3.1 discusses the Grey Wolf.
87	91	John Borg	General	There is nothing to support that any changes proposed in road/trail densities on the eastern side of the Ogden RD will have a significant effect on the ability of dispersing Canada Lynx to travel in the corridor.	With regards to the lynx, Section 3.6.2.3 and Section 4.6.3.3 discusses the Canada lynx.
87	92	John Borg	General	The regional corridor should be evaluated on a regional scale.	Evaluating the corridor at the regional level is beyond the scope of this document. The Ogden Travel Plan EIS primarily addresses motorized routes, thus the emphasis is the effects of motorized activities. See Section 4.14.6 Cumulative Effects on Wildlife for the effects of other activities.
87	93	John Borg	General	All DEIS action Alternatives dramatically reduce SPM area on the Ogden RD by converting SPM to SPNM and RN ROS categories.	Section 4.7.2 lists ROS changed by proposed changes to the travel plan as a non-significant issue. Section 4.7.3 Effects Analysis Methods and Assumptions explain the changes to ROS based on the analysis methods used.
87	94	John Borg	General	Alternative 2 could be done with the Revised Forest Plan ROS allocations, and provide reasonable OHV opportunities.	Thank you for your comment. Alternative 2 was created using the comments received during the scoping process. This included public and internal comments from the Forest Service specialists.

87	95	John Borg	General	Other indicators should be used to measure how well Alternatives meet the needs for trail based OHV recreation on the Ogden RD.	Indicators used to compare Alternatives in Table 1.6.1 were developed with the specialists. The indicators are quantifiable and interpreted for each Alternative in Chapter 4. When quantifiable indicators are not used, a qualitative interpretation of effects is presented. It is possible we could have used other indicators but not necessary.
87	96	John Borg	General	Please consider Forest Service Handbook 2309.18 for suggestions for features and length of a day trip for different classes of vehicles.	The Trail Handbook was considered during all trail related decisions. Length of day trips can not be a consideration when analyzing a Ranger District transportation system as small as the Ogden District. Lengthy trips would have to extend well beyond this District jurisdiction.
87	97	John Borg	General	All action Alternatives severely reduce OHV recreational opportunities based on ROS.	The Alternatives are compared to the No Action Alternative which is a measure of all legally open routes. All of the actions Alternatives as shown in Table 2.7.1 show additional motorized trail routes.
87	98	John Borg	General	Primitive ROS - the text mentions minimum size, but not minimum size values. The minimum size for a Primitive ROS is 5000 acres.	Delineating ROS attributes was done using GIS software. Section 4.7.3 partially describes how ROS was mapped. All the criteria for mapping ROS are used in the calculations including minimum acre size.
87	99	John Borg	General Bias against OHV recreation	Section 4.7.4 only looks at negative effects on non-motorized recreation, and doesn't consider positive effects or improvements to motorized recreation.	The effects to recreation are a significant issue as described in Table 1.6.1. This issue is a concern about a diverse range of trail-based recreation. Since this analysis is focused on the motorized trail opportunities, it leaves changes to the existing system of Non-motorized trails as an relative measurement of the effects by Alternative.
87	100	John Borg	General Bias against OHV recreation	Motorized users are not the only source of user created trails.	Thank you for your comment.
87	101	John Borg	General	Improving roads to a higher maintenance level for passenger cars will increase travel speeds and pose a greater risk for wildlife, OHV users, and non-motorized users.	We agree with your comment. Section 4.7.4.1 discloses that improved maintenance will allow use by passenger cars in some minor cases.
87	102	John Borg	General Bias against OHV recreation	The DEIS range of Alternatives only proposes routes for motorized travel in current SPM or more developed classes. This creates an incremental loss of areas where motorized trails will even be considered, which is unfair and inappropriate.	By definition, ROS categories lower than Semi primitive Motorized do not describe motorized recreation as an opportunity appropriate for those categories. This EIS does not prohibit future analysis that may change an existing forest plan ROS designation.
87	103	John Borg	General Bias against OHV recreation	Why are there differences in values from the Alternative tables in 4.7.4.2 and other tables.	The tables in 4.7.4.2 were developed by the Landscape Architect using GIS data from the Revised Forest Plan rather than the Travel Plan alternatives.

87	104	John Borg	General	Alternative 1 and 3 would likely result in increased non-compliance, displacement, and little interest in assisting the Ogden RD through volunteers.	Thank you for your comment. The FEIS includes a range of Alternatives
87	105	John Borg	General Bias against OHV recreation	Even the motorized emphasis Alternative has the effect of increasing non-motorized emphasis areas and reduces SPM areas.	Section 4.7 Effects to recreation illustrate by Alternative the changes in ROS. Your statement is correct as indicated in section 4.7.4.2 Effects by Alternative.
87	106	John Borg	General	Alternative 2 may meet OHV recreationists' expectations, providing that there's no conversion of ROS SPM to RN.	Alternative 2 was created to provide additional motorized recreation opportunities as indicated in section 2.4.1 on page 2-3.
87	107	John Borg	General	The balance between SPNM and SPM is biased.	ROS was expected to change by Alternative as described in section 4.7.4.2. Significant issue for recreation General identifies an issue of providing a diverse range of trail-based motorized and non-motorized recreation opportunities.
87	108	John Borg	General	Alternative 3a will only marginally meet OHV needs at this time. However, will result in continued non-compliance and will not attract responsible users.	Alternative 3a was similar to Alternative 3, the wildlife emphasis. Many of the changes from Alternative 3 to Alternative 3a were improved motorized opportunities as outlined in section 2.4.4.
87	109	John Borg	General Bias against OHV recreation	The DEIS 4.7.4.1 lists 110 miles of non-motorized trail on the Ogden RD, where did the 53 and 83 miles of non-motorized trail in the RFP FEIS go?	There are discrepancies in mileage caused by the difference in INFRA miles and GIS miles as described in section 3.2 Transportation System.
87	110	John Borg	General	If the Alternatives could be effectively compared using ROS (but they can't), all action Alternatives would dramatically reduce the quality of motorized recreation (See Table in Letter pg 45).	A range of Alternatives have been developed to meet the Purpose and Need.
87	111	John Borg	General	The DEIS fails to meet the need (improved motorized recreation experience) identified in the DEIS given its own measurement indicator shows significant reductions in SPM ROS.	Changes in ROS were used as indicators of relative changes in recreation opportunities. Reductions in SPM acres do not equal a failure to meet the purpose and need. Because the purpose and need was not to increase SPM opportunities specifically. Changes in ROS by alternative in chapter 4 indicate relative changes in motorized recreation opportunities.
87	112	John Borg	General	The ROS analysis must be completely redone using a meaningful measurement indicator.	See response to comment 87-111
87	113	John Borg	Scenery	A motorized single track should be less than 1/2 the 5' value used in the scenery analysis.	The width of the single track is useful for analysis because it provides a unit of measure the relative comparison of Alternatives. This relative comparison is adequate for this analysis.

87	114	John Borg	Mollens Hollow	The Mollens Hollow Overlook trail and the rest of the Tilda Springs ATV trails are need for ATV trail system improvements.	The route named here as the Mollens Hollow Overlook trail is the Davenport Hollow (29196) and Davenport Hollow Overlook (xxx8) routes listed in Appendix A - Curtis creek area. This appendix describes the current management of the routes as non-motorized opportunities. Footnote 1/ from Table 2.7.2 describes how the Tilda Spring and Davenport Hollow routes will be changed based on the final decision.
87	115	John Borg	General	The economic analysis should not be limited to OHV retailers, and should include potential effects on local communities.	See response to 87-60.
87	116	John Borg	General	Please consider the responsible OHV recreation Alternative	Thank you for your comment. Many of the items listed in your comment were considered in the development of all Alternatives including comparison to Alternative 4, the existing condition.
88	1	Michael and Bonnie Gilbert	General	Opposed to any new motorized trails on the Ogden Ranger District.	Thank you for your comment. The FEIS describes a range of Alternatives.
88	2	Michael and Bonnie Gilbert	Skyline Trail	Would like to see the Skyline trail closed to motorized use. Feels there is a need for non-motorized recreation in urban areas.	Thank you for your comment. The FEIS describes a range of Alternatives for the Skyline trail. Section 2.4 - Alternatives Considered in Detail include leaving portions open or closed seasonally.
89	1	Brett Hawkes	Skyline Trail	Wants to see the Skyline trail left open from Pineview to Willard Peak (and on to Mantua). The Forest Service need to keep opportunities for single track users.	Thank you for your comment. The FEIS describes a range of Alternatives for the Skyline trail. Section 2.4 - Alternatives Considered in Detail include leaving portions open or closed seasonally.
90	1	Terry Johnson	General	Wants to make sure ATV opportunities exist. Would like to see more law enforcement	Thank you for your comment. Section 1.3.2.3 Forest Plan identifies in the Forest wide Goal 8 - Enforcement, increasing the participation of individuals and organized groups in monitoring uses.
91	1	Kathryn McKay	General	Does not support the Ogden Travel Plan Revision	Thank you for your comment
92	1	Ron Wright	General	Supports comments in letter 89	See response to comment letter 89.
93	1	Alan and Elaine Bezzant	General	Supports comments in letter 89	See response to comment letter 89.
94	1	Max Weston	Skyline Trail	Does not support seasonal closure for goat habitat	Thank you for your comment.
95	1	Fred and Laura Selman	Rocky Dugway	Concerned about the effect of OHV traffic on Sharp-tailed grouse on their ranch. OHV users could easily cause the birds to disperse up to one mile to less desirable and productive habitat.	The of OHV's on Sharp-tailed grouse is disclosed for all Alternatives in Chapter 4 of the FEIS.
95	2	Fred and Laura Selman	Rocky Dugway	Concerned about the impact of OHV traffic on the historic sheep driveway that crosses their property.	The impacts to historic/cultural resources are disclosed in Chapter 4 of the FEIS.

95	3	Fred and Laura Selman	Rocky Dugway	Concerned that with all of the disagreement regarding the legality of the public right-of-way across their property it would be unwise to create an expectation for a route that in the future could end at the Forest boundary.	See response to comment 17-1.
96	1	Charles and Barbara Redd	Devils Gate	As owners of the private land request the Forest Service remove its trails and roads from their property.	See response to comment 17-1.
97	1	Alan Wheelwright	Public Grove	Against opening this area to motorized use.	Thank you for your comments. A range of Alternatives have been analyzed addressing motorized use in this area.
97	2	Alan Wheelwright	Law Enforcement	ORV routes should be limited to those that can be easily enforced	Thank you for your comment. Section 1.3.2.3 Forest Plan identifies in the Forest wide Goal 8 - Enforcement, increasing the participation of individuals and organized groups in monitoring uses.
97	3	Alan Wheelwright	General	Against rewarding illegal use by making routes legal	Thank you for your comment. Section 1.3.1 Purpose and Need for the Proposed Project describes the public need for a safe and reliable system of roads and trails that provide for quality motorized and non-motorized recreation. It also indicates the need to address the dramatic increase in demand for motorized recreational experiences. Section 2.4 - Alternatives Considered in Detail describes a range of Alternatives reducing motorized trails.
97	4	Alan Wheelwright	Signing	Motorized routes need to be better signed so that people that want to obey the law can do so.	Thank you for your comment.
98	1	Brett and Michelle Selman	Rocky Dugway	Opposed to opening the Three Mile road to connect to the Rocky Dugway. Concerned that ATV use will cause widespread damage.	See comment 17-1.
98	2	Brett and Michelle Selman	Rocky Dugway	Concerned that loop trails are not really the answer. They will only attract more people to the area and cause more problems.	Thank you for your comment.
98	3	Brett and Michelle Selman	Rocky Dugway	Forest Service should not be adding loops that go onto private land.	See comment 17-1.
98	4	Brett and Michelle Selman	Rocky Dugway	Concerned that this area is important transitional range for mule deer. Also concerned about what the impacts will be on Sharp-tailed grouse and sage grouse.	The effects of each Alternative on mule deer and grouse (sharp-tailed and sage) are disclosed in Chapter 4 of the FEIS.
98	5	Brett and Michelle Selman	Rocky Dugway	If this road is approved will the Forest Service consider strict seasonal closures for both wildlife and soil protection?	See Chapter 2 for detailed Alternative descriptions.

