

April 17, 2020

Comments on Nez Perce-Clearwater National Forest Plan Revision

Thank you for the opportunity to comment on the proposed Nez Perce-Clearwater Forest Plan.

I was born and raised in Idaho, except for a detour thanks to Uncle Sam I have lived my whole life in Idaho. I have been an avid OHV user for the past 50 years. My main recreation during my adult life has been some form of OHV activity, starting with motorcycles, then ATVs, and now with a side by side. Most of my free time has been spent riding and camping on public land. I have also been actively involved with several organizations such as, Magic Valley Trail Machine Association, Magic Valley ATV Riders, Blue Ribbon Coalition, Idaho Recreation Council, Idaho ATV Association and others. I have held several offices in these organizations over the years. My focus has been retaining and increasing access and riding opportunities for the motorized community on public land. I have been involved with many Forest Plans and Travel Plans. **All these plans have one thing in common, the revised plan has resulted in reduced access for the motorized user.** I have watched my access to public land disappear at an alarming rate. This needs to change. I am asking you to break the mold and add more opportunities for motorized recreation and multiple use. I can not support any alternative that reduces public access.

We need no more Wilderness. Wilderness was supposed to be a few select areas not the land grabbing cancer it has become. Any recommended wilderness area should not be managed as wilderness. Historic motorized uses and activities pre-existing RWA designation should be restored and allowed until designated by congress.

We need more access for motorized use. Studies have shown that motorized use is on the increase. We need expansion not closure of motorized routes. Forest road and trail decommissioning should be avoided at all costs. Any so-called issues can be resolved to avoid closure. Seasonal closures to motorized use should be eliminated. Routes that make loops and connect popular areas should be a priority project. Some areas that need to be open for motorized use are: The Anderson Butte ATV trail in the West Meadow Creek area, Elk City to Florence trail, Smith Ridge connector.

I oppose any new designation of Wild and Scenic River segments. If any designation occurs OHV use should be allowed to continue as in the past.

The economy of many areas is very dependent on the motorized community, it is vital that motorized dollars continue to flow into these areas.

I would urge you to make sure Nez Perce-Clearwater National Forest is a place for all users to enjoy not just a select few. The Blue-Ribbon Coalition says it best: **Manage our public lands for the people not from the people.**

Thank you

Stan Mai

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