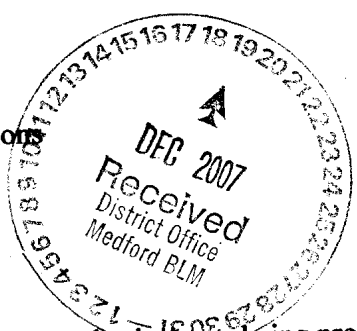


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Western Oregon Plan Revisions
P.O. Box 2965
Portland, OR 97208.

December 17, 2007



Sirs:

This letter addresses the OHV Emphasis Areas being proposed as part of Bureau of Land Management's Western Oregon Plan Revisions (WOPR). We live in an area which will be directly affected by an OHV emphasis area decision, and are gravely concerned about the impact on us personally. We live on property off of Crooks Creek Road in Selma, Oregon, in the Illinois Valley.

The BLM has failed to provide any criteria by which potential OHV areas should be selected, including social, economic and environmental adverse effects. On page 778, volume II, paragraph 5 of the WOPR it states, "Since off-road vehicle emphasis areas are specifically managed to accommodate motorized recreational activities, visitors seeking non-motorized forms of recreation would be dissuaded from using these areas. If they did engage in non-motorized activities within these emphasis areas, the quality of their experiences would be diminished as a result of the limited compatibility of their activity with off-highway vehicle riders."

I propose designating all sections adjacent to residential areas as OHV De-emphasis areas. Since you state in the paragraph above that OHV use is incompatible with other uses, the 95% of us who engage in non-motorized activities should have these non-motorized areas closest to us. The 5% of the public that does engage in off-road riding would have to commute at least a short distance from residential areas for their riding opportunities. And, since they are already the people who have motorized means of transportation, this should be an almost miniscule inconvenience for them. The off-road riders I have discussed this issue with, who happen to be members of the MRA, do not feel that their organization would have asked for areas to be designated near residences. However, since you have chosen to designate areas adjacent to residents, there may be a few off-highway riders who feel causing distress and loss of property values for neighboring residents is a necessary part of their riding experience.

BLM's own rules 43CFR section 8342.1, require adjacent residences be given consideration when locating ORV sites. Just because off-road vehicle users have traveled through these proposed emphasis areas, is not a reason to assume that they automatically should be included in a future emphasis area. Those of us who enjoy non-motorized activities should also have the right to control our future.

At a minimum, I feel any areas to be considered for designated off-road vehicle use need to meet the following criteria:

- A. They would be separated from and not adjacent to any existing residential areas.
- B. They would be separated from and not adjacent to any parks or other land set aside for non-motorized usage.
- C. They would be located in a "view shed/sound shed" which would minimize noise traveling to areas outside the OHV Emphasis Area. This would rule out ridge tops and hillsides that slope toward A or B above.
- D. They would be located such that they do not easily lend themselves to expansion and

encroachment by riders onto adjacent lands.

E. They would be located and of a limited size such that the BLM could afford to adequately control and correct resource damage.

We insist that you withdraw sections 33 and 34 of the proposed Elliott Creek OHV Emphasis Area that slope toward Crooks Creek Road, with over 45 residences and our adjacent property below.

Sincerely,



Roger Scheusner
1380 Crooks Creek Rd.
PO Box 3
Selma, OR 97538
Tel: 541-597-2613

Copy to: Tim Reuwsaat, Medford BLM Chief
Ted Kulongoski, Governor of Oregon
Peter DeFazio, U.S. Representative
Ron Wyden, U.S. Senator
Gordon Smith, U.S. Senator
Josephine County Board of Commissioners