

Western Oregon Plan Revisions
P.O. BOX 2965
Portland, Or 97208

1633
RECEIVED
JAN 07 2008

Dear Sirs:

I will leave the discussion about timber harvest to those who know about that type of thing but I do want to address motorized recreation. When planning a tree harvest I want to see that the contracts will include language that will preserve or create motorized trails when the log show is over. If there are motorized trails in the area of harvest then the lucky bidder should have to put them back after he has finished the cutting and hauling.

All across the state of Oregon there are many areas where the BLM maintains OHV trails and other facilities. It is interesting that only the southern Oregon area has the foresight to suggest multiple areas for OHV use. Near Eugene the BLM manages the Shotgun creek area for motorized use but there should be many other areas near such a population center. BLM seems to be content to allow the forest service to provide much of the OHV recreation opportunities in Oregon. I would suggest that the regional office get their thoughts about the future together and try to promote more areas near the population centers for casual motorized recreation.

In southern Oregon we have the checkerboard of O&C lands. This does make it difficult to manage some areas for motorized use but if the BLM were to address the problem proactively they could work towards a system of easements combined with the lands they manage to create several trails systems. I am suggesting a seamless interagency trails system. In southern Oregon the BLM is joining together with the US Forest Service in the same office building and I think that they should join together to manage recreation. I have long advocated that there should be a chartered management team combining the BLM, USFS, Jackson County, and the Motorcycle Riders Association. This new chartered management group would hire a professional motorized recreation leader and hire additional personnel to take over the management of all motorized recreation in southern Oregon. This will save money as we would eliminate duplicate purchases of equipment and specialized hiring of personnel. The people in this new group would be responsible for formulating an operation budget and the implementation of planning for maintenance and development of all motorized recreation in the area. This new group would also hire law enforcement people to work all of the motorized areas in southern Oregon.

Funds for this operation would come from the various agencies and the Oregon State Parks grants division. I am suggesting that the first years budget would be in the \$500,000.00 range and with master planning etc. the operation could then create several areas for motorized use across boundaries of both federal and private lands.

Now lets look at the 13 proposed motorized areas in the Medford District. These are presented to us as separate use areas but there should be some connectivity so longer trails rides could occur. For instance the five southernmost areas could have trails connecting them together. All that would be required is for the BLM to coordinate with the USFS so that the trails could be on federal lands. You should keep in mind that the users are not interested in the shortest way from

point to point but in having a great trail experience. Again let me say interagency seamless trails. Some easements may have to be purchased from willing sellers of private lands but this is a doable project. Coyote creek and Elderberry flats could connect with the Prospect riding area with very little work or planning. Again interagency cooperation would do this. These suggestions for a long distance trail system will go a long way towards satisfying the motorized users.

