

Data Submitted (UTC 11): 1/24/2024 2:21:17 PM

First name: Delmer

Last name: Albright

Organization:

Title:

Comments: I recreate on public lands in the northwest and west. I appreciate the opportunity to provide feedback for the Northwest Forest Plan on how important continued and sustainable motorized recreation is to this entire region.

I am concerned with the notice of intent regarding the management of the northwest forests. Access to public lands through roads and motorized use is crucial for various reasons. I believe motorized routes should not be closed arbitrarily through restrictive designations and management decisions, and the USFS should maximize the available routes.

The economic benefit for local communities is a factor the USFS needs to consider. Recreation is a trillion-dollar-a-year industry. Motorized use on public lands has grown tremendously in popularity over the past few years, and the USFS should be looking for ways to help the local communities capitalize on these opportunities.

Closing routes through forest designations will be irresponsible management as it will concentrate the growing number of users into smaller areas. Motorized routes accommodate not only motorized users but also emergency response teams. These forests contribute to local economies through timber harvesting, recreation, grazing, rockhounding, and other contributions. All of these require public access throughout these forests.

All public land decisions need to consider equity of access for those with mobility impairment disabilities. It is essential to recognize that discrimination towards Americans with disabilities within federal land management agencies is deeply rooted and hidden in plain sight.

Motorized recreation has taken a backseat to conservation and protection. Motorized recreation is often the only way those with mobility impairment disabilities can access public lands. Current policies actively discriminate against this group of underserved Americans, and I would like to see this travel plan help connect all users with public lands.

To prevent and avoid adverse resource impacts and user conflict, the USFS should actively manage the area and routes. We can mitigate negative impacts without closures through different management strategies and proper education. As the popularity of outdoor recreation grows, the USFS should look at ways to provide reasonable access to sustain the growing number of visitors. Restricting use and concentrating use will only increase impact.

I support dispersed camping on public land, and a robust network of designated routes is the best way to ensure abundant dispersed camping access. I believe dispersed camping should be allowed within the appropriate disturbance area alongside each route. Any forest plan updates should recognize that pullouts and spur routes often lead to high-value dispersed camping locations.

The First Amendment protects the right of groups to gather and have organized rides where we educate each other on ways to enjoy our preferred choice of recreation. Limiting routes could be violating those rights. I don't want to see the USFS give preferential treatment to any user group over another. I believe the USFS can manage all types of recreation within this area. Motorized and non-motorized users can co-exist, and one should not be restricted to accommodate another.

Wildfire is the greatest threat to the Northwest Forest. Catastrophic fires have decimated communities, habitats, and forests due to a lack of better management. To protect these national forests and those who live near, work

in, and recreate in them, we must manage to reduce wildfires. Roads act as a natural fire barrier and should be protected through this plan.