99	1	Shawn Grogan	Skyline Trail	Disagrees with the seasonal closure for goat kidding. The population seems to be thriving and from personal experience knows that the goats do not seem stress when ATV's pass near them. Concerned that this is a ploy by people that want to see the trail closed to motorized use.	See Response 103-1.
100	1	Wasatch Audubon Lynn Carrol	General	Wants to see ATV use on the National Forest reduced because of its impact on wildlife. Prefers Alternative 3 because of fewer miles of roads and motorized trail, fewer impacts on riparian areas, reduced impact on Brewers sparrow, reduced impacts on mountain goats.	Thank you for your comments.
100	2	Wasatch Audubon Lynn Carrol	Law Enforcement	Regardless of which Alternative is chosen there needs to be more enforcement and signage	The purpose and need indicated a need for more effective law enforcement.
101	1	Ogden Sierra Club, et al	P&N	A clearer articulation of the purpose and need for the proposal must be given.	Although the purpose and need for the project have not changed between draft and final, we will add some clarifying language to Section 1.3.1 to better articulate the purpose and need for the proposal.
101	2	Ogden Sierra Club, et al	EO and CFRs	EIS should cite applicable sections of CFRs and EO 11644 and EO 11989 and should undertake a route-by-route assessment to ensure route is located to minimize damage to soils, water, wildlife, vegetation, and conflicts with quiet uses of the forest.	EO 11989 was referenced in Section 3.1.1 and CFRs are referenced in many locations of the FEIS; applicable reference from EO 11644 was added to Section 3.1.1 in the FEIS for clarification. See Chapter 7 for a complete list of literature cited. As discussed in Sections 2.8 and 4.3.5.3, Best Management Practices (BMPs), standards and guidelines, and soil and water conservation measures will be implemented to avoid or reduce adverse effects, as disclosed in Chapter 4, The Environmental Effects.
101	3	Ogden Sierra Club, et al	Dispersed Camping	The Decision should include policies for dispersed camping and parking and vehicle-related events.	Thank you for your comment. Section 2.3 Number 7 addresses this issue.
101	4	Ogden Sierra Club, et al	Issues	The Forest Service conclusion that certain issues are non-significant is unsupported and arbitrary. EIS should include the following as issues: enforcement, water quality, sensitive fish populations, noxious weeds, rare plants, dispersed camping, and heritage resources.	A thorough discussion of the public scoping process and issue identification is provided in Sections 1.6.1 through 1.6.4 and on Table 1.6.1 of the FEIS. As identified in Table 1.6.1, significant issues were used to develop a range of Alternatives; non-significant issues, Although not used specifically to develop Alternatives, are included in the analysis and the effects are documented in Chapter 4, The Environmental Effects.

101	5	Ogden Sierra Club, et al	Cumulative Effects	Forest Service determination that cumulative effects are non-significant lacks merit. Simply providing a narrative of past, present, future projects fails to provide the public with info necessary to determine cumulative effects.	Section 4.14 discloses the information regarding the cumulative effects analysis. Past, present and reasonably foreseeable future actions are listed first, then each action (or group of actions) and the associated cumulative effects are discussed as applicable for each resource in the succeeding sections.
101	6	Ogden Sierra Club, et al	Shoshone Trail	Implementation of the Shoshone Trail is in violation of NEPA.	The Shoshone Trail is an administrative decision only. The FEIS discloses the history of the Shoshone Trail in section 3.2.2 Existing Condition and the cumulative effects in section 4.14.7.
101	7	Ogden Sierra Club, et al	Maintenance Costs	The costs (and comparison between Alternatives) of managing and maintaining trails should be included.	Historic funding for road and trail maintenance is in section 3.2. No further analysis of this issue was included in the document.
101	8	Ogden Sierra Club, et al	General	A mixed-use analysis must be part of the EIS (describing the estimated effects of closing or opening one trail on adjacent trails or use areas).	A mixed-use analysis, as discussed in the FEIS Section 2.5.5, will be completed and documented according to Forest Service Manual 2352.1 and Forest Service Handbook 7709.59, before the decision is signed. The mixed-use analysis looks at the effects of a mix of licensed vehicle use and non-licensed ATV use on applicable Forest Service roads.
101	9	Ogden Sierra Club, et al	Effects	The proliferation of user-created routes will vary by Alternative and should be acknowledged and quantified.	This analysis of effects assumes that all user created routes will continue to be closed and rehabbed. This assumption will be added where appropriate to the FEIS. Accurate speculation on the location and amount of new user created routes is not possible.
101	10	Ogden Sierra Club, et al	General	Trespass onto private property is an issue that must be analyzed.	See response to comment 17-1.
101	11	Ogden Sierra Club, et al	ROS	The total miles of non-motorized trails that are accessible and visible on the ground and that are within 1/2 mile from the nearest road or motorized trail should be disclosed in the EIS. The availability of hiking/walking trails is an important indicator of recreation opportunities.	According Ranger Districting to Section 1.3.1, purpose and need, "the travel planning effort is not intended to cover non-motorized trails or winter motorized travel". Although hiking/walking trails are among the spectrum of recreation opportunities on the Ogden Ranger District, displaying the miles of non-motorized trails on the District is outside the scope of this analysis and would not contribute to the decision-making for this project.

101	12	Ogden Sierra Club, et al	General	We are generally satisfied with the number and emphases of Alternatives. However, Forest Service should consider our "Conservation Alternative".	Thank you for your comment. Although not considered as an additional Alternative (see Section 2.3) several elements of the "conservation Alternative" are included within the Alternatives already analyzed in the FEIS. The decision maker has the opportunity to choose from among the many actions included within the range of Alternatives, as long as those actions have been analyzed. We feel we have considered a reasonable range of Alternatives within the scope of the project.
101	13	Ogden Sierra Club, et al	Public Grove	Alternative 1 should keep motorized routes out of Public Grove area.	Alternative 1 had an emphasis of Roadless areas described in the Wasatch-Cache National Forest Plan and Final EIS. Page 3-296 states the Public Grove Hollow area was dropped from consideration by the Roadless Conservation rule.
101	14	Ogden Sierra Club, et al	General	Alternative 3 should go further to protect wildlife habitat with closures in Clay Valley (26011), Public Grove (20220), Public Hollow Loop (20092), Tilda Spring (26102), and Boundary Spring (26735).	A range of Alternatives have been developed to meet the Purpose and Need.
101	15	Ogden Sierra Club, et al	General	One Alternative should provide more motorized trails by downgrading some roads to trails, such as Baldy-Wheeler (20071), Lambs Canyon (20216), and Running Water Spring (20192).	A range of Alternatives have been developed to meet the Purpose and Need.
101	16	Ogden Sierra Club, et al	General	Alternative 4 should include constructing new gates.	Since Alternative 4 is the current Travel Management Plan, it would be correct to identify new gate locations in this Alternative. As indicated in section 2.1, a No Action Alternative is used to describe Alternative 4. This Alternative assumed no additional management actions would be proposed in this document.
101	17	Ogden Sierra Club, et al	Dispersed Camping	The design and management of 2 concentrated use areas should vary by Alternative and "no action" and should enforce the current 150-foot limit for dispersed camping. Alternative 3 should restrict dips camping to designated sites only.	Implementation of developments in the two concentrated use areas is common to all alternative in section 2.5.2 because of the need to improve the camp sites for legal dispersed camping. A dispersed camping alternative was not considered as indicated in section 2.3 number 7.
101	18	Ogden Sierra Club, et al	Tin Cup Spring	Tin Cup Spring road (20210) should be managed like Tilda Spring trail (closed or downgraded to ATV trail).	The Tin Cup Spring road (20210) is currently a 0.7 mile road through open terrain and vegetation. A truck can drive easily on this road. It would be extra effort to restrict vehicle size and manage it as an ATV-only trail with little payoff in improved travel management.

101	19	Ogden Sierra Club, et al	Public Grove	If seasonal closure for Public Grove (20220) is kept in any Alternative, then closure should include route's western continuation (or seasonal closure will be ineffective). Include seasonal closures for 20113 and 26012 in same Alternative.	Thank you for your comment. A seasonal closure is being considered in the Final EIS on roads 20113 and 26012, Three Mile and Sink Hole Loop roads.
101	20	Ogden Sierra Club, et al	Willard Basin/Dry Bread	Include more seasonal closures; Alternative 3 should include seasonal closures in Willard Basin and Dry Bread.	More seasonal closures are being considered in the Final EIS.
101	21	Ogden Sierra Club, et al	General	The EIS describes the differences between Alternatives 3 and 3a as being primarily due to administrative need to emphasize another resource in specific areas. The EIS should identify what other resource is being emphasized in each of the areas affected by the differences between Alternatives 3 and 3a and explain how emphases relate to MPC for the affected areas.	Sections 2.4.3 and 2.4.4 to provide more information on the referenced Alternatives and the resource being emphasized in specific areas under each Alternative. The analysis references the differences in effects by alternative in Chapter 4 that should help clarify the comparisons.
101	22	Ogden Sierra Club, et al	Alternatives	It is misleading to designate Alternative 3a as the preferred and to describe it as similar to Alternative 3; it is closer to Alternative 2. If preferred Alternative is modified to coincide with our Conservation Alternative, then calling it 3a will be appropriate.	The differences between Alternatives 2, 3 and 3a are more apparent in the disclosure of effects, Chapter 4, than in the listing of open and closed roads as displayed in Chapter 2. The effects for Alternative 3a are more similar to Alternative 3; for example, for boreal toad and Bonneville cutthroat trout (Section 4.3.5.2) and for the effect on RCHA's (Section 4.3.5.6). The effects to wildlife, as discussed in Section 4.6, are generally more similar between Alternatives 3 and 3a than between Alternatives 3a and 2.
101	23	Ogden Sierra Club, et al	Scoping Process	The Forest Service impermissibly added several routes in the DEIS that were not in the Scoping Document or Notice of Intent. To remedy this, the Forest Service should postpone the decision until after summer 2005 so field reviews can be made of the new routes.	The best information available at the time was included in the Scoping Document sent out on July 18, 2003. Following GIS updates and a roads analysis during 2003-2004, a Notice of Intent to produce an EIS was published in the Federal Register (March 31, 2004) with the best available information at that time. Since that time numerous news articles have been published in local newspapers and newsletters. The public has been kept apprised of the developments in the analysis through several meetings and public forums. While we'd like to provide the opportunity for additional field reviews, the immediacy of the decision outweighs the merits of lengthening the environmental review process.

101	24	Ogden Sierra Club, et al	General	Forest Service must consider a full range of Alternatives for managing dispersed camping; the preferred Alternative should replace "150-foot camping rule" with "vehicle-supported camping at designated campsites only" (process for designation to follow travel planning).	Dispersed camping is outside the scope of this document. See section 2.3 Alternatives Considered and Eliminated from Details Analysis item 6.
101	25	Ogden Sierra Club, et al	Dock Flat/Dry Bread	Immediately implement and enforce the existing Travel Plan at Dock Flat and Dry Bread until a new Travel Plan is made.	The current Travel Plan is being implemented across the entire Ranger District. Signing in all areas is updated and maintained during the summer operating season.
101	26	Ogden Sierra Club, et al	Dispersed Camping	It is unclear whether "minor system roads" mentioned in Sec 2.5.2 are included in Table 2.7.2 or are additional. It is crucial these side roads be analyzed and shown on the final map. These routes should only allow motorized use for access to designated dispersed sites	Minor routes that are significantly longer than 150 feet and access existing dispersed campsites have been added to Table 2.7.2. Examples are the three Harriet Spring roads, xx35, xx37 and xx38.
101	27	Ogden Sierra Club, et al	Gravel Pits	The locations and status of all existing gravel pits on the District must be disclosed.	Gravel pit locations will be added to the maps in the FEIS for any additional information they may provide.
101	28	Ogden Sierra Club, et al	Definitions	Sec 2.5.14 incorrectly defines roads as "routes available to wheel to ground motorized vehicles"; the definition should be consistent with definitions used elsewhere by the Forest Service.	The term "wheel-to-ground" is used by the Forest Service to distinguish a summertime vehicle versus an over-the-snow wintertime vehicle. We agree that it is not a well known or well used term.
101	29	Ogden Sierra Club, et al	Monitoring	Sec 2.6 (Monitoring) should specify the frequency of various monitoring activities and describe the format to be used.	In this document, the decision to do additional monitoring is made. The format and frequency will be determined when this action is implemented.
101	30	Ogden Sierra Club, et al	General	Mileages and mileage summaries on pages 2-3 through 2-11, Table 2.7.1, and elsewhere in the DEIS are unclear, misleading, and inconsistent. Mileages should be corrected, consistent, and the methodology for computing them should be completely described.	Thank you for your comment. The Final EIS will clarify the mileage used in the analysis for all roads and trails.
101	31	Ogden Sierra Club, et al	Maps	In general, the DEIS maps are nicely drawn and easy to understand. However, several improvements and corrections are needed. Table 2.7.2 provides a lot of information, however more information and several corrections are needed (as described specifically in the letter).	Thank you for your comment. Corrections and improvements to the maps and the document will be made for the Final EIS.

