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Comments: Blue Ribbon Coalition (BRC) is writing to provide feedback for the Arizona National Scenic Trail Comprehensive Plan. BRC is a national non-profit organization that champions responsible recreation and encourages a strong conversation ethic and individual stewardship. We champion responsible use of public lands and waters for the benefit of all recreationists by educating and empowering our members to secure, protect, and expand shared outdoor recreation access and use by working collaboratively with natural resource managers and other recreationists. Our members use motorized and non-motorized means of recreation, including OHVs, horses, mountain bikes, and hiking to enjoy federally managed lands throughout the United States, including those of the Arizona National Scenic Trail. Many of our members and supporters live in these states that encompass the trail or travel across the country to visit these states and this trail and use motorized vehicles to access United States Forest Service managed lands throughout Arizona. BRC members visit Arizona for motorized recreation, sightseeing, photography, rockhounding, hunting, wildlife, and nature study, camping, observing, cultural resources, and other similar pursuits. We would like to add our support to any comment submitted by any individuals or organizations that advocate for motorized use. BRC members and supporters have concrete, definite, and immediate plans to continue such activities in the future.

Buffer Zones

BRC supports the Forest Service in creating a comprehensive plan for the Arizona National Scenic Trail. We recognize the recreational value this trail brings to users and continued maintenance is imperative. This trail provides valuable recreational opportunities for many users. 49% of the trail is within motorized recreation opportunity spectrum zones. Therefore, this 49% of the trail should not restrict any existing motorized routes. Through this plan, [ldquo]buffer zones[rdquo] should not be created in order to protect the trail settings. Any road that runs near the trail or crosses the trail that allows for motorized use should continue to allow for motorized use. Management practices such as [ldquo]Where the Arizona National Scenic Trail crosses or is located on a road or motorized trail or where Arizona National Scenic Trail users may encounter motorized users (such as a motorized crossing), consider utilizing advance warning signs and/or regulatory signs to promote safety. Signs should be appropriate to the setting.[rdquo] Should be implemented before any type of restrictions to users.

Users with Disabilities

We recommend that the USFS use this planning process to finally begin to reverse its decades-long systematic discrimination against those with mobility impairment-related disabilities. Motorized use outside of the Trail and any current motorized use should not be limited or decommissioned due to the Arizona National Scenic Trail. Motorized use is the only way many people of the public can access these areas of land.

On his first day in office, President Joe Biden issues an [ldquo]Executive Order On Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.[rdquo] This executive order established [ldquo]an ambitious whole-of-government equity agenda[rdquo] which focuses on addressing [ldquo]entrenched disparities in our laws and public policies.[rdquo] and mandates a [ldquo]comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality.[rdquo]

Under this executive order, [ldquo]The term [lsquo]equity[rsquo] means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as [hellip] persons with disabilities[hellip] [ldquo] Historically, there has been no group more greatly marginalized and excluded by public land management policies, and motorized travel

management policies in particular, than people with disabilities. Outdoor enthusiasts with ambulatory disabilities frequently rely on motorized travel as their sole means to enjoy recreating on public lands. Not everyone has the ability to hike into a remote wilderness area, but many such people are still able to drive Jeeps, side-by-sides, and ATVs, which are restricted to the designated motorized route network.

Management policies focused on [ldquo]minimizing[rdquo] the environmental impacts of motorized recreation have resulted in a dramatic decrease in motorized recreation opportunities on public lands over the last 20 years which has disproportionately impacted people with disabilities. Wilderness focused environmental groups with extreme ableist biases have pushed for more and more areas to be closed to motorized recreation and reserved exclusively for hikers, mountain bikers, and other [ldquo]human powered[rdquo] and [ldquo]quiet use[rdquo] forms of recreation in which many people with disabilities are unable to participate.

Every time motorized routes or areas are closed, people with disabilities that require the use of motorized means to access public lands are barred from those areas forever. There has been little recourse for such people in the past because the Americans with Disabilities Act does not require public land management agencies to consider disproportionate effects on the disabled community, but only requires that they be given access to public lands on equal terms with everyone else. As a result, the USFS has historically failed to give any real consideration to the impacts of motorized route closures on the disabled community when developing travel management plans.

The Biden Administration[rsquo]s focus on equity, however, changes the equation. While the ADA focuses only on equality of opportunity, equity inherently focuses on equality of outcome. Any policy that is facially neutral but disproportionately harms a disadvantaged or marginalized group is considered inequitable. The USFS is therefore required by this executive order and others mandating that federal agencies consider [ldquo]environmental justice[rdquo] in NEPA proceedings to consider whether any route closures because of Trail management would disproportionately harm disabled users[rsquo] ability to access public lands. The allowance of e-bikes would help address equity on the Arizona National Scenic Trail.

Conclusion

We would like to close by saying we support [ldquo]shared use[rdquo]. As long as overall visitation numbers are appropriate for the affected resources, motorized and non-motorized users can be compatible with one another so long as individual users understand designations and plan their activities accordingly. Indeed, motorized and nonmotorized recreation use often overlap as OHV[rsquo]s often increase accessibility to non-motorized recreational activities such as hiking, camping, equestrian use, etc. We also hold that responsible recreational use of public lands can exist in harmony with ecosystem needs.

BRC would like to be considered an interested public for this project.