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All of these photos were taken in the Illinois Valley in the last 2 years. I have been riding in this area for 20 + years. Up until 5 or 6 years ago OHV use in this area has been mild and sporadic. What will these trails look like in 5 more years ???

Other potential OHV emphasis areas that I have ridden in are; Elliot Creek, Spencer Creek, East Howard. If your position is to discourage all other user groups from these areas, please tell me where will there be left to go ride that will not be a 2 hour drive up into National forest land - that also has increasing OHV use. I live within 1 mile of the proposed Illinois Valley OHV emphasis area. As I am out working in my garden I already get to enjoy the constant GRRR, GRRR, RRRRMMM, RRRRRMMM, of the OHVs, especially in the afternoons. It gives me a sick feeling in the pit of my stomach.

An error in your analysis, re; recreation - "Under the 3 actions alternatives, the redesignation of OHV areas, and designation of 10 new emphasis areas in the Med. Dist. would reduce visitor conflicts and..... This would improve public safety and visitor experiences compared to the No Action Alternative.

Your error is in assuming groups other than OHV's will quit using these 10 - 13 exclusive OHV areas. Quite the contrary, visitor conflicts will continue to increase as long as you allow OHV use to expand with no effective enforcement plan. You have no practical plan in place now, and offer ^{NO} new and/or better ways to control OHV's that choose to ride illegally and irresponsibly.

I would like to suggest to you a plan that might be helpful in controlling the out of control OHVers.

Take the money you are getting from the OHV state tax, and any other money directed towards OHV use and pool it for the following purpose. Designate one (1) area in Southern Oregon as an OHV emphasis area. Preferably an area that is NOT matrix land. I see that you do have a few areas that fit this description. It would also be nice if it were in an area where there are few homes. The one area I see that might fit this description is in the very Northwest corner of Josephine County. Mark this area as an exclusive OHV area. Now, inform the OHV users this is their area to use and/or abuse. Use the money, previously mentioned, to monitor the area with video cameras and law enforcement, education on responsible OHV use in the forests, and repair of damage that will occur to this area and ALL the other areas they have damaged. Inform the OHVers that when they can show good stewardship of the land, and when they have participated in the repair of damage done by OHV's in previously used areas, then, and only then, will the BLM discuss giving them more areas to recreate in. This action would encourage OHV users to police themselves, and educate each other on better ways to use our public wildlands.

Fines for destruction of government lands should be increased to a minimum of \$1000 per offence, and possibly 1 - 10 days in jail, depending on the extent of the damage done.

The Indian Hills Timber Co. has give us horseback riders permission to ride across their lands that are mixed with BLM lands in the Illinois Valley. Their one (1) stipulation was NO VEHICLES ALLOWED. The OHV's do not honor this stipulation. My fear is that, at some point, Indian Hills will say " that's it, we want no one on our land", and I will have the OHVers to thank for that.

These pictures are only a small sample of what the trails look like now. I will continue to add to this collection.

A. This intersection used to have tall grass that I would stop and graze my horse on while out for a ride. The OHV's like to do donuts here now, so, no more grass. The road directly across the intersection, in the middle of the photo did not exist a few years ago. There used to be a bank there about 8'- 10' high.

B. OHV's like to spin brodies/donuts here.

C. This photo is just down the road 1/4 mile from photo "A" . OHV's like to ride up the side of the bank here.

D. Horses have been crossing this meadow for well over 30 years, but you could never "see" the trail until about 4 years ago when OHV use dramatically increased in the area. Now a nice "scar" has been permanently etched into this once pristine place. There is a small boggy stream at the top of this meadow and now with the ruts that are being established, it is being

rerouted to run straight downhill towards the camera, instead of running off to the left of the pic., like it had since before.....

E. F. G. These next 3 pic.s are of the same trail. This used to be a single track trail until about 7 years ago. It has always had issues with ruts. I put in about 4 water bars on 2 different occasions thru the years. The last time I did this, 3 years ago, within the month OHVers came along and removed them. Not just knocking them out of the trail, but actually picking up logs 4"-6", 8'-10' long, pulling them up out of the dirt and placing them alongside the trail. In photo "F" the rut narrows to about 4" wide. One gentleman was riding his horse down this trail when the horses hoof became wedged in the rut. The horse panicked when it couldn't get it's hoof free, struggled and then flipped over, horse, rider and all. They both came out of it ok, just bumps and bruises.