101	32	Ogden Sierra Club, et al	General	Page 2-16 briefly describes increased monitoring efforts; where is the data? The Forest Service must analyze costs of trail maintenance, enforcement, and monitoring and include in the EIS.	All Alternatives would be implemented to the extent annual budgets allow. Section 3.2 describes the recent annual budget for maintenance of roads and trails. The cost of day to day resource management activities is not a decision-making factor relative to this analysis. Indicators used to compare Alternatives and aid the Responsible Official in making an informed decision are displayed in Table 1.6.1.
101	33	Ogden Sierra Club, et al	General	The implementation section in the EIS should set priorities and sequencing for on the ground work, including mitigation.	The specific sequencing and priority setting for implementation of the decision is determined by District and Forest officials and is dependant on numerous factors, including annual budgets. Mitigation would be accomplished in conjunction with construction and decommissioning actions according Ranger Districting to their established priorities.
101	34	Ogden Sierra Club, et al	Area of Influence	The Forest Service limited its analysis to a narrowly defined area of influence which for most resources is confined to the Ogden RD. This should actually extend farther than indicated. The EIS must include adjacent lands.	The EIS describes direct and indirect effects for an area of influence for each resource, which in most cases is the Ogden Ranger District. This includes the areas directly affected by an action (such as construction of a motorized trail) and the adjacent area (the area surrounding the motorized trail) indirectly affected by the action. For cumulative effects, the area of influence again varies by resource, and for some resources extends beyond the District boundaries.
101	35	Ogden Sierra Club, et al	General	The EIS must acknowledge that unauthorized motorized travel will not be completely eliminated and must analyze the consequences in Chapter 4 (the effects of which will vary by resource conditions such as permeable soils, poor drainage, etc.)	The EIS acknowledges unauthorized motorized roads and trails and their consequences and notes that unauthorized routes will be closed as funding becomes available. (Section 4.14.4).
101	36	Ogden Sierra Club, et al	MPC's	The EIS should add a map that shows routes in the context of MPCs and describe how MPCs were used in development of Alternatives. EIS should provide an explanation of why routes in MPCs 3.1 and 3.2u are necessary.	Section 1.3.2.3 disclosed the MPCs established by the Revised Forest Plan. The effects analysis in chapter 4 lists by resource the impacts of new trail construction. No actions in this document would conflict with MPCs 3.1 and 3.2u.
101	37	Ogden Sierra Club, et al	General	Page 4-2 needs more info and clarification regarding contradictions between the map and text, the discussion on the seasonal closure, and inconsistent treatment of closed routes and non-motorized trails between Alternatives.	Thank you for your comment. Improvements to this section will be made for the Final EIS and the Record of Decision.

101	38	Ogden Sierra Club, et al	North Fork Ogden River	The North Fork Ogden River is not meeting its beneficial use due to dissolved oxygen level impairment. The Forest Service must take action to determine the cause of the impairment, thoroughly consider the proposed actions consequences on water quality in this stream, and describe the measures being taken to ensure this stream meets beneficial use in the future.	FEIS section 3.3.2.2 discusses existing water bodies within the analysis area with impairments to water quality. This section also documents rationale for not undertaking a special TMDL analysis for this water body. The concurrence of State of Utah Division of Water Resources with this rationale is further documented within FEIS Chapter 7, page 6.
101	39	Ogden Sierra Club, et al	Wetlands and Riparian Areas	Sec 3.3.2.3 should provide a complete list and map of all wetlands and riparian areas in and adjacent to the Ogden RD, including all those listed in tables on 4-7 to 4-9 plus Willard Lake trails and Public Hollow Loop (20092).	FEIS section 4.3.5 analyzes how sediment from District roads and trails might affect wetlands and riparian areas. FEIS sections 3.3.2.3, 4.3.5.1, 4.3.5.2 and table 4.3.5.6 disclose which roads and trails are currently affecting wetlands and riparian areas, and how these effects will vary under each of the Travel Management plan Alternatives. We believe that this is sufficient analysis and disclosure to address the issue, and feel a complete listing of all wetlands and riparian areas in and adjacent to the District to be unnecessary. The 2003 Road Analysis Process (RAP) reviewed potential effects of every Ogden Ranger District service level 1 and 2 road on wetlands and riparian areas. Text will be added to the FEIS to clarify this subject.
101	40	Ogden Sierra Club, et al	Devil's Gate	Concerned that wetlands, springs, intermittent streams were not inventoried on lands acquired in the Snowbasin land exchange or adjacent private lands impacted by continuation of road 20220/xx31. Forest Service should inventory and modify data and analysis in section 3.3 and 4.3 accordingly.	Inventory of wetland and riparian resources within the Snowbasin Land Exchange parcels in Devils Gate Valley are documented in an internal memo to the Ogden District Ranger entitled "Snowbasin Possible Land Exchange Parcels, Devils Gate Valley, Field reconnaissance of Soils and Watershed Condition and Resources ", dated 10/16/1998. This information will be added to the FEIS project record.
101	41	Ogden Sierra Club, et al	Public Grove	Page 3-6 should describe impacts to Bonneville cutthroat trout from altered hydrology of South Fork Little Bear River caused by road construction/motorized travel in Public Grove area.	Based on the Roads Analysis conducted for the Travel Plan Revision, road construction/motorized travel in the Public Grove area has not altered the hydrology of the South Fork of the Little Bear.
101	42	Ogden Sierra Club, et al	General	Page 3-7 should discuss whether there is suitable boreal toad habitat elsewhere on the district (for instance Willard and Public Grove areas); if suitable habitat but toads not present, why?	No historical or recent surveys have identified boreal toad outside the Monte Cristo/Curtis areas on the Ogden Ranger District. Although there is suitable habitat in other areas, it is unknown why it has not been occupied.

101	43	Ogden Sierra Club, et al	General	The no-action Alternative must include aggressive attempts to implement current travel plan and should be reflected in EIS analysis.	Alternative 4 (Section 2.4.5) includes a discussion about aggressively managing routes, limiting the transportation system to only those roads on the existing Travel Plan and any road used for administrative access. The Alternative also assumes routes identified as unclassified will be closed and rehabilitated.
101	44	Ogden Sierra Club, et al	Devils Gate/Public Grove	Impacts of proposed Public Grove 4x4 extension westward and through Devil's Gate Valley must be thoroughly discussed in the EIS (including private lands).	The impacts of each Alternative are described in Chapter 4.
101	45	Ogden Sierra Club, et al	General	Sec 4.3 should identify major locations of sediment along existing roads (per EO 11644) as candidates for closure (Big Spring road, for example).	FEIS table 4.3.5.6 discloses where sediment concerns are associated with the travel routes of the proposed action and its Alternatives. FEIS section 4.3.5.2 discloses the changes associated with Alternatives that propose closure of these roads. The Big Spring Road was not specifically noted to have potential sediment impacts on water quality or riparian dependent resources.
101	46	Ogden Sierra Club, et al	General	Tables on pages 4-7 through 4-9 need corrections.	Thank you for your comment. Improvements to this section will be made for the Final EIS.
101	47	Ogden Sierra Club, et al	Public Grove	Soil damage occurring along routes in Public Grove (especially 20092 and 20220) should be discussed in sec 3.4. The 12-foot width assumed in sec 4.4 should be increased because of inevitable braiding and route widening. The TSRC calculations should include impacts from dispersed camping. Mitigation should include seasonal closures and camping in designated sites only.	FEIS section 4.4.3 specifies that TSRC calculations for roads assume an average width of 12 feet. Most roads will have an actual bare soil disturbed area of less than 12 feet, however, due to braiding some will be much wider (as in 20092 and 20220). We believe, for the purposes of this analysis, an average width of 12 feet will allow for accurate disclosure of effects of the proposed action and its Alternatives on soils. We also believe that while dispersed camping may occur in association with roads and trails, it is not a reasonably foreseeable consequence of motorized use, nor will it be likely to occur to any great extent. Accordingly, there is no practical way to estimate or quantify where and how much dispersed camping use will be occurring. Text will be added to FEIS sections 4.4.3 and 4.14.4 to clarify this.
101	48	Ogden Sierra Club, et al	Rare Plants	All known rare plant populations on and adjacent to the Ogden RD must be analyzed relative to the current Travel Plan and proposed Alternatives.	Forest Service Sensitive, recommended Sensitive and Watch List Rare Plant Species (identified in the WCNF Revised Forest Plan) that have habitat within the project area are addressed in 3.5.2.1 and the effects are addressed in 4.5.4.1.

101	49	Ogden Sierra Club, et al	Rare Plants	<p>Must thoroughly discuss impacts to Burkes draba in Willard Peak area. Assuming impacts of Inspiration Point trail to Burkes draba can be adequately mitigated, we provisionally support this as northern terminus of the Skyline trail (rather than Willard Lake route).</p>	<p>The trail that would be the northern terminus of the Skyline Trail is located to the west of, and below, the ridgeline south of Inspiration point. The trail currently exists on the ground and already meets Forest Service Handbook 2309.18 standards for Motorized Bike Trails. The only activity that is expected beyond maintenance is a 0.1 mile connector trail from Inspiration point trail to the Skyline trail. The Record of Decision clearly indicated that the forest botanist would review the trail location prior to construction to identify any draba plants. Section 4.3.4 (Page 4-4) indicates that any future work or maintenance would follow Forest Service Handbook 2309.18 that would protect Rare Plants. With these provisions there will be no impact to Burkes draba by legal OHV use.</p>
101	49	Ogden Sierra Club, et al	Rare Plants	<p>Must thoroughly discuss impacts to Burkes draba in Willard Peak area. "It is simply unclear whether routes in this area are aligned in such a way to make impacts insignificant [or] prevent unnecessary impacts and if not whether they can be so realigned (given topographical constraints). DUNCAN REWROTE THIS COMMENT. SEE ORIGINAL ABOVE.</p>	<p>The trail that would be the northern terminus of the Skyline Trail is located to the west of, and below, the ridgeline south of Inspiration point. The trail currently exists on the ground and already meets Forest Service Handbook 2309.18 standards for Motorized Bike Trails. The only activity that is expected is maintenance that would prevent other types of motorized travel on the Skyline Trail . Section 4.3.4 (Page 4-4) indicates that any future work or maintenance would follow Forest Service Handbook 2309.18 that would protect Rare Plants. With these provisions there will be no impact to Burkes draba by legal OHV use.</p>

101	50	Ogden Sierra Club, et al	Noxious Weeds	EIS must take a hard look at how Travel Plan can be used to control threat of noxious weed invasion. EIS should include a map of known infestations on and adjacent to Ogden RD. Sierra Club has provided some known locations to the Forest Service. The selected Alternative should minimize potential for new and intensified infestations.	Include map of known populations - Forest Service maps include known locations on Forest Service lands and some locations off of but immediately adjacent to Forest Service lands. The Ogden Ranger District is currently active in the Weber River Cooperative Weed Management Area (CWMA). The CWMA and the Forest Service are currently increasing efforts in mapping, and collecting population data on noxious weeds. Having a clearly defined travel plan would allow the Ogden Ranger District to concentrate efforts on closing illegal routes. Mitigation outlined in 4.4.4.6 Mitigation Pg 4-14 states that all roads and trails on the Ogden Ranger District will be continually monitored for Noxious Weeds and roads marked for closure will be certified weed free prior to closure and rehabilitation.
101	51	Ogden Sierra Club, et al	Wildlife	In addition to determining whether a wildlife species is likely to occur on the district, the EIS must disclose whether suitable habitat is present or was historically present and if that habitat is or was utilized. If not currently used disclose the reasons, including motorized activity, roads, and trails.	The EIS provides information in sections 3.6 and 4.6 regarding numerous species and their habitats. Until recently, information regarding many species was limited, especially regarding the species range and habitat use. For some species, there are questions why a species may not occur within a given area now or if it ever occurred there in the past.
101	52	Ogden Sierra Club, et al	Wildlife	The EIS must discuss the likely impact to wildlife of fully implementing and enforcing the existing Travel Plan in Alternative 4 and the relative impact of other Alternatives as compared to Alternative 4.	Section 4.6.2 describes the effects analysis assumptions, one of which specifies that "unauthorized routes will be considered as closed for the effects analysis". The effects of each Alternative are described within chapter 4, so comparisons can be made between Alternatives. Chapter 3, wildlife describes the existing condition as the conditions under the current Travel Plan (Alternative 4).
101	53	Ogden Sierra Club, et al	Wildlife	Forest Service must differentiate between species known not to be present and those for which incomplete data are available.	The EIS provides information in sections 3.6 and 4.6 regarding numerous species and their habitats. As displayed within the EIS, the amount of information available can vary greatly between species.
101	54	Ogden Sierra Club, et al	Wildlife	EIS must fully analyze impacts to wildlife from motorized use occurring in areas adjacent to the Ogden RD, including Brigham Face WMA, Devil's Gate Valley and Selman Ranch.	The Ogden Travel Plan EIS section 4.6 primarily addresses motorized routes within the Ogden Ranger District. See Section 4.14.6 Cumulative Effects on Wildlife for the effects of these activities within adjacent areas.

