

Data Submitted (UTC 11): 8/1/2026 5:59:28 PM

First name: Bradley

Last name: Ellison

Organization:

Title:

Comments: Hello,

I am writing regarding the forthcoming Willowa Whitman, Malheur and Umatilla National Forests Land Management Plan revisions. While I support increased logging in areas with economically viable timber and/or high risk fuel loads, the inevitable increase in roads used for logging must be carefully managed in order to prevent negative impacts to public wildlife. This pertains specifically to elk but extends to a multitude of species like spotted owls, pilliatted woodpeckers, wolves and many others. The impact of roads and increased motorized access can not be divorced or ignored if the USFS principles of multiple use are to be held whole.

To provide some context, my father was a career Forest Ranger who raised his children to have an appreciation of multiple use philosophy. On the districts that he oversaw he successfully reduced clear cutting and replaced it with selective cutting to improve post logging recovery and minimize habitat impacts. He was also instrumental in implementing the National Wild and Scenic Rivers Act having achieved that designation for one of the first rivers in the US.

Personally, I became an Idaho based Hotshot wildland fire fighter after graduating high school. As an university undergraduate I majored in technical geography focusing on mapping, remote sensing and GIS. As a graduate student I majored in planning and resource management geography with an integrated minor in environmental law and resource economics. During summer break, my wife and I were "hired" onto a volunteer trail maintenance crew working in the Eagle Cap Wilderness maintaining and improving hundreds of miles of trails on the south and west sides using back packs and hand tools.

I am also a lifelong outdoorsman. I harvested my first deer when I was 12. It was taken on Nez Perce N.F. land. When I moved to Oregon, I became a volunteer hunter education instructor and was certified as an Oregon Master Hunter. I have hunted all over Oregon and many other western states for more than 55 years. This is the first year I will not hunt in Oregon because the unit I drew has been consumed by fire!

This is all to say that I have some experience and perspective on the topic at hand.

My hunting buddies and I always walk while hunting, though we may drive to a trailhead or drop off point. This in spite of being in our mid to late 60s. Arriving at a distant ridge to hunt after walking miles in the dark, it is heartbreaking to hear an ATV, UTV or any other motorized vehicle pull up into the very place we were planning to hunt. There are already plenty of places (e.g. the Coast Range) where this occurs in Oregon.

A balanced multiple use objective for our public Forests necessitates consideration of ALL relevant impacts, to the degree possible. The principles embedded in benefit-cost analysis must, by definition, include all relevant costs and all relevant benefits. In this instance, the revisions to Land Management Plans for the three subject National Forests can not be objectively complete without including the impacts of and benefits from increased road density and motorized vehicle traffic. To exclude these makes a mockery of the effort. Yes, it is complicated, politically charged and takes much longer to do the work properly but, as a wise person once said, "it takes less time to do the work right the first time than to do it all over again because mistakes were made the first time". In this case, the potential impacts may be irreversible. Once a road is built in a roadless area, it will never be roadless again!

Please include the new access roads, impact on elk and other species, and a motorized vehicle travel management plan while building the new revisions to the N.F. Management Plans.

Thank you for your consideration,
Brad