We would like to use this trail in the endurance ride we put on in this area, but this trail has just become too dangerous.

H. One of many nearly vertical "trails" the OHV's have put in in this area.

I. OHV's starting to establish ruts on a road that has never had any problems until recently.

J. This OHV "trail" has only been here 4 years. The pile of silt at the bottom where it meets the road is 17" deep.

K. Trail motorcycle riders built 6-7 years ago. Nice overall trail, but has a few steep rutted sections.

L. N. O. This trail never had any ruts until OHV's found it 4-5 years ago. Now it is a constant problem. We cleared and repaired ruts on this trail last year, 2006.

M. This is a photo of the trail after we did our best to repair and clear the above mentioned trail. Look on the left side of the pic., to repair the ruts we stuffed the cut branches into the ruts and then raked some dirt on top of it, hoping it would hold. **WHY DO WE HAVE TO KEEP REPAIRING DAMAGE THAT OTHERS ARE DOING ?????**

P. Q. R. S. These photos are different views of the same intersection. The dotted lines show where a sharp bank USED to be. It was about 7'-8' high, now the well worn bank is only about 3' high. In the small circles are beer cans. In the large circle is what is left of our arrow we had put down to direct riders during the Limestone Endurance Ride. (The ride has been put on in this area since 1982. Will it be able to continue if this is designated an emphasis area ???) OHV's like to wait here for their buddies to join them. I have run into many large groups (12-22) at this intersection. As they (and I) wait for their group to gather they race round and round here. I have personally witnessed this on several occasions. In the pic. "S" they like to race from the worn down bank and then around the little tree, over and over and over and..... Where the dotted

line is in front of the tree is where the road used to end. And, of course, another can.

T. U. V. W. All these photos were taken near the Limestone Rock. OHV's building a berm as they skid around the tree. Pic. "U" - it's hard to see where the OHV's spin brodies. Pic "V" garbage left by OHV's. I piled much of it before I thought to take a pic. I carry out what I can, but there is only so much room on my horse.

W. A bank the OHV's are wearing down and some of their beer cans scattered about.

Off-highway vehicle proposals not fair or balanced

DERSON

Introduction of off-highway vehicle (OHV) emphasis areas in the BLM's district (13 sites!) will, through increased trails and increased hills are alive with OHVs, increased access sites, increased loading sites and increased n's Peak). Since OHV over 50-75 miles in one essence can be felt over

s are a small but vocal hose that use BLM. 6 BLM estimated that were less than 6 percent enjoying recreation on a western Oregon. The annual rate of growth for g, horseback riding,

GUEST OPINION

wildlife viewing, interpretation and nature study is more than three times that of growth for OHV usage. (All data derived from Draft Environmental Impact Statement Volume I, p. 413.) While the WOPR proposes to create OHV emphasis areas, there are no proposals to develop emphasis areas for any other recreation.

Trails in OHV emphasis areas are unlikely to be used for hiking, bird-watching, horseback riding, hunting, and other non-motorized activities. BLM states for the Medford District and other districts: "Non-motorized travel is allowed on all access routes...but is not encouraged due to potential conflicts and safety

hazards...." (Draft Environmental Impact Statement Volume III, p. J-1205.)

BLM has not done a good job in patrolling local areas used by OHV riders, and in public meetings BLM representatives have admitted that they have no additional funding to increase patrolling of OHV emphasis areas. Erosion of steep trails and straying onto private lands have resulted. If OHV ridership increases without adequate funding to patrol these emphasis areas, problems could become worse.

Creating a huge OHV emphasis area could make the Rogue Valley and neighboring areas a destination resort. OHV enthusiasts from outside the region will flock to the hills to ride in not only the OHV emphasis areas but also on the rest of BLM and Forest Service

roads and trails. The economics of our area and quality of life could take a turn for the worse. Does any reasonable person expect that property values for land adjoining and near to the OHV emphasis areas would go up? Many people would no longer visit because the beauty and quiet that draw them here would be gone. Tourism-related business, such as the Oregon Shakespeare Festival, the Britt Music Festival, and wineries, could suffer.