101	55	Ogden Sierra Club, et al	Devils Gate/Public Grove/Rocky Dugway	The enclosed maps show how Public Grove-Devils Gate route would cut across high value elk summer range and fragment sage grouse habitat. The Sink Hole Loop would disturb Columbian sharp-tailed grouse habitat. The EIS should include this information.	Within the EIS Figure 3.6.4 displays elk habitat within the Ogden Ranger District and adjacent lands. Section 3.6.2.1 and Section 4.6.3.1 describe habitat and the effects of each of the Alternatives. Figures 4.6.1 and Table 4.6.5 displays information regarding fragmentation of elk habitat. Additional information has been added to the FEIS with regards to sharp-tailed grouse and the effects of the Alternatives on the sharp-tailed grouse and their habitats.
101	57	Ogden Sierra Club, et al	ROS	The Forest Service must identify and implement additional opportunities for SPNM recreation or explain why the imbalance (between SPM and SPNM) is acceptable.	Disclosure of the current and projected levels of SPM and SPNM is in the FEIS. This was a significant issue and considered in the development of alternatives.
101	59	Ogden Sierra Club, et al	Devils Gate/Rocky Dugway	Sec 4.9 should discuss the likelihood of trespass on private lands by public land users, especially in the Devils Gate and Sink Hole areas.	The Forest Service only has jurisdiction on Forest Lands for enforcement of Federal Regulations. As described in section 2.8 Monitoring, this office has coordinated through the Natural Resources Coordinating Council (NRCC) to increased patrols in the Willard area. These multi-agency patrols include local sheriff deputies who can enforce trespass rules on private land.
101	60	Ogden Sierra Club, et al	Public Grove/Mollens Hollow	The Alternate route shown in Public Grove should not be classified as a road; adding new roads is not permitted in MPC 3.1. The WCNF Plan's determination regarding Mollens Hollow roadless area may not be used to restrict this area from protection of roadless values.	The section of the Public Grove 4x4 route added as a new motorized route will be managed as a motorized trail. Motorized trails are allowable in roadless areas and in MPC 3.1. The relative roadless values for the Mollens Hollow area are documented in the Revised Forest Plan. This analysis did not change those documented values.
101	61	Ogden Sierra Club, et al	Mitigation/Monitoring	Mitigation to reduce air quality impacts should include prohibiting ORV use in dispersed camping areas and quantitative monitoring of trail use levels.	As described in section 3.12.1, it is disclosed that motor vehicles do impact air quality with exhaust emissions and dust along roads and trails. No mitigation or monitoring was proposed in the document because effects were not analyzed as indicated in section 4.12.
101	62	Ogden Sierra Club, et al	General	The EIS does not disclose the action to be taken to avoid, minimize, or mitigate adverse effect on a known heritage site. The Forest Service must make a reasonable effort to identify all historic properties in all areas subject to trail construction, reconstruction, increased access, and increased use.	We carefully consider any impacts to historical resources associated with any federal undertaking including this travel plan. The Forest Service will evaluate the impacts and consult with the State Historical Preservation Office. Necessary mitigation will be determined at that time.

101	63	Ogden Sierra Club, et al	Cumulative Effects	The Forest Service has impermissibly used the no-action Alternative as a baseline against which cumulative effects are evaluated. The Forest Service must complete a forest-wide evaluation of past impacts of travel planning decisions in conjunction with present situation and foreseeable future actions.	The WCNF has deferred non-winter travel management planning to future site-specific planning. Forest Plan Objective 2a states that the Logan, Salt Lake, and Ogden Ranger Districts update their Travel Management Plans within 5 years (of the Plan ROD). So a Forest-wide assessment will occur but District by District. Use of the no action alternative as a base line is consistent with chapter 10 of the FSH 1909.15 section 14.1.
101	64	Ogden Sierra Club, et al	Shoshone Trail	The Forest Service must conduct a comprehensive and cumulative evaluation of designating the Shoshone Trail; Forest Service must either supplement the Ogden Travel Plan DEIS with a thorough analysis of the Shoshone Trail or conduct a separate NEPA process for Shoshone Trail designation.	Naming a series of existing, open travel routes the Shoshone Trail does not require an environmental review under NEPA.
101	65	Ogden Sierra Club, et al	General	To be effective, seasonal closures should extend until about June 15 and resume about September 15 (to protect soils and roads surfaces during wet periods). See also 101-47.	Thank you for your comment. Seasonal Closures will be determined in the Final EIS based on the reason for the closure (wildlife, wet soil, etc.)
101	66	Ogden Sierra Club, et al	Appendix A	Appendix A is confusing and awkward to use; the intro should explain the INFRA database; the appendix should include more info about each route, including MPC, vegetation, Fed and non-Fed land it crosses, and wildlife concerns.	Appendix A was developed during the Interdisciplinary team reviews of the routes on the Ogden Ranger District. It is the current characteristics of our roads and captures the immediate need for action or a decision by this analysis.
101	67	Ogden Sierra Club, et al	Dry Bread Sink	A full range of Alternatives for management of dispersed camping areas must be analyzed in the EIS, complete with maps. We are concerned with the proposed ATV play area at Dry Bread Sink Hole.	In section 2.3 Alternatives considered and eliminated from detailed analysis, number 7 is a district-wide dispersed camping plan. The reason it was not discussed more in this document is that dispersed camping other than the concentrated use areas at Dock Flat and Dry Bread were not proposed to be managed any different than now.
101	68	Ogden Sierra Club, et al	Box Elder Creek	This valley provides an outstanding opportunity for quiet recreation in all seasons; unnecessarily mixing motorized and non-motorized recreation in this area would violate 36 CFR 295.2 that says Forest Service should minimize conflicts between ORV and other recreation uses.	This analysis has considered the policies and regulations which the Forest Service must follow including 36 CFR 295.2. The overall transportation plan did consider minimizing conflicts between ORV and other recreation uses. The Box Elder Creek ATV trail proposal does not eliminate other recreation uses in this area.

101	69	Ogden Sierra Club, et al	Public Grove	This area has impermeable soils and poor drainage; due to the adverse effects on soils and vegetation in this area, the Forest Service should immediately close roads 20092 and 20220 to motorized use until such effects can be prevented.	FEIS section 2.4 describes some level of motorized access and use in the Public Grove area for every Alternative analyzed. This indicates that at least some of these roads are a necessary part of the transportation network on the District. Closure of them would not meet the purpose and need of the Travel Plan Revision stated in section 1.3. FEIS section 4.4.4 discloses that wherever trails and roads are constructed as part of the District transportation network, there will be adverse effects to soil and its ability to support native vegetation.
101	70	Ogden Sierra Club, et al	Mollen's Hollow/Tilda Spring	The northern portion of road 20196 starting at the junction with 20197 is currently closed to motorized use, providing outstanding opportunities for quiet recreation; keeping only the northern half of this trail closed to motorized would not preserve this unique opportunity because users would have to share the southern portion with motorized, causing conflicts. The nearby Tilda Spring and Boundary Spring trails are likely to cause trespass on adjoining private lands.	Thank you for your comment. A range of alternatives was analyzed for these routes.
101	71	Ogden Sierra Club, et al	General	It is unclear from the DEIS which closed roads would be obliterated and which would be managed as non-motorized trails.	If the decision is to manage a closed road as a non-motorized trail, it is indicated in table 2.7.2
101	72	Ogden Sierra Club, et al	General	Under Alternative. 3A, impacts of motorized activity on quiet recreation. would be unacceptable.	Thank you for your comment.
101	73	Ogden Sierra Club, et al	General	Cumulative effects to elk patch size are significant.	Thank you for your comment.
101	74	Ogden Sierra Club, et al	General	Proposed road densities exceed established standards for elk, lynx, and sage grouse.	The EIS displays the effects to elk habitat by analyzing patch size (buffering roads) and displaying changes by Alternatives. Section 4.6.3.3 displays the effects to Canada Lynx by Alternatives. Additional information has been added to the FEIS with regards to sage grouse and the effects of the Alternatives on the sage grouse and their habitats.
101	75	Ogden Sierra Club, et al	General	The Forest Service analysis of effects on the environment is inconsistent with some common scientific practices, and fails to meet NEPA requirements.	Resource specialists on the interdisciplinary team used the best science available to analyze and draw conclusions as to the effects of implementing the Alternatives. Literature referenced and methodologies used to conduct analyses are included in the EIS.

101	76	Ogden Sierra Club, et al	General	The DEIS does not follow the methods used in assessing habitat impacts that a route might have on wildlife.	Section 4.6.3 Direct and Indirect Effects specifies, that " The primary focus of this analysis will be associated with the affects of disturbance and the affects within specific habitat types of roads and motorized trails on wildlife."
101	77	Ogden Sierra Club, et al	General	The summary tables fail to assess the number and kind of impacts that a particular route causes.	The EIS, Section 4.6 displays the effects of the Alternatives on wildlife species. The Alternatives are made up of a combination of routes. Maps for several species are provided within the EIS which can be used in comparison with the Alternative maps to determine if a route is located within a specific species habitat type (e.g.. elk habitat). Table 4.6.4 displays the miles of road within the Alternatives.
101	78	Ogden Sierra Club, et al	General	Summary tables fail to meet Forest Service requirements to ensure management of all uses occurs in a manner that does not impair the values and productivity of the NF.	The EIS, Section 4.6 displays the effects of the Alternatives on wildlife species. The tables compile information in a way which is easier to display to the public. The alternative selected in the ROD meets applicable Forest Service requirements.
101	79	Ogden Sierra Club, et al	General	Summary tables don't provide numbers that can be compared to measurable Forest Service standards.	Additions, clarifications, and/or corrections were made to tables where needed in the FEIS.
101	80	Ogden Sierra Club, et al	General	The Forest Service fails to conduct route density analysis required by the Forest Plan.	Roads densities are discussed in the EIS (for example, page 4-24 and 4-31 and Appendix B) for all Alternatives.
101	81	Ogden Sierra Club, et al	General	Route density standards need to meet wildlife objectives and regulatory obligation.	General information summarizing the effects of road density on wildlife was added to the EIS in Section 4.6.3.
101	82	Ogden Sierra Club, et al	General	The preferred Alternative increases trails in some of the most important wildlife habitat in the region, but doesn't assess the potential problems	The effects of the preferred Alternative on wildlife are disclosed in Section 4.6, Section 4.14.6, and in Appendix B; references are cited, as applicable, for drawing conclusions; it would be too cumbersome and add unnecessary volume to the EIS to include all the maps and survey data used in the estimate of environmental effects. However, all maps and surveys are available for review in the project file.
101	83	Ogden Sierra Club, et al	General	The DEIS fails to consider appropriate and needed scientific research.	Your suggestion for a comprehensive study of the effects of OHV impacts is a good one. However, the decision to invite scientists to conduct sophisticated, long-term OHV studies on the Ogden Ranger District is beyond the scope of this analysis. Monitoring of the decisions made in this analysis will be done, however, according to the strategy outlined in the EIS.

