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To: [BLM_OR_RMPs_WesternOregon](#)
Subject: Comments Western Oregon BLM
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Hello, thank you for the recent community meeting and this opportunity to comment on the upcoming Resource Management Plan for Western Oregon BLM.

A successful plan would balance the needs of the people of Oregon and the sustainable health of our environment. Humans are undeniably a part of the environment around the world and managing the human/land interaction is a complex and ever-changing task. Looking to the future of Oregon, our quality of life is intimately linked to our environment. People from around the globe are becoming more interested in recreating in rural environments. Recreation, which includes motorized recreation, is vital part of Oregon's economic future. Given the popularity and importance of multiple use trail systems, implementation of the Travel Management Plan should be dealt with SEPARATELY from this plan.

About 851,000 Oregonians enjoy recreating on Off-Highway Vehicles (OHV). Driving down a dirt road or trail embodies a sense of freedom and escape from the daily stressors of our lives. It invigorates our souls and takes us on "an adventure". OHV trails facilitates access for all kinds of activities, like hunting, fishing, camping, rock climbing, mountain biking, hiking, trail motorcycling, access for firewood gathering, etc. A USDA study tells us that the number of OHV users in Oregon is consistent with the national average, at about 22% of the population (Off-Highway Vehicle Recreation in the United States and its Regions and States: An Update National Report from the National Survey on Recreation and the Environment (NSRE), Feb 2008). OHV recreation is a family oriented activity that keeps our families together out having fun enjoying the outdoors, camping and riding together. OHV trails facilitate rewarding "adventures" for the disabled in our communities that may not have access to areas without OHV trails.

Lands available to OHV recreation have been shrinking at an alarming rate. Even before implementation of the TMP (Travel Management Plan) on the 192 million acres of USFS land, the total footprint of all multiple use trails made up less than 0.04%. The TMP has now taken away thousands of miles of established trails. Conversely, the popularity of OHV recreation has exploded in the last decade and federal land managers have had to "do more with less". This mismatch of supply and demand has created a lot of stress for land managers and the public's demand for OHV trails.

OHV users highly value their public land and volunteer their precious time supporting OHV trails. The Oregon Parks and Recreation Department has logged over 4000 hours annually, of OHV user volunteer time. These "official hours" do not take into account the thousands of hours OHV volunteers do as part of other activities. For example, the Emerald Trail Riders Association (ETRA) volunteers over 200 hours per year teaching trail etiquette, stewardship, and certifying youth off-highway motorcycle riders. Oregon's user-generated All-Terrain Vehicle (ATV) fund supplies about \$4.5 million annually to support OHV recreation and mitigate problems associated with OHV recreation. These funds are available for all types of land managers to support OHV recreation and benefits all trail users.

The BLM should do more to embrace OHV recreation. This can be accomplished by taping the vast OHV resources available to you by OHV enthusiasts on your staff, by state and local OHV clubs and organizations, and by nationally recognized leaders in sustainable OHV recreation (free webinars from the National Off-Highway Vehicle Conservation Council (NOHVCC) for example). By utilizing these vast and FREE resources within the BLM, the BLM would ensure increased involvement and satisfaction by OHV users. This will lead to increased volunteerism, increased compliance by OHV users, and promote Oregon's rural economies. There are great examples of very successful OHV trail systems in Oregon; they are environmentally sustainable, economically efficient, and very enjoyable for users.

Increased promotion of OHV activities will increase revenues for businesses, private, state, and federal lands. Oregon is already a premier destination for OHV recreation. An Oregon State University (OSU) study tells us that OHV recreation in Oregon provides about \$541 million dollars annually to the state (The Economic Impacts of Off-Highway Vehicle (OHV) Recreation in Oregon, Main Report Prepared for the Oregon Parks and Recreation Department, September 4, 2009). This micro-economy supports businesses that sell trucks, toy haulers, RVs, OHVs, vehicle parts and accessories stores, restaurants, motels, tour companies, etc.

My expertise is not land resource management, but I am well acquainted with OHV recreation issues. As to the scope of this Plan, given the complexity and importance of the implementing the Travel Management Plan (TMP) appropriately on BLM lands, Travel Management should be dealt with separately from this Scoping and Plan.

"Innovative ideas" for the BLM should be to recognize the importance of recreation for the public and embrace the resources that are available to make our public lands very enjoyable for the public, without any "expense" to a healthy environment. Federal government agencies have a huge knowledge deficit when it comes to creating sustainable OHV systems. The knowledge and resources to create sustainable AND enjoyable OHV systems are readily available and district managers should have OHV enthusiasts being a part of the leadership when it comes to managing OHV systems. There may be federal employees or local volunteers who are OHV enthusiasts that should be utilized to help land managers make decisions.

Please keep me advised of the progress of this Plan and feel free to contact me for any input or information regarding OHV recreation.

Thank you again for your attention. Sincerely,

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