The recreational aspect of the WOPR caters to the desires of OHV riders, a small minority of users in western Oregon BLM lands. The creation of up to 13 OHV emphasis areas would effectively remove a large geographical area from use for other recreation. The WOPR states that although OHV usage is expected to rise, usage of OHV

lands by non-motorized activities will increase much more. Yet the WOPR considers only use by OHVs. The plan exhibits short-term benefits for a few, with short-term and long-term detriments for the majority. Some provision should be made for OHV riders, but not to the scale where it could have enormous impact on everyone else living in this area. BLM's plan for the recreational goals of the WOPR is skewed, flawed, and unacceptable.

Please write your comments about BLM's WOPR to BLM, Gov. Ted Kulongoski, Sens. Ron Wyder and Gordon Smith, U.S. Reps. Greg Walden and Peter DeFazio, State Sen. Alan Bates, State Rep. Peter Buckley, and any others that should listen to your concerns.

Neal Anderson lives in the Apple Valley.

Medford Mail Tribune
Sun. Nov. 4 2007

How to enroll in the Oregon Prescription Drug Program

■ Go online at oregon.gov/DAS/OHPPR/OPDP

■ Call the state at (800) 913-4146

■ Call the local RRVP office at 955-5547 for assistance

60 percent on each prescription purchase and the statewide average is 42 percent. There is a \$1 fee on each claim that's

deducted from the discount in order to cover administrative costs. Generic drugs have the biggest discount because pharmacies have a bigger profit margin with them.

The state estimates about only about 7 percent of those who are eligible have enrolled in the program.

Josephine County is doing better, with 1,480 participants out of an estimated 16,440 who are eligible. That's 9 percent and it's a boost from last summer when only 822 were enrolled locally.

Anyone can enroll by going online at oregon.gov/DAS/OHPPR/OPDP

or by calling the state at (800) 913-4146.

Locally, if anyone's unsure about what to do they can call the local RSVP office at 955-5547 and receive assistance.

Wessels said the entire process just takes a few minutes over the phone and even less over the Internet. "It takes, literally, five seconds online," she said.

Once enrolled, a participant receives a card in about a week and then they'll be able to start saving money.

Reach reporter Jim Moore at 474-3721 or jmoore@thedailycourier.com

Creek bridge near Thompson Creek and the Jones Creek bridge on Foothill Boulevard have already been repaired.

At 293 feet, the new upper Sucker Creek bridge is 10 feet longer than the previous structure. The original bridge was built in 1952. It was expanded in 1965, a year after flooding washed out about 100 feet of the approach to the structure.

The new bridge meets state and federal guidelines for fish habitat.

Minor clean up and planting will occur over the next few months.

Reach reporter Stacy D. Stumbo at 474-3806 or [sstumbo@thedailycourier.com](mailto:ssumbo@thedailycourier.com)

Riders, neighbors concerned over BLM's long-range off-roading plan

By Jeff Duewel
of the Daily Courier

The Bureau of Land Management's long-range plan for off-road vehicles in the Medford District shapes up as a classic land-use dilemma.

The off-roaders worry that creation of one to 13 emphasis areas will limit their riding opportunities to those areas only. Residents near those potential areas believe it's going to erode their peaceful way of life, with noise.

The BLM is taking comments through Jan. 10 on the plan for what it calls off-highway vehicles. The plan would eventually restrict off-road use to some degree in a district that's relatively open, with more signs, maps and closed areas in the works.

"Right now, it's generally open unless designated closed," said Jim Whittington, spokesman for the Medford District. "Eventually the end result will be closed unless designated open."

"You won't be able to take off across country like you can now. We clearly need to do more management of OHVs. More and more people are riding, and the resource impacts are evident."

Selma-area resident Roger Scheusner said about 70 people met this week at the Selma Community Center, concerned about two potential emphasis areas. One, Elliott Creek, extends in a large swath of 3,931 acres between Wilderville and Selma. The other, Illinois Valley, covers 4,681 acres south of Lake Selmac, between Thompson Creek and Reeves Creek roads.

"If they create these emphasis areas, that will be in all the magazines and brochures from L.A. to Seattle," Scheusner said. "All these parcels they're trying to designate, they all slope toward developed areas. This is like having a race track put next to your house."