101	84	Ogden Sierra Club, et al	General	The DEIS fails to consider the public/private land interface and habitat connectivity.	The EIS acknowledges the interspersions of public and private lands in the analysis, however the scope is limited to lands upon which the Forest Service has the authority to make decisions.
101	85	Ogden Sierra Club, et al	General	The DEIS doesn't provide cumulative effects analysis.	Section 4.14 discloses the information regarding the cumulative effects analysis. Past, present and reasonably foreseeable future actions are listed first, then each action (or group of actions) and the associated cumulative effects are discussed as applicable for each resource in the succeeding sections. As much information as is currently available is provided for the reasonably foreseeable future projects.
101	86	Ogden Sierra Club, et al	General	The DEIS implies that the Ogden Ranger District does not offer particularly important lynx habitat.	The EIS section 3.6.1 states that "the Ogden Ranger District is located within a portion of a wildlife corridor, which has regional importance in providing linkage to other larger habitat areas. This is especially true for forest carnivores, such as the Canada lynx..."
101	87	Ogden Sierra Club, et al	General	The problem with using Ruediger (1998) to claim that lynx do not avoid roads except for highways is that the author only addresses highways.	With regards to the lynx, Section 3.6.2.3 and Section 4.6.3.3 utilizes many sources of literature and information. The most applicable information is contained within the Lynx Conservation Strategy (Ruediger et al 2000) and the USDI (2003).
101	88	Ogden Sierra Club, et al	General	The take home message should be is that we don't know very much about the impacts of roads and trails on lynx.	With regards to the lynx, Section 3.6.2.3 and Section 4.6.3.3 utilizes many sources of literature and information. The most applicable information is contained within the Lynx Conservation Strategy (Ruediger et al 2000) and the USDI (2003).
101	89	Ogden Sierra Club, et al	General	The Travel Plan should cite lynx recovery objectives and strategies to effect recovery of lynx, and how the preferred Alternative. might interact with these goals and objectives.	Providing much of this information within a EIS is beyond the scope of this project. The Ogden Travel Plan EIS primarily addresses motorized routes, thus the emphasis is the effects of motorized activities. The EIS provides information in sections 3.6 and 4.6 regarding the lynx.
101	90	Ogden Sierra Club, et al	General	Increased roads and trails lead to increased trapping, shooting, and vehicular mortality in lynx.	Yes the literature supports that with more roads there is a greater occurrence of incidental take or illegal shooting, but increases in mortality due to collisions with vehicles are more associated with highways.
101	91	Ogden Sierra Club, et al	General	Roads and trails have been tied to reduced amounts of downed logs which are important for lynx denning habitat, and may lead to disturbance of dens and even abandonment.	The Ogden RD lies within a travel corridor for the Canada lynx rather than permanent resident habitat.

101	92	Ogden Sierra Club, et al	General	The Forest Service should consider using 0.6 km of road/km ² to delineate effective lynx habitat and use this number to assess effects of proposed roads.	The lynx conservation strategy specifies "at this time, there is no compelling evidence to recommend management of road density to conserve lynx." Road density has been assessed within 6th order watersheds (Appendix B).
101	93	Ogden Sierra Club, et al	Mollen's Hollow	Portions of the proposed route pass through primary and secondary lynx habitat.	Tables 4.6.7 and 4.6.8 display the miles of road and motorized trail located within primary and secondary habitat for lynx by Alternative and within analysis areas (Curtis Creek area).
101	94	Ogden Sierra Club, et al	General	The DEIS only superficially addresses the impacts of the preferred Alternative. on snowshoe hare and its habitat.	Additional information regarding the snowshoe hare has been added to the EIS and within the project record.
101	95	Ogden Sierra Club, et al	General	Follow the Lynx conservation and strategy.	The FEIS, Section 4.6.3.3, page 4-27, 3rd paragraph displays the information which is applicable from the Lynx Conservation Strategy "Conservation Measures to Address Movement and Dispersal". The standards and guidelines you refer to are Conservation Measures to Address Risk Factors Affecting Lynx Productivity. These conservation measures generally apply only to lynx habitat within the LAUs.
101	96	Ogden Sierra Club, et al	General	The DEIS doesn't consider that low herd numbers can be attributed to current ORV trails and motorized use.	Section 4.6.3.1 displays the effects of the Alternatives on deer and elk, especially Tables 4.6.1 thru 4.6.5.
101	97	Ogden Sierra Club, et al	General	The preferred Alternative will reduce the quality elk habitat in the area.	The EIS displays a range of Alternatives which addresses elk habitat.
101	98	Ogden Sierra Club, et al	General	Concerned that the preferred Alternative will impact deer and elk summer and winter range (Box Elder/Black Mt. trail, Devil's Gate/Public Grove, Mollen's Hollow).	The EIS displays a range of Alternatives which addresses deer and elk and their habitat.
101	99	Ogden Sierra Club, et al	General	More road and trail closures would increase elk habitat and herd numbers	Thank you for your comment. The EIS displays a range of Alternatives which addresses elk habitat.
101	100	Ogden Sierra Club, et al	General	Elk and deer avoid areas near roads and trails.	Section 4.6.3.1 displays the effects of the Alternatives on deer and elk.
101	101	Ogden Sierra Club, et al	General	The FEIS should include more citations on impacts or ORV on elk and elk habitat.	Thank you for your comment. Additional information has been added to the EIS.
101	102	Ogden Sierra Club, et al	General	Many of the new routes in the preferred Alternative. lie within important elk habitat.	Thank you for your comment. The EIS displays a range of Alternatives which addresses elk habitat.
101	103	Ogden Sierra Club, et al	General	The DEIS does not identify the species requirements in terms of route density nor apply this analysis as part of this DEIS.	Road density was assessed within 6th order watersheds (Appendix B). See section 4.6.3.1 Gray Wolf and section 4.6.3.4 Wolverine for discussion involving road densities. For elk, the analysis is based on patch sizes which provide a better analysis of effects than miles of road per square mile density analysis.

101	104	Ogden Sierra Club, et al	General	The Preferred Alternative. would increase the amount of roads/trails in conifer habitat and will impact goshawk.	Section 4.6.3.2 displays the effects of the Alternatives on northern goshawk.
101	105	Ogden Sierra Club, et al	General	The Preferred Alternative. is deficient in terms of seasonal closures for goshawk.	Thank you for your comment. The preferred Alternative meets US Forest Service guidelines for the goshawk.
101	106	Ogden Sierra Club, et al	General	We recommend that the Forest Service use all goshawk nest that have been occupied in the last 7 years in their habitat analysis.	Additional information regarding the analysis for goshawks has been added to the EIS and within the project record.
101	107	Ogden Sierra Club, et al	General	The FEIS should explain how the Forest Service defined PFA and provide a map that shows routes that cross the PFAs.	Additional information regarding the analysis for goshawks has been added to the EIS and within the project record. Maps have been produced and are located within the project record.
101	108	Ogden Sierra Club, et al	General	Goshawk analysis should follow the guidelines established by the FWS.	Additional information regarding the analysis for goshawks has been added to the EIS and within the project record.
101	109	Ogden Sierra Club, et al	Clay Valley	The sharp-tail grouse in Clay Valley would be directly impacted by Alternative 3a.	Additional information has been added to the FEIS with regards to sharp-tailed grouse and the effects of the Alternatives on the sharp-tailed grouse and their habitats.
101	110	Ogden Sierra Club, et al	Route 26012	The Sink Hole Loop would result in a thoroughfare and prevent opportunities to enhance Clay Valley.	Thank you for your comment
101	111	Ogden Sierra Club, et al	General	Current roads may be reducing the quality of sage grouse habitat by introducing weeds.	See Chapter 4 for discussion on the impacts of the current road system (Alternative 4) on weeds and sage grouse habitat.
101	112	Ogden Sierra Club, et al	General	We recommend that the Forest Service apply guidelines proposed by Call and Maser (1985), and Connelly et al. (2000).	Additional information has been added to the FEIS with regards to sharp-tailed and sage grouse and the effects of the Alternatives on the sharp-tailed and sage grouse and their habitats.
101	113	Ogden Sierra Club, et al	General	Because sage grouse leks are used year after year it is crucial to protect these areas from impacts.	Additional information has been added to the FEIS with regards to sage grouse and the effects of the Alternatives on the sage grouse and their habitats. Information regarding the location of leks is contained within the planning record.
101	114	Ogden Sierra Club, et al	General	Areas within 3 miles of a sage grouse lek should be put under year-round stipulations preventing habitat alterations..	Guidelines or recommendations for the management of Sage Grouse populations and their habitats primarily focus on the alteration of vegetation or habitat. For sage grouse, Connelly et al (2000) recommended that "Human activities within view of or <0.5 km (0.31 miles) from leks should be minimized during early morning and late evening when birds are near or on leks." None of the Alternatives have roads or motorized trails which would be managed by the US Forest Service within 0.31 miles of an active lek site.

101	115	Ogden Sierra Club, et al	Public Grove	This plan should ensure the viability and reestablishment of sage grouse in these areas.	Chapter 3 and Chapter 4, Wildlife, Sage Grouse displays information regarding the sage grouse, their habitat, and the effects of the Alternatives.
101	116	Ogden Sierra Club, et al	General	Provide maps that were used to generate tables.	Numerous maps are provided within the FEIS for wildlife (Maps 3.6.1 thru 3.6.6 and Map 4.6.1) species, such as elk, deer, and lynx. A vegetation map has been added for the FEIS. Due to the sensitive nature involving goshawk nest sites, these maps have been produced and are located within the project record
101	117	Ogden Sierra Club, et al	General	The DEIS fails to propose or consider appropriate and needed scientific research.	The EIS has utilized much of the most recent available scientific literature with regards to the effects on wildlife. The US Forest Service welcomes new research and participation in new studies but, proposing new research is beyond the scope of this project. See response to comment 101-83.
101	118	Ogden Sierra Club, et al	General	The Forest Service needs to research the impacts of ORV's	The EIS has utilized much of the most recent available scientific literature with regards to the effects on wildlife. The US Forest Service welcomes new research and participation in new studies but, proposing new research is beyond the scope of this project. See response to comment 101-83.
101	119	Ogden Sierra Club, et al	General	Wildlife habitat analysis shouldn't be limited to Forest Service lands only.	The Ogden Travel Plan EIS section 4.6 primarily addresses motorized routes within the Ogden Ranger District. See Section 4.14.6 Cumulative Effects on Wildlife for the effects of these activities within adjacent areas.
101	120	Ogden Sierra Club, et al	General	Cumulative effects are incomplete in regard to the two new timber sales.	See response to comment 101-85.
101	121	Ogden Sierra Club, et al	General	Cumulative effects are incomplete in regard to future illegal routes.	Unauthorized use of roads and trails and creation of illegal trails by OHV's is acknowledged in the EIS and the effects are incorporated into the analysis. The EIS states that "all unauthorized roads or trails will continue to be closed and rehabilitated."
101	122	Ogden Sierra Club, et al	General	Cumulative effects are incomplete in regard to grazing	Livestock grazing is acknowledged in the EIS as a past, present, and on-going activity on the Ogden District and is incorporated into the cumulative effects analysis in Section 4.14.2. Decisions regarding grazing and grazing management are beyond the scope of this analysis.

101	123	Ogden Sierra Club, et al	General	The DEIS doesn't address the cumulative effects of ORV use and hunting on wildlife populations.	A thorough discussion of the effects of all the Alternatives as related to roads and road densities is provided in the Wildlife Section 4.6 and Cumulative Effects Wildlife Section 4.14.6. Although use of OHV's for hunting is included in the estimated effects, a specific study of the effects of hunting has not been done.
101	124	Ogden Sierra Club, et al	General	The DEIS should include definitions of habitat characteristics that are required for all key species, measures of habitat, population goals, and monitoring.	Providing much of this information within a EIS is beyond the scope of this project. The Ogden Travel Plan EIS primarily addresses motorized routes, thus the emphasis is the effects of motorized activities. The EIS provides information in sections 3.6 and 4.6 regarding numerous species and their habitats.
101	125	Ogden Sierra Club, et al	General	We suggest that Alternative 3a be modified to coincide with the Conservation Alternative.	See response to comment 101-12.
101	56-A	Ogden Sierra Club, et al	General	The EIS should include the actual ROS maps used to calculate ROS acreages for each Alternative and the information should be accurately and consistently applied.	ROS maps are available in the Revised Forest Plan. A new map for each Alternative ROS was not created during this analysis. GIS was used to calculate changes by alternative.
101	56-B	Ogden Sierra Club, et al	General	Besides ROS, a second indicator for recreation impacts should be the number of miles of non-motorized trails of various types available, including a map of these trails.	The types of non-motorized trails are outside the scope of the Ogden Travel Plan EIS. For information on the types of trails available to the public see the Forest Plan FEIS-Table recreation 7 pg. 3-239.
101	56-C	Ogden Sierra Club, et al	General	A third indicator should be the number of dispersed campsites in each Alternative.	Dispersed camping is outside the scope of this document. See section 2.3 Alternatives Considered and Eliminated from Details Analysis item 6.
101	58-A	Ogden Sierra Club, et al	SMS	Sec 3.8 should list areas where scenery is currently impaired compared to desired objectives.	An inventory of the integrity in comparison to the managed for Scenic Integrity Objective (SIO), and Landscape Character Theme (LCT) of the existing travel routes was not done because it was beyond the scope of the travel plan. Only proposed constructed travel routes were analysis see section 4.8 Effects on Scenery.
101	58-B	Ogden Sierra Club, et al	SMS	The EIS should include a discussion about the visual impacts on vegetation, especially wildflowers, from motorized use on roads and trails during dry summer conditions.	Dust on vegetation is a short term effect on the viewed landscape and is beyond the scope of the analysis.
102	1	ATK Thiokol Motorcycle/ATV Club	Willard Mountain Road (#20084)	Should remain open (as an established trail??)	Thank you for your comment. A range of alternatives was considered for this road. The proposed closure would be seasonal only and the road will remain open.