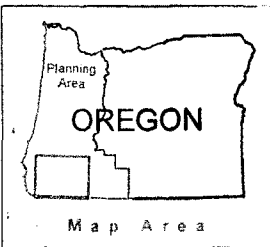
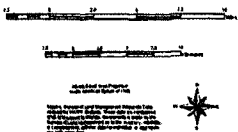
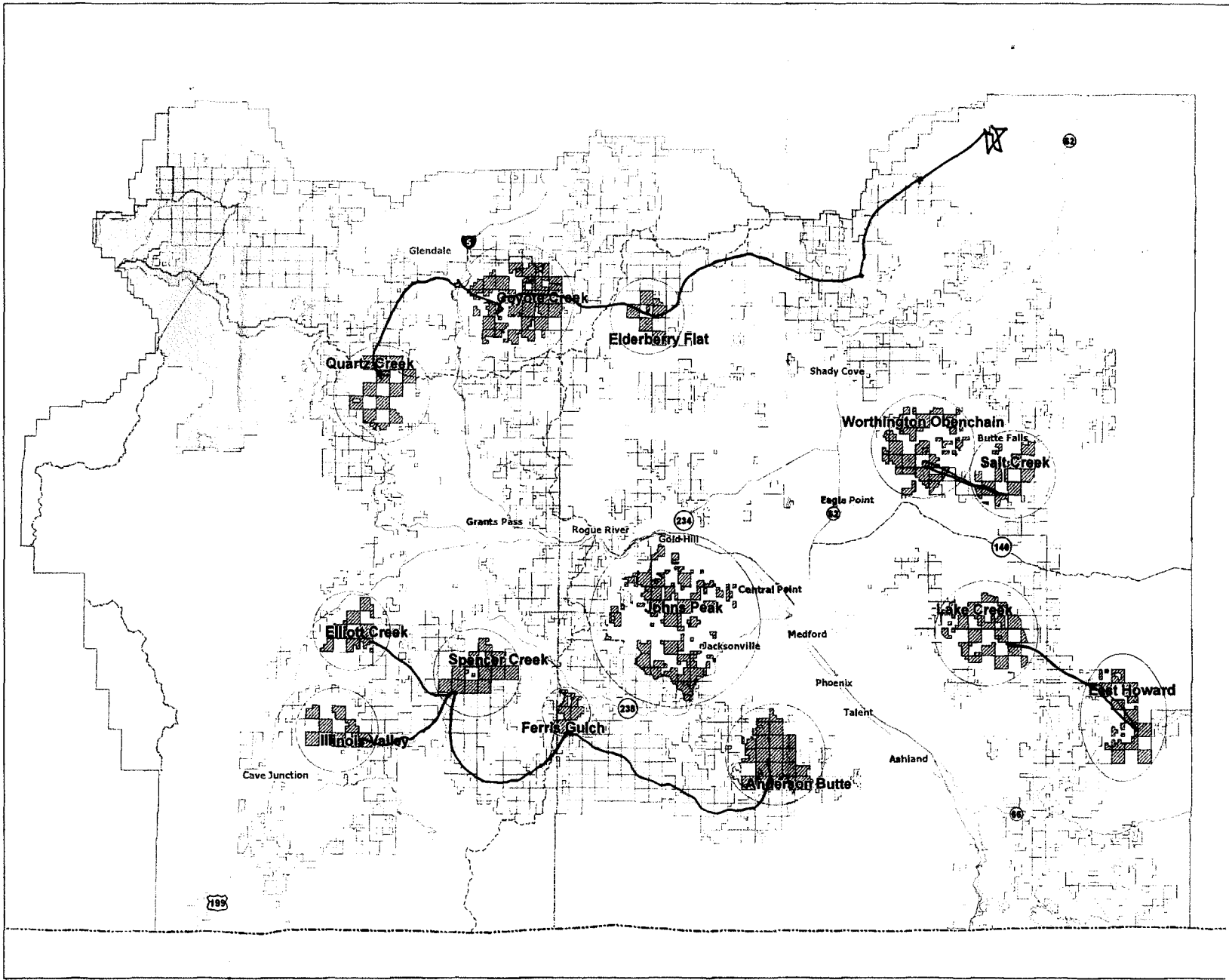
Now let me talk about the Johns Peak area. The Motorcycle Riders Association owns or controls over 500 acres of land in this area. It is stupid to think that they will not continue to use these acres forever. Conflict will occur if the rest of the lands are closed to motorized use. I think it would be much better to see good management of the BLM lands in that area so that conflicts can be minimized and the resource can be protected. If you will create the multi agency task force as I suggested earlier the planning and operation of this vital recreational resource can be done to the joy of the motorized recreation community and the satisfaction of the folks who have long opposed any form of motorized use. These opponents really are concerned with the lands and only with good planning and execution can we answer their worries. This motorized area is very close to population centers in southern Oregon and it makes them easy for the users to get in some riding time after work or on a weekend. Contrary to the opposition this will never be a "National Destination" nor will it be an area where thousands of users will flood the roads and parking lots for miles around. The area is not large enough and the trails do require some skills to navigate them. In Oregon the only "National Destination" for motorized use is the Oregon Dunes National Recreation area on the coast. Even the Morrow county park that Morrow county is constructing and promoting will not become a "destination". Johns Peak is a local riding area. It will never be anything but a local riding area. This not to say that it will not have use. In Jackson county there are thousands of users and they all consider this as the best area to go ride.


This then puts the test to the BLM. Management must include designs and constructions that will preserve the resource and create a fun atmosphere for the users. Law enforcement is an integral part of management and proper training facilities to educate the users should also be included. Camping and sanitation should be included in any plan.

This is a time when people in BLM should step up and be courageous in doing what their training and good common sense tell them should be done. Motorized recreation in southern Oregon is a multi million dollar industry employing hundreds of people and BLM must do all they can to preserve these jobs and a way of life that thousands in the area have been used to. I hope that the people making the decisions can make those decisions based on fact and not emotion.

Tyrrell P. Hart
3808 Andrews rd
Medford, Or 97501

- Legend**
- Cities
 - OHV Emphasis Area
 - Out Area
 - MEDFORD**
 - Highway
 - Boundaries**
 - County
 - BLM District
 - BLM Resource Area
 - STATE
 - OHV Designation**
 - Closed
 - Unleaded




WESTERN OREGON PLAN REVISIONS
OHV Emphasis Areas
Medford District