Photo courtesy of BLM

A motorcyclist and a four-wheeler ride the trails at Quartz Creek northwest of Merlin, one of 13 potential off-road emphasis areas planned by the Bureau of Land Management.

Bureau of Land Management Potential Off-Road Areas	
Medford District BLM Potential off-road areas	
■ ANDERSON BUTTE: 11,742 acres	■ ELLIOT CREEK: 3,931 acres
■ COYOTE CREEK: 14,597 acres	■ FERRIS GULCH: 2,222 acres
■ EAST HOWARD: 6,812 acres	■ ILLINOIS VALLEY: 4,681 acres
■ ELDERBERRY FLATS: 3,393 acres	■ LAKE CREEK: 8,561 acres
	■ QUARTZ CREEK: 6,867 acres
	■ SALT CREEK: 4,692 acres
	■ SPENCER CREEK: 7,468 acres
	■ TIMBER MOUNTAIN/JOHNS PEAK: 16,375 acres
	■ WORTHINGTON ROAD/OBENCHAIN: 9,410 acres

Turn to PLAN, Page 7A

G.P. Daily Courier Sat. Dec. 15, 07

Selma's Camp lets Nature rehab forest

By SCOTT JORGENSEN
IVN Staff Writer

Growing up in a timber family, Selma resident Orville Camp was accustomed to the world of mills and tree harvests.

But somewhere along the line, he had a change of heart and decided to embark on a different path.

"We were destroying our own forests. I didn't like that," Camp said. "I thought here had to be a better way, but I didn't know what that was."

Camp's family first came to the Illinois Valley in 1909, residing in the Thompson Creek area. While attending school at Illinois Valley High School at its original site, which now is Lorna Byrne Middle School, Camp and his uncle built and ran a lumber mill.

After graduating from high school in 1953, Camp joined the U.S. Navy, where he specialized in electronics.

Camp served his four-year military commitment, and then headed to Corvallis to attend Oregon State University. While still a student, he started an electronics business, which grew rapidly and prompted him to abandon his studies.

It was during this time that Camp was invited to a "sensitivity group" by a friend who worked as a clinical psychologist. Discussions with that group taught Camp about Charles Darwin's theories on natural selection, which he began applying to forestry.

"That became a changing experience in my life," Camp said.

He returned to Selma in 1967 and bought a 180-acre parcel of property. At the time, Camp said, the landscape left much to be desired, due to years of aggressive logging practices.

"I started with nothing,"

Camp said. "This place was wiped out."

Camp began designing and building his house in 1969 and set about rehabilitating the property.

Instead of following conventional wisdom regarding forest management, Camp applied his philosophy of natural selection to the land. He built several ponds, and set up 10 miles of looping roads.

Over time, Camp found that the once-barren landscape had become a thriving forest. Several of the ponds he created have become a habitat for endangered Coho salmon.

Camp's philosophy involves combining resource and recreational uses of forestland, with a focus on naturally selected dead tree extraction.

According to Camp, the best way to manage a forest

is to simply let Nature take its course.

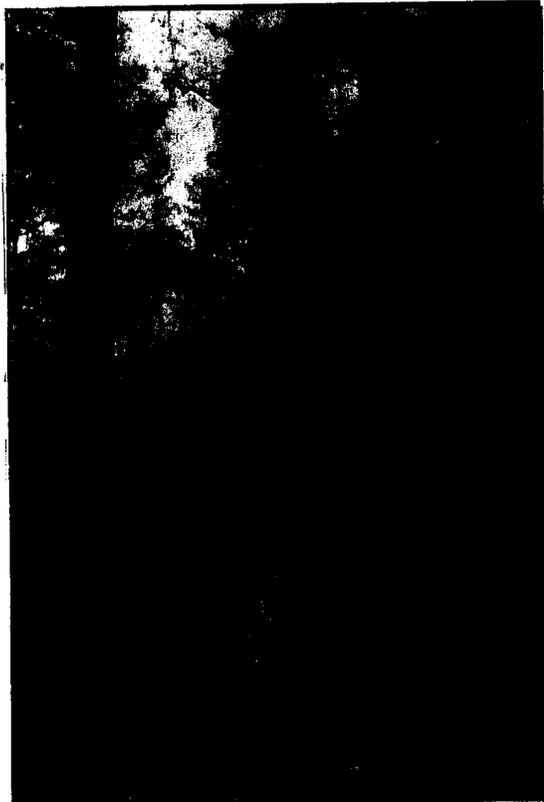
"I don't know of a forester in the world who's made a sustainable forest," he said.

