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First name: DeForest

Last name: Ballard

Organization:

Title:

Comments: My comment is about motorized access and how important it is to keep reaching the places people actually use in the Blue Mountains. I rely on these roads for hunting, camping, gathering firewood and forest products, mining or material access, emergency needs, and taking older or disabled family members into the forest. If access is cut off or restricted, I simply can't use the forest in the same way. From what I have seen, road closures have gotten worse over the past couple of decades. Even though the Wallowa Whitman and Malheur National Forests are supposed to be "open forests," we keep seeing more roads bermed off, on top of the old closures. Projects that move forward without lawsuits almost always include new road closures, while any attempt to keep roads open seems to be challenged. This directly affects how my family and others use the forest. Changing these areas to designated routes or limiting access even further would cut us off from places we have always gathered berries, mushrooms, and firewood, or hunted and camped. For example, my family used a huckleberry patch for three generations, but now a giant berm blocks the road. My 90-year-old mother, who can't walk far, just can't get there anymore. More restrictions would push families like mine out for good. Limiting access doesn't solve problems on the forest-it might even make them worse, like by making it harder to respond to fires from roads that are now blocked. I am also concerned about the recommended wilderness and roadless area direction moving roaded or historically motorized areas into more restrictive management. These are working landscapes and places people depend on. The Forest Service must not move these areas into more restrictive direction. The agency must provide clear maps and plain explanations that show exactly which roads and areas are affected, so the public can understand what is really changing. The Draft Environmental Impact Statement (DEIS) does not give enough information at the route level to show how the plan connects to real roads, routes, Recreation Opportunity Spectrum (ROS) settings, management areas, and future Travel Management decisions. Without this information, the public cannot give real input on what the plan means on the ground. There is a pattern of using special designations to keep people out, and it is taking more and more land away from the public. In the Wallowa Whitman, which is where my family spends the most time, only about a quarter of the forest is still open for access, even though it is supposed to be an "open forest." We do not need more wilderness or more restrictions on access. The Forest Service must maintain existing public motorized access and keep open-area or cross-country opportunities where they exist. The final plan must protect and maintain all current motorized access, restore access that has already been lost, and prevent future decisions from causing more access losses.

Normal Text