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Comments: The Blue Mountains Forest Plan Revision must protect motorized access and ensure that people can continue reaching the places they use. I recreate throughout the Wallowa Whitman National Forest, specifically in the Medical Springs, Balm Creek, Taylor Green, and Flagstaff areas. I also spend time in the Dooley Mountain and Sumpter areas. The backroads and trails I once used on horseback while gathering cattle are now accessed by ATV. Access to these areas is essential for myself, my family, and the local community.

I am concerned about the Recreation Opportunity Spectrum (ROS) and management-area direction that could shape future access decisions, as well as scenic-integrity rules that may affect roads, facilities, treatments, or public use. The overlapping impacts of ROS, scenery, roadless designations, river corridors, wildlife, management areas, and transportation policies must be clearly explained. The public needs to see how these layers will affect real roads, routes, facilities, and existing uses when combined. The final plan must protect the motorized access used for firewood and fuelwood gathering, collecting forest products, emergency and fire response, county road access, and for taking older or disabled family members into the forest. This access must remain usable on the ground. Historically, these forests have been open since they were first established, and the current Open Forest designation is critical for the community.

There are already enough seasonal restrictions and tools available for the Forest Service to address specific situations as needed, so there is no justification for further broad restrictions. Even now, with the forest designated as "open," seasonal restrictions already limit access for several months each year. Any additional restrictions-seasonal or designated-route-would only make it harder for people to find time and opportunity to access the forest. Our public forests must remain accessible to the public.

The final plan must address hazardous-fuels treatment at the pace and scale needed to actually reduce wildfire risk. Thinning, prescribed fire, and active forest management are necessary, and roads and motorized access must be maintained for fire response. Road closure, storage, or decommissioning that blocks emergency response is unacceptable. I have witnessed fire crews delayed on Dooley Mountain because roads were bermed closed, forcing them to wait for equipment to reopen roads while the fire continued to grow and resources were lost. These closures directly hinder fire suppression and cost the community timber, wages, and time. Roads are essential not just for fire response but also for local woodcutters who help reduce fuels. The final plan must ensure roads, water access, material sources, safety areas, and coordination are in place for timely fire response, and must measure and publicly report whether promised treatments and response capabilities are actually delivered.

Recommended wilderness, roadless area direction, or similar restrictions must not move roaded or historically motorized places away from public access. Motorized access is vital for people with special needs and for effective time management. Seasonal restrictions due to fire or drought already limit access; further administrative restrictions only block public use of public resources. Our demographics show an older population. Access is important.

I do not support adding more wilderness or roadless areas. According to the Forest Service's own data from 2018, less than 20% of our public lands are currently available for motorized access. We must keep open what remains so the public can continue to use these lands as needed. Roaded areas, historically motorized areas, working forest landscapes, and places people rely on must not be shifted into more restrictive management.

The Forest Service must also provide clear maps, disclosures, and analysis of access effects, so the public can understand what is at stake. The Draft Environmental Impact Statement (DEIS) does not provide enough route-

level information for people to see how plan direction will affect actual roads, routes, ROS settings, management areas, or future Travel Management decisions. Without this information, the public cannot give meaningful input on the plan. The Forest Service must address these gaps before relying on the DEIS or finalizing the plan.

As a native Oregonian, access to these lands and resources means a great deal to me. The Forest Service must preserve existing public motorized access and current open-area or cross-country opportunities where they exist, adopt a preferred alternative that protects and maintains existing motorized access, and not use plan components to set up future access reductions. The final plan must protect and maintain current motorized access, restore access where it has already been reduced, and prevent future decisions from narrowing public access.