Camp has a phrase for his brand of forestry — "ecostry," which he defines as "the art of seeing through Nature's eyes."

Tours and workshops had been held at the Camp Forest during the past three decades. Camp, 72, said that he often puts in 10 to 12 hours a day maintaining the property.

"There isn't anything out there like this," Camp said. "It has been a demonstration project and an education project."

In an attempt to spread his ideas, Camp published *The Forest Farmer's Handbook* in 1984. He's currently working on finishing another book.



Selma residents Orville & Mary Camp enjoy their naturally forested property, and are advocates of letting Nature be in charge. Story on page 8. (Photo provided)

This man has some great, proven ideas for managing forest land. Why won't you listen to him?

Wednesday, July 25, 2007 | Section 14 Pages Volume 70 No. 14 Cave Junction, Oregon 97522

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ILLINOIS VALLEY

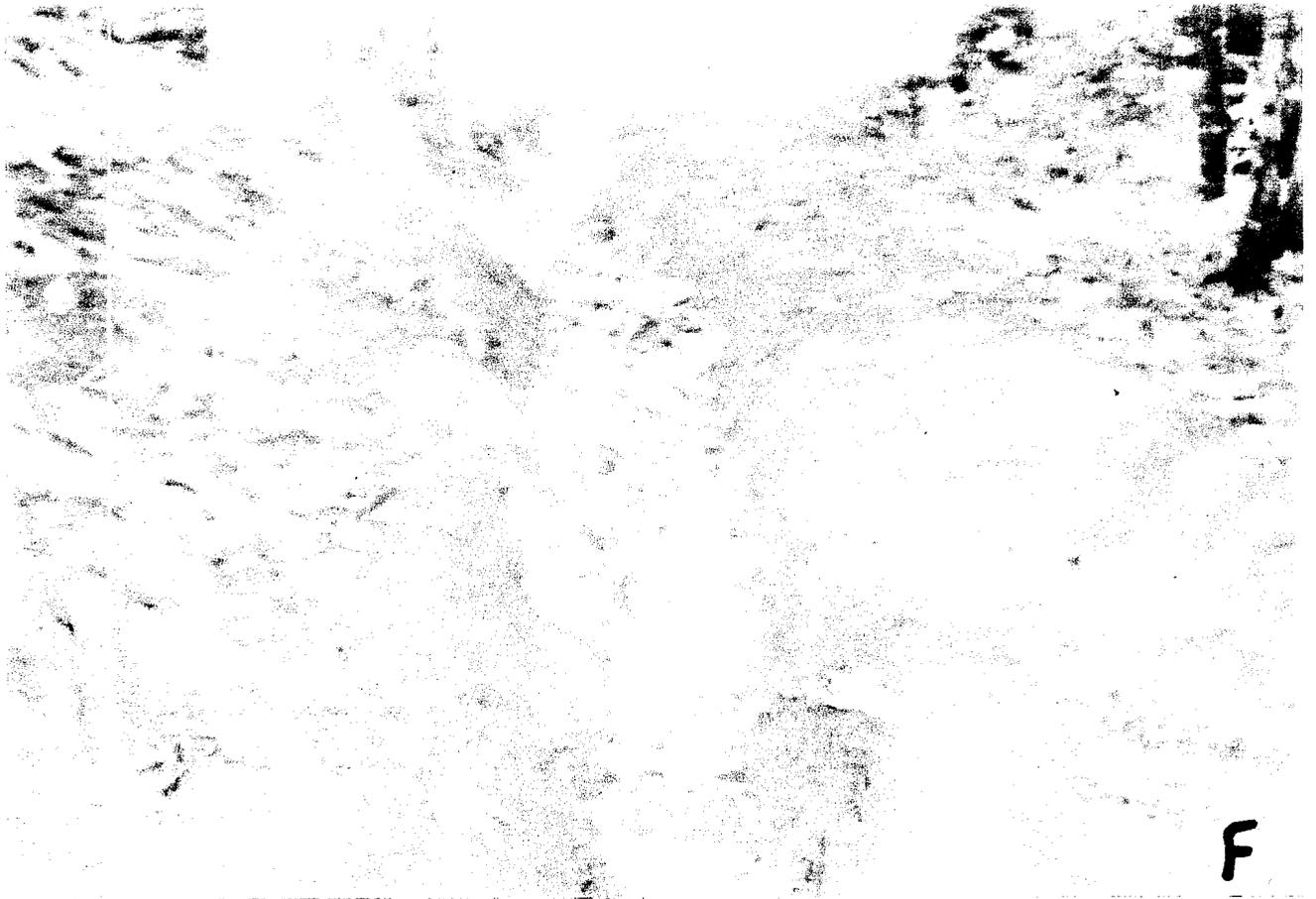
Welcome to



OHV
Country





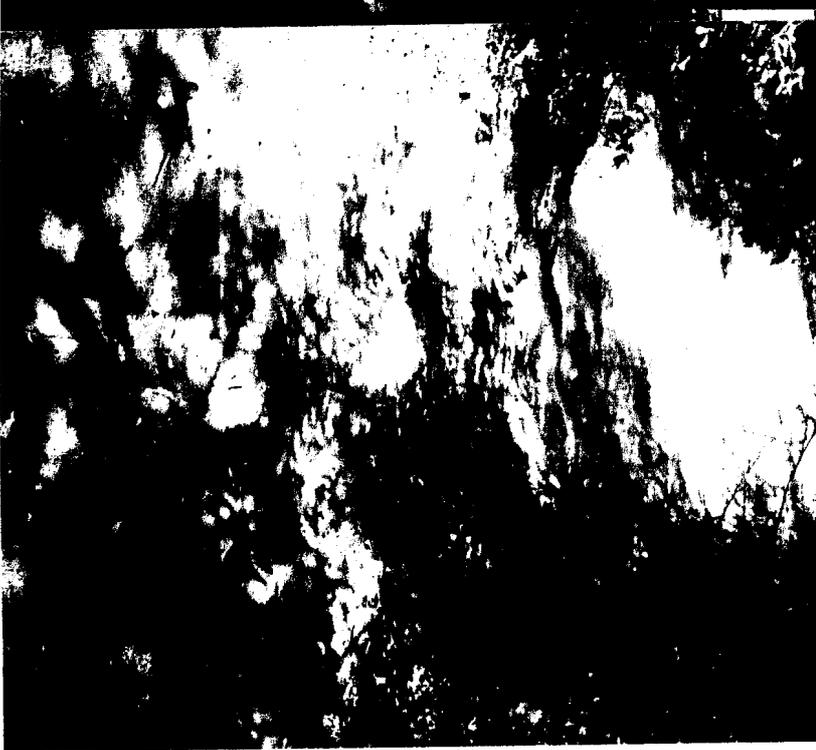


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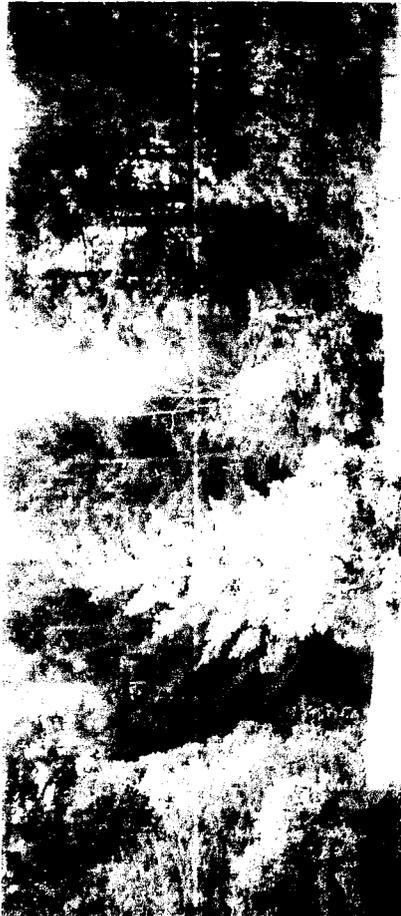
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