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Western Oregon Plan Revisions
PO BOX 2965
Portland, OR 97208

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To Whom It May Concern,

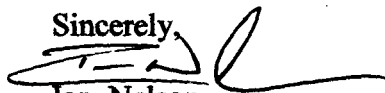
I am writing today to submit comments on behalf of the Pacific Crest Trail Association (PCTA) in regards to the Draft Environmental Impact Statement (DEIS) for the Bureau of Land Management's (BLM) Western Oregon Plan Revision (WOPR). As the federal government's primary private partner in managing the Pacific Crest National Scenic Trail (PCNST), we take our role as an advocate for the PCNST very seriously. That being said, we greatly appreciate the language specific to the PCNST that has been included in the DEIS. However, we do have some comments to provide in regards to a more specific management direction for the PCNST on BLM lands in Western Oregon.

The fact that the PCNST is included in the National Landscape Conservation System (NLCS) is an important step in ensuring the protection of the Trail and the experience of the user. But, the unique nature of the Trail's linear path across the landscape can make management direction and adequate trail protection challenging. With that in mind, we respectfully request that the BLM designate a specific protected corridor on the ground of at least 500 feet on center for the PCNST. Therefore, the corridor and Trail within can, as stated on page 44, be better 'managed for outdoor recreational opportunities while conserving its scenic, historic, natural, and cultural values.' In addition, while the designation of the PCNST as a Class II visual resource management area is certainly appropriate we request the BLM adequately document the viewshed of the PCNST.

A concern that we have is in regards to Table 54 and its reference to the PCNST on page 142. The table identifies the PCNST corridor in relation to areas closed to off-highway vehicles and states that there would be 3,199 corridor acres closed in the no-action alternative and only 2,210 corridor acres closed in all other alternatives. It concerns us that nearly 1,000 additional acres of the PCNST's corridor would be open to off-highway vehicles. While there are certainly appropriate locations for vehicles to cross the PCNST, the potential for inappropriate use of and negative impacts on the Trail increase with additional corridor acreage open to off-highway vehicles.

We at the Pacific Crest Trail Association thank the Bureau of Land Management for the opportunity to comment on the Western Oregon Plan Revisions. We have built a solid working relationship with BLM staff in the Medford District Office and look forward to continuing to work together in order to ensure the protection of the Pacific Crest National Scenic Trail.

Sincerely,



Ian Nelson

Regional Representative for Northern California/Southern Oregon
Pacific Crest Trail Association



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