102	2	ATK Thiokol Motorcycle/ATV Club	Skyline Trail #6001	Feel that the Skyline trail from Willard Mountain to North Ogden should be open to all motorized uses. Note the trail is only open to motorcycles	The FEIS describes a range of Alternatives for the Willard Peak area trails and the Skyline trail. Section 2.4 - Alternatives Considered in Detail include open or closed roads and trails as well as seasonal restrictions for the Skyline Trail.
102	3	ATK Thiokol Motorcycle/ATV Club	Box Elder Creek Trail #26010	Would like to see this trail "motorcycle only".	Thank you for your comment. This trail was not considered as a motorcycle only trail.
102	4	ATK Thiokol Motorcycle/ATV Club	Pete's Hollow (#26022) to Box Elder Creek Trail	Believes this trail should be opened to single track users.	The analysis describes a range of Alternatives for the Petes Hollow trails in section 2.7.2 and in the FEIS.
102	5	ATK Thiokol Motorcycle/ATV Club	Grizzly Peak (#20091) Trail	Concerned that this trail should remain open to motorcycles	Opportunities to keep this route open were analyzed in Alternative 2 and Alternative 4. Further clarification of motorcycle only trail opportunities will be discussed in the Final EIS.
102	6	ATK Thiokol Motorcycle/ATV Club	Three Mile Trail #20113	Supports road being open to all motorized uses.	Thank you for your comment. A range of alternatives was considered for this road. The proposed closure would be seasonal only and the road will remain open.
102	7	ATK Thiokol Motorcycle/ATV Club	Public Grove 4x4	Supports road being open to all motorized uses.	Thank you for your comment. This road would be open under several Alternatives.
102	8	ATK Thiokol Motorcycle/ATV Club	City View Trail #6040	Agree this trail should remain open. Note this trail is not open to all motorized uses -- motorcycles only	Thank you for your comment. This trail would be open to motorized use under several Alternatives and would continue to be managed as a motorcycle single-track trail.
102	9	ATK Thiokol Motorcycle/ATV Club	Coldwater Peak Trail #6087	Agree this trail should remain open. Note this trail is not open to all motorized uses -- motorcycles only	Thank you for your comment. This trail would be open to motorized use under several Alternatives.
102	10	ATK Thiokol Motorcycle/ATV Club	Lewis Peak Trail #6041	Agree this trail should remain open. Note this trail is not open to all motorized uses -- motorcycles only	Thank you for your comment. This trail would be open to motorized use under several Alternatives and would continue to be managed as a motorcycle single-track trail..
102	11	ATK Thiokol Motorcycle/ATV Club	Monte Cristo and Wheatgrass Analysis Areas	Supports Alternative 3A but would like to see trail access from this area to the Curtis Creek/Tilda Springs area	Thank you for your comment.
102	12	ATK Thiokol Motorcycle/ATV Club	Curtis Creek Analysis Area	Supports Alternative 3A but would like to see more trails connecting to larger loop trails	Thank you for your comment.
102	13	ATK Thiokol Motorcycle/ATV Club	South Fork Analysis Area	Supports Alternative 3A but would like to eventually see a single-track connector trail from this area to the Willard Peak area.	Thank you for your comment.

103	1	Edward Rich	Skyline Trail	Does not support any closure on the Skyline Trail to motorcycles. Believes the issue of the mountain goats is weak and that the herd is doing well despite the presence of an occasional motorcycle. Rides the trail on mountain bike and rarely sees goats or motorcycles.	FEIS sections 3.6.2.1 and 4.6.3.1 discusses Mountain Goats. Additional information has been added to the FEIS with regards to the effects of disturbance.
104	1	Eric Ewert	General	Prefers Alternative that places the most emphasis on wildlife	Thank you for your comment. Alternative 3 was developed with an emphasis on wildlife.
104	2	Eric Ewert	General	Motorized trails should not be placed in roadless areas	Roadless is an inventory of lands that meet certain characteristics (See process for determining roadless characteristics is Appendix C-1 of the WCNF Forest Plan FEIS). The presence of motorized trails is not a characteristic used in determining if an area is Roadless. Section 4.10 disclosed the effects to roadless areas.
104	3	Eric Ewert	General	Motorized trails should not be placed where they eliminate opportunities for quiet recreation	The FEIS describes a range of Alternatives that address your concern, i.e.. See Chapter 2, Alternative , also see Chapter 4, 4.7 Effects on recreation.
104	4	Eric Ewert	General	Forest Service does not have the resources to enforce anymore motorized routes	The FEIS discloses this Issue in section 1.6.5 but as a comment not specifically addressed in this analysis. The non-significant issue of the US Forest Service not enforcing travel plan restrictions because of funding limitations.
104	5	Eric Ewert	General	Motorized trails should not be placed where they damage the watershed	FEIS section 4.3.2 frames the analysis of watershed protection in terms of the potential of roads and trails to impact water quality based upon their proximity to streams. FEIS section 3.4.3 analyzes how soil erosion from District roads and trails might affect water quality and riparian dependent resources. FEIS section 4.4.4 discloses the effects of soil erosion and rutting from the both the illegal user developed trails and designated system trails associated with the proposed action and its Alternatives. FEIS section 4.4.3 assumes that all system roads and trails will be located to Forest Service standards that allow for properly drained trail surfaces and minimize the potential for trail rutting, erosion, and widening. FEIS section 1.3.2.3 further defines the Forest Service standards that roads and trails will be managed to.

104	6	Eric Ewert	General	Disturbed ground along roads and trails provides an avenue for noxious weed invasion. No new ground disturbance should occur in areas where invasive plants are present.	Section 4.5.4.6 outlines mitigation that provides for early detection and eradication of Noxious Weeds. The Wasatch Cache NF Noxious Weed Strategy and Forest Service Manual 2080 provide further direction on identification and treatment of noxious weeds. While it is uncommon that weeds are mapped away from a trail or road - with windborn seed it is possible that such an infestation exist. In this case - pre trail construction surveys (also outlined in Sec. 4.5.6) would identify the infestation and allow for treatment and appropriate mitigation of the proposed route.
104	7	Eric Ewert	General	The Forest Service should not reward illegal activities by opening more routes	Thank you for your comment. Section 1.3.1 Purpose and Need for the Proposed Project describes the public need for a safe and reliable system of roads and trails that provide for quality motorized and non-motorized recreation. It also indicates the need to address the dramatic increase in demand for motorized recreational experiences. Section 2.4 - Alternatives Considered in Detail describes a range of Alternatives reducing motorized trails.
104	8	Eric Ewert	General	The Forest Service should not open Public Grove, Box Elder Creek, or the Mollens Hollow area.	Thank you for your comment.
105	2	Allen Keller	General	Believes that more hiking trails need to be established in Box Elder Creek and Perry Canyon.	Thank you for your comment. Non-motorized routes were not analyzed in this EIS.
105	3	Allen Keller	Willard Lake Trail #6090	Supports closure of this area to motorized use.	Thank you for your comment. Willard lake trail was considered to be converted to a non-motorized trail in various alternatives.
105	4	Allen Keller	Box Elder Peak area	Does not support rewarding poor behavior on the part of ATV users by making more trails in this area legal.	Thank you for your comment. Section 1.3.1 Purpose and Need for the Proposed Project describes the public need for a safe and reliable system of roads and trails that provide for quality motorized and non-motorized recreation. It also indicates the need to address the dramatic increase in demand for motorized recreational experiences. Section 2.4 - Alternatives Considered in Detail describes a range of Alternatives reducing motorized trails.
105	5	Allen Keller	Dock Flat	Supports the proposal for Dock Flat to provide dispersed camping	Thank you for your comment.

105	6	Allen Keller	Devils Hole Trail #xx30	Supports proposal if trail can be maintained, signed and seasonal closure can be enforced.	Appendix D and Section 2.8 Mitigation and Monitoring describe a functional signing program as necessary to reduce the impacts from inappropriate and illegal public uses. Section 4.3.4 Effects Analysis Methods and Assumptions states that all authorized trails and roads will be maintained to Forest Service standards and that Law enforcement and trail patrols are a District priority.
105	7	Allen Keller	Pete's Hollow (#26022) to Box Elder Creek Trail	Agrees that the trail needs to be realigned before it should be opened to motorized use	Thank you for your comment. A full range of Alternatives was analyzed. The Record of Decision specifically addresses the issues of this trail.
105	8	Allen Keller	Willard Road area	Feels there should be no motorized use around Perry Res., Grizzly Peak, Box Elder Creek, Willard Lake, West Fork of Willard Canyon.	Thank you for your comment. A full range of Alternatives was analyzed for roads and trails in the Willard area.
105	9	Allen Keller	Project Scope	Believes the Forest Service is incorrectly limiting the scope of the project to motorized travel when the P&N states otherwise.	Clarifying language was added to Section 1.3.1 to better articulate the purpose and need for the project.
105	9	Allen Keller	Public Grove/Devils Gate	Road should not be opened if the private land owners do not support it.	See comment 17 - 1.
105	10	Allen Keller	Mollens Hollow	Area should not be opened to motorized because of its scenic beauty.	Thank you for your comment. A range of alternatives was considered for this area.
106	1	Richard Waldo	General	Does not want to see any more motorized trails. Feels that the Forest Service should put emphasis on wildlife and protecting wilderness	Thank you for your comment. Alternative 3 was developed with an emphasis on wildlife and Alternative 1 protected roadless values which are important to wilderness designation.
107	1	Kurt Chaffin	DEIS Table 2.7.1	States that there is a disconnect between Alternative 4 and Alternative 3a as it relates to "miles of new open motorized trails". Actual difference is 2.8 miles v. 12.53. This observation is based on definition found in 2.5.14 -- a trail is a route 50" or less in width. This equates to 9.73 miles of road being added to trail total which is inconsistent with the definition of motorized trail	The calculations for miles of road or trails by categories will be clarified in the FEIS. See comment 87 - 109.
107	2	Kurt Chaffin	DEIS Table 2.7.1	Alternative descriptions (2.4.1 to 2.4.5) indicate 531 miles of resources in contrast to Table 2.7.1 which shows 476.93 miles. Looks like there is 60 miles of non-motorized trail that cannot be accounted for. Believes this is a significant factor and shows an even greater imbalance between motorized and non-motorized opportunities.	The calculations for miles of road or trails by categories will be corrected in the FEIS. This relates to the conflict of GIS miles and INFRA miles in our records.
107	3	Kurt Chaffin	NVUM Study	Concerned that the Forest Service should not be over-emphasizing what the data indicates. Decisions should not be based on what this data shows.	National Visitor Use Monitoring (NVUM) is a Forest wide study and was used to show use Forest wide and is not the only study sited in the FEIS.

107	4	Kurt Chaffin	Project Proposal v. Alternative 3a	I think this point is a question as to why the Proposed Action in scoping is so different from the preferred Alternative --	The best information available at the time was included in the Scoping Document sent out on July 18, 2003. Following GIS updates and a roads analysis during 2003-2004, a Notice of Intent to produce an EIS was published in the Federal Register (March 31, 2004) with the best available information at that time. Additional road management actions were included in the Alternatives based on information provided from the roads analysis as explained in Section 2-1.
107	5	Kurt Chaffin	General	Support selection of Alternative 2. Alternative 3a offers only marginal improvements over the existing condition	Thank you for your comment.
107	6	Kurt Chaffin	Tilda Springs Loops	Feels that trail going to the overlook should be built because it would provide a good view	Thank you for your comment. Davenport Hollow motorized travel was analyzed in Alternative 2.
107	7	Kurt Chaffin	Red Spur	Feels road to the overview should be opened so ATV's can enjoy the view. Electronic facilities can be fenced.	Thank you for your comment. The analysis describes a range of Alternatives for the Petes Hollow trails in section 2.7.2 and in the FEIS.
107	8	Kurt Chaffin	Running Water Trail #xxx9	Feels this trail should be built because it would provide variability and challenge. It would also help get traffic off the road	Thank you for your comment. This trail was analyzed in Alternatives 1 &2.
107	9	Kurt Chaffin	Spencer Basin	Feels this area should be opened to provide more ground and loop potential	Thank you for your comment. A full range of Alternatives was analyzed.
107	10	Kurt Chaffin	Curtis Ridge Trail #3309	Feels this trail should be open to motorized because it would provide a good challenge, scenic views and possible connections for future loops	Thank you for your comment. This trail would be open to motorized use under several Alternatives.
107	11	Kurt Chaffin	Baxter Sawmill 2	Supports this trail because it provides good views	Thank you for your comment. A full range of Alternatives was analyzed for this road.
107	12	Kurt Chaffin	#20186 TO #26980	Would like to see a connector built between these two (green fork gated to longhurst spring)	Thank you for comment. This was not analyzed in this document but will be considered in future environmental assessments.
107	13	Kurt Chaffin	Box Elder Creek Trail #26010	Supports this trail because it would provide an Alternative to the road.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
107	14	Kurt Chaffin	Pete's Hollow Trail #26022	Should be kept open as a single track motorized trail	Keeping Pete's Hollow Trail #26022 as a single track motorized trail will we be considered in the analysis of the FEIS.
107	15	Kurt Chaffin	Public Grove 4x4	Supports opening this road to provide access to Devils Gate	The FEIS describes a range of Alternatives for the Public Grove Road in section 2.7.2 - Relative Changes to Transportation System by Alternative.
107	16	Kurt Chaffin	Devils Hole Trail #xx30	Supports as it provides a needed Alternative to the Willard Road	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
107	17	Kurt Chaffin	Skyline Trail	Supports keeping this trail open with no seasonal restrictions. Goat population has thrived.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative. Section 4.6.3.1 indicated the effects to the mountain goats.

