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Comments: The closure of OHV's impacts off-road enthusiasts, the ORV dealerships we buy from as well as the camping industry. Why in the world would Georgia be interested in driving this revenue out of the state????

The current state of GA's OHV management is a mystery to many for the following reasons:

--WHO in FS management feels it is safe for GA's OHV's to have only bi-directional ATV roads rather than 1-way-only roads?

--WHO in FS management is OK with kids (too young to have a DL) driving ATV's on bi-directional FS roads among much faster riding motorcyclists?

--WHY are there NO "motorcycle-only" trails at the OHV's (other than Towns Creek)?

--WHO in FS management really believes motorcyclists feel safe riding on bi-directional ATV roads? Would you feel safe with your kids on such a road?

--Does anyone in FS management realize 50-80% of weekend dirtbikers avoid OHV's entirely because of the unsafe nature of riding on bi-directional ATV roads? That is a huge revenue miss for our OHV's.

--Towns Creek is the only OHV to feature "2-wheel only" trails AND ALSO 1-way only ATV roads. Has anyone in FS management studied the difference in accident reports between TC and the other OHV's? I suspect TC has a far lower rate of head on collisions than the other OHV's.

--1-way only single track trails (single track= 2 wheel ONLY trails) would cost the state \$0 to install (volunteers do the work); virtually \$0 to maintain (volunteers maintain the trails; require nothing more than hand loppers and a hand saw (minimal tree removal required) to install and maintain and would have zero impact on your current ATV roads. As opposed to ATV riders, single track riders (motorcyclists) enjoy the slower, tighter 1-way trails and a fallen tree is about all they would require any chainsaw maintenance work--if at all. This type of trail system would GREATLY enhance the safety and appeal of OHV's to the larger off-road riding community.

--The current OHV philosophy of incorporating only bulldozed bi-directional roads appeals only to a small niche of the off-road riding community (ATV riders) and leaves a much larger niche of the riding community (motorcyclists) unserved. That is a lot of missed \$\$ revenue for our GA OHV's.

--The current OHV volunteer base is also diminished because of the reliance by FS management on utilizing ATV roads only. Your potential dirt bike riders & volunteers have zero interest in maintaining ATV roads.

Summary: Keep your ATV roads but allow a volunteer team to install single track (motorcycle only) 1-way trails that avoid the ATV roads as much as possible. ALL of the GA OHV's have ample acreage to add miles of single track trails. This one improvement would instantly appeal to a far larger base of off-roading families that seek a safe and legal riding environment. The additional revenue could help all of your OHV parks.

To further maximize your revenue consider also converting all of your ATV roads to 1-way only roads. Any OHV park needs both ATV roads and also single track motorcycle trails to appeal to the broader community of ATV and Motorcycle riders.