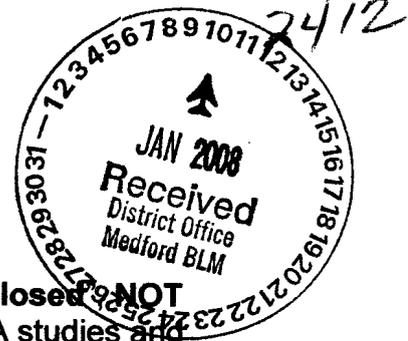


PUBLIC COMMENT FORM FOR WOPR

January 10, 2008



1. