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Comments: I am writing about the Blue Mountains Forest Plan Revision because motorized access is essential for me and my family. I rely on access to the Wallowa Whitman National Forest for hunting, camping, gathering firewood and fuelwood, collecting other forest products, and being able to take older or disabled family members out into the forest. Access is also important for emergencies, fire response, and county road connections. Being able to use these roads and routes is not just recreation-it's a year-round way of life for us. From my experience, the current open access to the forest works and needs to be maintained. If access is reduced, limited to designated routes, or if more roads are closed, it would make it impossible for me and many others to keep using the forest the way we always have. About 15 years ago, over 6,000 Eastern Oregon residents signed a petition against any additional road closures on the Wallowa Whitman National Forest. I was one of those people and my position has not changed: no more road closures. I am also concerned that the Draft Environmental Impact Statement (DEIS) does not provide enough clear, route-level information, maps, or explanations for the public to understand how the plan will affect real roads, Recreation Opportunity Spectrum (ROS) settings, management areas, or future Travel Management decisions. Without this information, the public cannot give meaningful feedback or understand what is at stake on the ground. The Forest Service must protect and maintain all existing public motorized access and open-area or cross-country opportunities that currently exist. The final plan must maintain current access, restore any access that has already been reduced, and prevent any future decisions from causing more access losses. The agency also needs to provide clear maps and route information so the public can see exactly what is being proposed and how it will affect their ability to use the forest.