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Comments:

After reading and trying to comprehend the differences between the four different alternatives A, B, C, and o, There are some good and bad I see with each. Bottom line Alternative B may be the most logical one to choose.

If Alternative B would be the plan to enact, I would like to see more leeway given to the larger size WA TV or the Utility type of vehicle.

AS a previous owner and rider of both a 4 wheeler ATV and a 50 inch wide WATV, I have gone to a much larger size 63+-inch wide Utility Vehicle. This was done for safety considerations of better seen, better personal body protection for the driver and passengers.

I am a 65 year old retired female, and have had hip joint replacement and age is also taking toll on my knees. So riding my Utility Vehicle offers enjoyment for forest travels. We own a 4x4 dually truck with a large size camper, and another 4x4 pickup truck we have driven on forest roads. Most of these mountain roads in forested areas are poorly maintained and are extremely rough with pot holes, wash boarded, rocky, and even some asphalted roads need maintenance. Riding over these roads with our trucks literally beat you to pieces. They are extremely hard on my body. I have found riding my Utility Vehicle over these roads is more comfortable than riding in any other vehicle.

Please take into consideration for those people who fall under the American Disabilities Act (ADA) definition to access ALL USFS roads and trails with any licensed motor vehicle may travel, to include ATV/WATV Utility Vehicle, or Motorcycle. They are entitled to enjoy our National Forest also.

I ask that the USFS take into consideration for folks like me by allowing drivers of larger size WATVs and Utility Vehicles to enjoy driving privileges to all USFS roads like any other motor vehicle. There are too many roads under all of the proposed Alternative Plans (A, B, C, &D) across the Okanogan / Wenatchee National Forest, where ATV/WATVs trails and roads are land locked, or better described as road locked. There is not a legal link to get to them without causing an illegal action by riding on non allowed routes. AS Washington State RCW 46 and S81632 states, ATV/WATVs with modification to be street legal are restricted to streets, roads and highways posted with a max of 35 MPH speed limit. I did not see anywhere within the proposed Travel Management plan mentioning any speed limit on any USFS road. This may be an irrelevant with the study of the TMP, but maybe it should be a consideration. Displaying of vehicle lighting could be a requirement for safe operation while operating WATV and Utility Vehicles on USFS primary roads.

As indicated in different sections of the Travel Management Proposal, the USFS willing admits there may be much higher activity and numbers of ATV/WATVs The report states 7,021 llcensed ATV/WATV's in 2015. This is a very low number as in March of 2016 we licensed a 2016 Honda WATV/Utility Vehicle. The license plate number is 16070. In June of 2016 we licensed or second Honda WATV/Utility Vehicle and the later license plate is 23105. That is 7,035 new ATV/WATVs that have been licensed in the past 90 days.

If this is a new trend, we will soon be seeing our recreational areas become over crowded, overcrowded in places like our forested lands and roads. It would be a wise and prudent to make room for this expansion of vehicles. The proposed 350 +- miles of ATV/WATV roads Is not adequate.

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