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First name: Gregory
Last name: Hazlehurst
Organization:
Title:
Comments: Heres my
Comments:

I am concerned about the Forest Service proposes closing of OHV trails in my National Forest.
I find it alarming that there is a consideration of trail reduction.
I find it more alarming that there is not an even greater and more visible effort of the U.S.F.S put into improvement of existing areas.

I ride a dualsport motorcycle at Oakey Mountain, Tatum Lead and Milma Creek trails often! The proposed closing will limit my ability to enjoy healthy, active recreation that my friends and family have come to rely on for our motorcycle adventures.

I enjoy camping and in doing so. I spend a lot of money on supplies and food at local businesses. When I use the trails I typically ride with several clubs and many friends using all the OHV parks incl. Oakey Mtn, whissenhutt, Town Creek, etc. We are always talking about how we can work together to improve trail conditions, sustainability and enjoyment for all other users.

I actively participate in volunteer work days to support GARTRA and their efforts to work with the forestry svc to maintain the available trails and keep our parks open.

Any unavoidable closures of OHV areas on the Chattahoochee National Forest should be offset with the establishment of
new OHV trail milage ie. one way single track offering an increased availability of legal riding opportunities.

Adding one way single-track trails would significantly improve my/our moto recreation experience and increase opportunities for multiple levels of trail difficulty to be experienced by the diverse skills of the Community. Existing two way trails are still a single riding lane and are danger for head on collisions, who wants to ride in fear of a head on collision at every turn.

More areas need to be added to the area not subtracted. If impact to an area is an issue limit it to motorcycles only as they don't have the same impact as 4 wheeler's or side by sides.

Thank you for investing the time in our current system and for making the effort to hear my opinions.

Greg H.