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First name: Earl

Last name: Bower

Organization:

Title:

Official Representative/Member Indicator:

Address1: 417 E Hemmi rd

Address2:

City: Lynden

State:

Province/Region:

Zip/Postal Code: 98264

Country: United States

Email: res1tazc@frontier.com

Phone: 3603059140

Comments:

Dear travel management authority:

I attended the June 23 info session at Cashmere Wa for input on the planned revisions to forest motor vehicle policy. Though friendly and helpful the rangers were not themselves in a position to set travel policy. Therefore our input consisted more of venting rather than having an impact. I would have preferred it if someone in a decision making position had been there for input, and to undercut the sense that we were being "handled" by an insulated entity.

Therefore please consider the following input.

I am retired and have ridden trail motorcycles in the Wenatchee/Entiat mountains since 1965. I am not an angry anti-government sort, but do have concerns about the proposed revisions. I am concerned that the preferred option, as well as two of the others puts the forests in a default "closed" status, unless the forest service decides to open them up. It is unclear how any reopening of closed travel might occur, who would be making decisions, and how they might incorporate public input.

I have no problem with "cross country" restrictions. I have always confined riding to established trails and roads.

Default closure of secondary/service roads will eliminate some very enjoyable, responsible riding, and limit riding to dull, well worn corridors. I feel that allowing riding on many secondary roads will prevent the temptation to stray across country.

As a senior citizen, access is important to me, as I cannot readily back pack, or bicycle into remote areas. Interesting and rewarding access can not be limited to the hyper-athletes.

I understand that, nationally, interest and use of the forests is declining, at least relative to the growing populations (who are busy with their video games and social media.) I feel that a thoughtfully managed, accessible set of forests will increase public interest, use and maintain support for the Forestry budget. Closure will have the opposite effect and make the forests "elitist."

I would not be opposed to a required training session on responsible use of forest roads and trails, as a precondition to motor vehicle access to secondary roads.

Finally, some sort of structured, transparent mechanism for ongoing citizen input into road and trail access is essential. In this instance it is important to avoid the appearance that input is encouraged, but largely ignored.

I did find the photo collage of motor vehicle abuses on display at the Cashmere open house misleading, and in fact mildly offensive, in that it implied that the gross transgressions pictured were the main targets of the new policies. Such abuses are already illegal, atypical, and not likely to be stopped by the new closures. A more accurate photo display of the impacts of closure might have been one my 65 year old self riding one last time along a soon to be closed secondary road.

Thank you for considering my input. I would prefer to see the "no change" option retained, but doubt it will be. I hope that any changes will be made thoughtfully and with inclusion in mind.