

Data Submitted (UTC 11): 8/10/2015 9:46:31 PM

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Comments: As far as the proposed expansion of OSV use is concerned, I would be very interested in a balanced use between "quiet" and "motorized" area. OSVs already have huge access to the entire Hwy 4 corridor which is therefore already hard to use for snowshoes and cross-country skiers because the noise pollution as well as high speed vehicles that are not always obeying reasonable traffic rules. You frequently see young people out there with beer bottles in their hands which adds to the concern that the Hwy 4 corridor is not safe to use.

But on top of that, it appears that the proposed OSV expansion will now open up huge areas in the Pacific Valley (up to Bull Run Peak) that were previously off-limits for snowmobilers. This will further encroach on quiet use of the forest, and limit other use, such as cross-country skiing and snow shoeing in a quiet environment.

Huge areas off of the Hwy4 corridor are already accessible, and are now explicitly designated as OSV permitted, such as the Highland Lakes area and the Highland Lakes Road. The noise pollution is enormous, and I'm feeling that no space will be left reserved for quiet use of the forest.

The access of the Hwy4 corridor for OSV use is also beneficial to access current quiet zones like the Pacific Valley, so I don't proposing declaring Hwy4 to be a OSV prohibited area. What I'm proposing is a balanced approach, and opening up huge areas of the Pacific Valley do not support this balanced approach.

Moreover, the current quiet zones under LMP Direction in close proximity to the Bear Valley turnoff (Round Valley, Poison Canyon, Mt Reba) are not declared as OSV Prohibited. In the interactive map, it appears as if declaring this area north of Lake Alpine was forgotten. It's marked Pink as under LMP Direction, but it's not clear whether it's proposed as OSV Prohibited or OSV Allowed. I strongly urge to declare these areas as oSV Prohibited. They area the only areas in close proximity to a SnoPark that are designated as quiet use, even though there is clear evidence that snow mobilers have encroached on this territory, witnessed by both tracks as well as OSV sighting.

In summary, I do believe OSV use is beneficial for the area as a means of transportation, especially along the Hwy4 corridor, but the huge expansion into areas like Pacific Valley, and the non-designation of areas that should be off limits to OSVs right now is concerning.

Best regards,

Michael Bechauf