107	18	Kurt Chaffin	Dip Hollow - Public Grove	Should be opened to provide an Alternate access in the Public Grove area.	The FEIS describes a range of Alternatives for the Public Grove Road in section 2.7.2 - Relative Changes to Transportation System by Alternative.
107	19	Kurt Chaffin	Grizzly Peak Rd	Feels this road should remain open to all motorized	The FEIS describes a range of Alternatives for the Grizzly Peak Road in section 2.7.2.
107	20	Kurt Chaffin	Middle Ridge Power line and Silvia Hollow	Believes this road should be open to motorized use as it provides additional loop possibilities	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
107	21	Kurt Chaffin	Dry Bread Upper and xx11 ATV Trail	Supports this new motorize trail in the vicinity of this popular dispersed camping area.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
107	22	Kurt Chaffin	Dry Mitchell	Supports this new motorize trail in the vicinity of this popular dispersed camping area.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
107	23	Kurt Chaffin	Dairy Wash ATV #xx14 to Dairy Ridge Road	Supports this new motorize trail in the vicinity of this popular dispersed camping area.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
107	24	Kurt Chaffin	Lewis Peak Trail #6041	Supports keeping this outstanding single track motorized trail open	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
107	25	Kurt Chaffin	Coldwater Peak Trail #6087	Supports keep this single track motorized trail open	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
107	26	Kurt Chaffin	City View Trail #6040	Supports keep this single track motorized trail open	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
108	1	Al Herring	General	Feels that Alternative 3 would better protect wildlife from disruption and dispersion.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each Alternative.
108	2	Al Herring	Mollens Hollow/Box Elder Creek/Public Grove	Concerned that Alternative 3a would open these roadless areas to motorized use and does not feel that illegal behavior should be rewarded.	The FEIS describes a range of alternatives and the effects, including roadless areas, that address your concern.
109	1	Robert Stewart, U.S. Fish and Wildlife Service	General	The USFWS believes the DEIS provides an adequate range of Alternatives and it provides adequate disclosure of likely impacts to fish and wildlife resources.	Thank you for your comment.
109	2	Robert Stewart, U.S. Fish and Wildlife Service	General	All roads should be assumed closed unless posted otherwise to reduce habitat degradation and wildlife disturbance.	The FEIS on page 3-3 described the methods roads will be signed. This policy may change based on implementation of a new national policy on motorized recreation. The FEIS discloses the current signing techniques for the Wasatch-Cache National Forest.
109	3	Robert Stewart, U.S. Fish and Wildlife Service	General	The USFWS recommends that opportunities be pursued to protect as much critical deer winter range from disturbance as possible.	A wildlife emphasis Alternative was developed in the FEIS. One of the criteria used was protecting high value deer winter range. In addition, the effect of motorized roads and trails on winter range habitat is mostly limited since weather conditions usually preclude use by wheeled vehicles.

109	4	Robert Stewart, U.S. Fish and Wildlife Service	Public Grove	It is not clear within the DEIS (Alternative 3A) the timeframe for the seasonal closure on road 20220 Public grove 4x4.	In the FEIS will define seasonal closures and their dates.
109	5	Robert Stewart, U.S. Fish and Wildlife Service	Public Grove	The USFWS recommends that Alternative 3a remove the Public Grove 4x4 route from consideration and close the road to vehicular traffic due to effects on mule deer, elk, and sage grouse.	Thank you for your comment.
109	6	Robert Stewart, U.S. Fish and Wildlife Service	Public Grove	Removing motorized access to Public Grove would provide a large area that can be enjoyed by those who value secluded areas, undisturbed wildlife viewing, and "backcountry" hiking and hunting opportunities; the area is easily accessible by foot and other 4x4 opportunities exist nearby.	Thank you for your comment.
110	1	Vernon Warner	Devils Gate	Is opposed to the effort on the part of the Forest Service and Box Elder County to classify private roads as public roads. Feels that the TPR infringes on the rights of private land owners.	See response to comment to 17-1.
111	1	Warner Family Trustees	Devils Gate	The Warner family is 100% against the Forest Service plan because is infringes on private property rights, increases their liability, adds to water, noise and land pollution, affects wildlife habitat, water erosion, and land and water conservation. Attached to the cover letter are a number of bullet statements regarding history of the Devils Gate area, issues related to the controversy and ownership facts.	See response to comment 17-1.
112	1			Same letter as #110	
113	1	Stuart Scott	Law Enforcement	Feels that the best solution is to enforce the rules that already exist. Supports the concept of increasing registration fees and using some of the money to improve signing and enforcement.	Section 1.3.1 Purpose and Need for the Proposed Need discusses the function of the FEIS in regards to providing clear direction 'on which roads or trails are legally available...' Increasing registration fees is outside the scope of the analysis and is a State of Utah issue.
114	1	BlueRibbon	Lack of an adequate route inventory	Feels that the lack of a complete route inventory of all existing roads violates the spirit if not the letter of NEPA.	Appendix A provides a table of the current roads on the Ogden Ranger District, complete with road name and number, length, description, and location code for maps accompanying the EIS.

114	2	BlueRibbon	Inventory of all past, present, and future OHV routes	Feels that the FEIS must include a complete narrative of past, current and reasonably foreseeable OHV routes.	Using the best information available (inventories and the INFRA database), all current and reasonably foreseeable future motorized routes are included in the cumulative effects sections in Chapter 4. Once this plan is implemented, it is likely that additional changes will be made but these are unknown at this time. New route proposals would be analyzed in another assessment.
114	3	BlueRibbon	Proposed Action	The DEIS fails to explain changes from the proposed action. Concerned that there were several features in the proposed action that were not included in any of the Alternatives in the DEIS.	See comment 87 - 3 concerning the difference between the scoping proposed action and the EIS.
114	4	BlueRibbon	Roadless	Concerned that the DEIS substantially changes the management of certain roadless areas. The ROD cannot make substantial changes to management decisions that were properly made in the Forest Plan revision process. The ROD must be limited to changes in route designation and travel management.	The FEIS follows the NEPA process and analyzes a range of alternatives with varying effects on all resources including Roadless areas.
114	5	BlueRibbon	ROS	Concerned that the DEIS substantially changes the ROS classifications for certain roadless areas. The ROD cannot make substantial changes to management decisions that were properly made in the Forest Plan revision process. The ROD must be limited to changes in route designation and travel management.	The FEIS describes a range of alternatives that address your concern.
114	6	BlueRibbon	Scoping Process	Concerned that the DEIS is making management decisions concerning resources that were not identified in the scoping process including wildlife habitat, hunting preferences, ROS, and providing opportunity for non-motorized recreation. If the Forest Service identifies a need to provide additional non-motorized recreation in the context of a motorized travel plan then this issue must be identified in the scoping process.	Clarifying language was added to the purpose and need in Section 1.3.1. See comment 87 - 3 for the difference in the scoping proposal.
114	7	BlueRibbon	Effects	Concerned about the approach used in analyzing and disclosing effects. The DEIS is preoccupied with documenting impacts on various resources from motorized vehicles. Impacts should be evaluated and disclosed in a fair and unbiased manner.	Thank you for your comment. However, we feel the analysis was conducted and the environmental effects were disclosed in a scientific, unbiased and comprehensive manner.

114	8	BlueRibbon	Range of Alternatives	Concerned that the Forest Service has improperly attempted to exclude motorized use from roadless areas. The DEIS has no mandate to enhance the roadless character of roadless areas. The management of roadless areas was decided in the Forest Plan Revision.	The FEIS describes a range of alternatives that address your concern. We agree that the Revised Forest plan direction will be followed in our treatment of roadless areas.
114	9	BlueRibbon	Economics	Concerned that socio-economic impacts were not properly or adequately addressed in the DEIS. The DEIS has not disclosed the economic impact to visitors that are required or choose to use motorized vehicles. Nor has the DEIS disclosed the economic benefits to nearby communities like Woodruff, Randolph, Lake town, Mantua, etc.	See comment 87 - 60.
114	10	BlueRibbon	Vehicle Classification	Concerned that the Forest Service has arbitrarily limited vehicle widths to 50" or less for motorized trails in roadless areas.	Forest Service Manual 2353.05 defines a "trail" as "a commonly used term denoting a pathway for purposes of travel by foot, stock, or trail vehicles." It also defines "trail vehicles" as "vehicles designed for trail use, such as bicycles, snowmobiles, trail bikes, trail scooters, and all terrain vehicles (ATV)." In contrast, it defines "a four wheel drive way" as a "a National Forest System road included in the Forest Transportation Atlas and commonly used by four-wheel drive, high-clearance vehicles with a width greater than 50 inches unless designated and managed as a trail." Also, see response to comment #38.
115	1	UEC	MP 2.6	The proposed changes in the DEIS appear to avoid new roads or trails in this prescription.	Table 2.7.2, Summary of the Proposed Activities by Alternative, shows routes to be included under each of the Alternatives. There are some new open routes under each of the Alternatives (except the no action).
115	2	UEC	MP 2.6	Opening roads or trails near MP 2.6 will degrade their value.	No new routes will be opened within MP 2.6 (undeveloped areas). Routes opened in MPs nearby MP 2.6 will not affect the qualities for which the area was classified. The primary emphasis for MP 2.6 is on protection, to assure the values and unique qualities associated with undeveloped areas will be maintained.
115	3	UEC	Trail #25	Trail #25 would go through MP 3.1W.	The Box Elder Creek Trail is considered under Alternative. 2 and 3a. Road and trail densities were considered in the sections on wolverine and wolf (3.6.3.1), and in appendix B.
115	4	UEC	MP 3.1W	Consider trail densities in MP 3.1W.	Road and trail densities were considered in the sections on wolverine and wolf (Section 4.6.3.1), and in appendix B.

115	5	UEC	MP 3.2U	Consider trail densities in MP 3.2U	Road and trail densities were considered in the sections on wolverine and wolf (Section 4.6.3.1), and in appendix B.
115	6	UEC	Roadless Areas	Most of the proposed changes outlined in the scoping document either involve or are near IRAs.	Discussions in Section 3.10 and 4.10 describe the existing inventoried roadless areas and the degree to which proposed routes would affect each of them. It is not correct to assume most of the proposed routes would directly affect IRAs (see Table 2.7.1). Table 3.10.1 lists acres for IRAs and shows that a significant portion of this ranger district in or near a roadless area.
115	7	UEC	Curtis Creek	Expanded recreation in the Curtis Creek area may impact possible karst in the area.	FEIS section 4.3.5 analyzes how sediment from District roads and trails might affect water quality and riparian dependent resources, presumably including possible karst resources. FEIS sections 3.3.2.3, 4.3.5.1, 4.3.5.2 and table 4.3.5.6 disclose where these effects are currently happening, and how they will change under the various Travel Management plan alternatives. FEIS section 4.4.4 discloses the effects of soil erosion and rutting from the both illegal user developed trails and designated system trails associated with the proposed action and its alternatives. FEIS section 4.4.3 assumes that all system roads and trails will be located and managed to Forest Service standards that allow for properly drained trail surfaces and mitigate the potential for trail rutting, erosion, and widening. FEIS section 1.3.2.3 further defines the Forest Service standards that roads and trails will be managed to.
115	8	UEC	Hardware Ranch	The impacts of additional motorized activity on lynx and wolf must be considered.	The Ogden Ranger District followed the guidelines established in the Lynx Conservation Strategy (Section 4.6.3.3). Effects are displayed in Sections 4.6.3.3 and 4.6.3.1.
115	9	UEC	IRA	Any future analysis must justify the addition of 8.61 miles of new routes by showing a demand for these proposed roads and trails.	Thank you for your comment. Demand for new motorized routes is an assumption made based on the increased ownership of ATVs in northern Utah. See this reference in the Purpose and Need section.
115	10	UEC	General	Illegal activity shouldn't be rewarded.	Thank you for your comment.
115	11	UEC	General	Future NEPA should document the level of user-created routes, disclose road/trail density, and describe future enforcement.	Thank you for your comment. Monitoring in the future will include documentation of additional information on motorized uses.

