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First name: Malachi

Last name: Lones

Organization:

Title:

Comments: I enjoy accessing and recreation on public lands and believe continued access is important for all. I appreciate the opportunity to provide feedback for the Northwest Forest Plan Amendment #64745 and hope the Forest Service will seriously consider my comment as I believe this area provides valuable recreation opportunities.

I believe the Forest Service should maximize the amount of routes available to fulfill its multiple use mandate. The Forest Service should also designate user created routes as open to help ensure continued access. The economic benefit for local communities is a factor the Forest Service needs to consider. Motorized use on public lands has grown tremendously in popularity over the past few years and the Forest Service should be looking for ways to help the local communities capitalize on these opportunities. Closing routes that were never fully considered over the past few decades will be irresponsible management as it will restrict users from accessing routes that they have used for generations. Routes within nesting areas should also be designated as open.

In order to advance equity of access on public land for those with mobility impairment disabilities, it is important to recognize that discrimination towards American with disabilities within federal land management agencies is deeply rooted and hidden in plain sight. Recreation, primarily motorized recreation has taken a backseat to conservation and protection. Motorized recreation is often times the only way those with mobility impairment disabilities are able to 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. Allowing e-bikes on non-motorized routes or creating new routes are a few ways to address this as they have the same impact as a human powered bike. The Forest Service also should analyze creating new e-bike routes to accommodate these users.

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. Often pullouts and spur routes lead to high-value dispersed camping locations, and they should be recognized for this purpose and need.

I highly value motorized recreation in Washington and thank-you for the opportunity to voice my concerns