115	12	UEC	Lewis Peak	The addition of more than 3 miles of motorized trail in the Lewis Peak area will increase the area's popularity and threaten water quality and potentially increase erosion.	FEIS section 4.3.5 analyzes how soil erosion from District roads and trails might affect water quality and riparian dependent resources. FEIS sections 3.3.2.3, 4.3.5.1, 4.3.5.2 and table 4.3.5.6 disclose where these effects are currently happening, and how they will change under the various Travel Management plan alternatives. The Skyline motorized trail near Lewis Peak was not specifically noted to have potential sediment impacts on water quality or riparian dependent resources. FEIS section 4.4.4 discloses the effects of soil erosion and rutting from the both illegal user developed trails and designated system trails associated with the proposed action and its alternatives. FEIS section 4.4.3 assumes that all system roads and trails will be located and managed to Forest Service standards that allow for properly drained trail surfaces and mitigate the potential for trail rutting, erosion, and widening. FEIS section 1.3.2.3 further defines the Forest Service standards that roads and trails will be managed to.
115	13	UEC	General	Increased risk of fire should be considered.	The potential for increased risk of fire, although possible, is somewhat speculative. It would be very difficult to predict and quantify and is beyond the scope of this analysis.
115	14	UEC	Lewis Peak	The Lewis Peak area should be considered for Wilderness.	Thank you for your comment. The Forest Plan documented the potential for the Lewis Peak roadless area.
115	15	UEC	Public Grove	Any additional routes in the Public Grove area need to be considered carefully in this IRA.	The Public Grove area received much consideration in the analysis and the effects of opening and closing routes in this area are fully disclosed (See in particular, Table 2.7.2, FEIS maps, and Chapter 4). The Revised Forest Plan dropped Public Grove Hollow for consideration as an IRA.
115	16	UEC	General	Impacts to migratory birds must be considered.	Impacts to migratory birds are displayed in Section 4.6.3.5.
115	17	UEC	General	Please consider closing the following additional routes (Highlighted in letter).	Thank you for your comments.
115	18	UEC	EIS	Include Forest Plan Amendments that would occur due to the Travel Plan decision.	Section 1.4 discloses that no Forest Plan Amendment would be required by any of the Alternatives.

115	19	UEC	General	Classification of unclassified road constitutes road construction.	We will follow Forest Service policy in classifying routes that currently exist without an inventory number. If a route is identified in an alternative be added, it is analyzed as if it was a new construction.
115	20	UEC	Shoshone Trail	We incorporate the entire 2005 WO appeal decision as well as our Forest Plan appeal. The DEIS fails to identify this as a significant issue.	The determination of significant and non-significant issues is described in section 1.6.3 and 1.6.4 of the FEIS.
115	21	UEC	General	The range of alternatives in the DEIS is not adequate.	We feel that the range of alternatives in this FEIS is adequate for an analysis.
115	22	UEC	Alternatives	We suggest that you develop alternatives that close significantly more miles of trail and road. This would allow alternative comparisons to work.	Thank you for your comment.
115	23	UEC	Wilderness	Forest Plan roadless inventory does not fully disclose effects on potential wilderness.	Thank you for your comment. The roadless inventory done in the Forest Plan FEIS is a separate document from this analysis and addresses roadless and wilderness potential.
115	24	UEC	Alternatives	Please modify alternative 3a to close motorized routes inside UEC's proposed wilderness areas.	Thank you for your comment. The Forest Plan documented the potential for each roadless area.
115	25	UEC	MIS	MIS population trend data must be gathered and analyzed.	Population and trend data on MIS is included in the Project Record.
115	26	UEC	MIS	MIS population trend data needs to be collected at the project level.	Population and trend data on MIS is included in the Project Record.
115	27	UEC	TES	The alternative selected should minimize both disturbance and habitat for lynx and wolves.	A range of alternatives is addressed within the EIS.
115	28	UEC	Sensitive Species	The WCNF is failing to conduct the sensitive animal and plant species monitoring that is necessary to determine distribution, status, and trend (eight species).	The EIS provides information in sections 3.6.2.4 and 4.6.3.4 regarding numerous sensitive species and their habitats and also displays the effects of the alternatives.
115	29	UEC	Cumulative Effects	The cumulative effects analysis to roadless, undeveloped areas, IRA, lynx, wolf, Forest Service sensitive species and wildlife in general is not meaningful and lacks quantified or detailed information.	Addition information has been added to the Cumulative Effects section of the FEIS.
116	1	Kyle Potter	Devils Gate/Rocky Dugway	Opposed to the proposed ATV trail in Mantua area. Area in which the trail is located passes through sensitive sharp-tailed grouse habitat and fears that ATV activity would force the grouse off of their traditional leks.	Additional information has been added to the FEIS with regards to sharp-tailed grouse and the effects of the alternatives on the sharp-tailed grouse and their habitats.
116	2	Kyle Potter	Private Land	As a private property owner does not feel it is wise to have ATV trails pass thru private property to access National Forest System lands.	See response to comment 17-1.
117	1	Matthew and Kimberly New	Negligence Law Suits	Concerned that public travel across private land will increase their liability for negligence lawsuits.	See response to comment 17-1.

117	2	Matthew and Kimberly New	User Fees	Can private landowners charge a fee to those passing across their land? Owners have never been offered any compensation. How can this be legal?	See response to comment 17-1.
117	3	Matthew and Kimberly New	Trespass Hunting	Concerned that public access across their private property will lead to trespassing and vandalism. Can someone post signs for the private landowners?	It is the responsibility of the landowner to post private property.
117	4	Matthew and Kimberly New	Human Caused Fire	Concerned that public use of their private property could increase their exposure to human caused fires. How will the Forest Service limit the risk of these types of fires occurring on their property.	It is the responsibility of the landowner to post private property.
118	1	John and Betty Mayer	Mollens Hollow/Box Elder Creek	Opposed to motorized trails in these areas.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each alternative.
119	1	Douglas Dickson	Skyline Trail	Concerned that the seasonal protection of the kidding area for the mountain goats is part of an agenda to close motorized access.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each alternative. The Purpose and Need for this analysis discusses the need for motorized access.
120	1	K.C. Robinson, Western Wildlife Conservancy	General	The DEIS is inadequate with respect to the discussion of lynx.	Sections 3.6.2.3 and 4.6.3.3 discusses the lynx and its habitat. Additional information has been added to the FEIS.
120	2	K.C. Robinson, Western Wildlife Conservancy	General	Much of the land contained within the Ogden Ranger District is identified as potential, if not actual, lynx and/or snowshoe hare habitat.	Snowshoe hare habitat is abundant within the Ogden Ranger District (See Snowshoe hare section) and for lynx, the area is considered linkage area habitat. The Ogden Ranger District "potential" on page 4-27 of the DEIS has been eliminated from the FEIS.
120	3	K.C. Robinson, Western Wildlife Conservancy	General	Proliferation and use of roads and trails for motorized recreation generally has negative impacts on wildlife species, including lynx and snowshoe hare (referring to two publications: one by Reed Noss and the other by Barrie Gilbert).	Section 4.6.3 summarizes the general effects roads have on wildlife. Sections 4.6.3.2 and 4.6.3.3 describe the effects of the alternatives on snowshoe hare and the lynx, respectively. Neither Noss nor Gilbert specifies specific protection for snowshoe hare or lynx in regard to forest roads.
120	4	K.C. Robinson, Western Wildlife Conservancy	General	The DEIS concludes that the alternatives will not negatively impact the lynx.	Impacts to lynx are displayed in Section 4.6.3.3. A determination will be made in the Biological Assessment based on the effects of the selected alternative. Concurrence regarding this finding from USFWS will be obtained prior to the release of the Record of Decision.

120	5	K.C. Robinson, Western Wildlife Conservancy	General	The EIS shows that the Ogden RD is not important to the conservation of the lynx; the RD may be extremely important for maintaining genetic viability of lynx populations to the north, south, and east (middle and southern Rockies).	We agree that the Ogden Ranger District may be important to the lynx.
120	6	K.C. Robinson, Western Wildlife Conservancy	General	The US Forest Service is required by law to show that the preferred alternative combined with the Shoshone ATV trail system will not negatively impact the prospects for lynx conservation between the Greater Yellowstone and Southern Rockies Ecoregions.	The US Forest Service is required to display the effects of the different alternatives on lynx. In addition the US Forest Service has followed the guidelines within the lynx conservation strategy with regards to linkage habitat (Section 4.6.3.3).
120	7	K.C. Robinson, Western Wildlife Conservancy	General	There is not enough hard data on the effects motorized forest travel routes to draw a conclusion one way or another about their effects on lynx.	The USDI has determined that Forest roads are not a threat to lynx, however, roads and trails may reduce the value of some lynx habitat by removal of vegetation and forested cover (Section 4.6.3.3).
120	8	K.C. Robinson, Western Wildlife Conservancy	General	Only a fraction of mileage will be added to primary lynx habitat within the alternatives, but this has no significance at all from the perspective of the importance of the area as a lynx travel corridor; primary and secondary habitat is inapplicable to the corridor.	Primary and secondary habitats possess many qualities preferred by lynx and support higher numbers of snowshoe hares, thus it is applicable. Section 4.6.3.3 displays the effects of the alternatives on lynx.
120	9	K.C. Robinson, Western Wildlife Conservancy	General	The US Forest Service needs to do more work analyzing the impact of the expected dramatic increase of motorized traffic on lynx dispersion through the area and thus conservation of the lynx.	Section 4.6.3.3 and Section 4.14.6 Cumulative Effects displays the effects of the alternatives on lynx.
120	10	K.C. Robinson, Western Wildlife Conservancy	General	I urge the US Forest Service to pay close attention to CFR 1502.22 (a) & (b) (Incomplete or unavailable information) and CFR 1502.24 (methodology and scientific accuracy). (Context of the paragraph is in relationship to the lynx).	With regards to the lynx, Section 3.6.2.3 and Section 4.6.3.3 utilizes many sources of literature and information. The most applicable information is contained within the Lynx Conservation Strategy (Ruediger et al 2000) and the USDI (2003).
121	1	Larry Svoboda representing EPA		N/A	N/A
122	1	Phil Hartorgsen	Willard Lake Trail #6090	If the area around this pond has been damaged then motorized access should be restricted.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each alternative. The Record of Decision directs the closure of unauthorized routes around Willard Lake.
122	2	Phil Hartorgsen	Skyline Trail	Concerned that there should be no restrictions on this trail. The goat herd is doing very well and has heard that they are being used in a re-location program. There are very few single track opportunities in the area and does not want to see any restrictions particularly if the herd is being used for a breed and relocate program	Mountain goats have not been moved from this area to other locations since they were initially transplanted; though this could occur in the future. FEIS sections 3.6.2.1 and 4.6.3.1 discusses Mountain Goats. Additional information has been added to the FEIS with regards to the effects of disturbance.

122	3	Phil Hartorgsen	General	Would like to see more two wheeled motorized only opportunities. Feels that 4-wheelers cause more damage to the environment than motorcycles.	Further discussion on motorcycle only or single-track recreation opportunities will occur in the FEIS.
123	1	Lou Ann Christensen representing Brigham City	Pete's Hollow Trail	Brigham City feels it is important to the interest of its citizens that a motorized trail link be established between the City and the National Forest. The City also recognizes that such a trail link will require coordination with the Ogden Ranger District and partnership with an number of groups and agencies to make the trail safe for a variety of users.	The FEIS describes a range of alternatives for the Petes Hollow trails.
123	2	Lou Ann Christensen representing Brigham City	General	In general, Brigham City supports Alternative 2	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each alternative.
123	3	Lou Ann Christensen representing Brigham City	Devils Gate/Public Grove	Supports the link through the Devil's Gate Valley to Public Grove as a motorized trail.	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each alternative.
123	4	Lou Ann Christensen representing Brigham City	Rocky Dugway	Supports maintaining the Sink Hole--Three Mile road for motorized access	See Section 2.4 Alternatives Considered in Detail discusses a range of actions for each alternative.
124	1	S. Bruce Jones	General	Please follow the plan which will allow for the greatest 4-wheeler opportunities	The FEIS described a range of alternatives for motorized and non-motorized recreation.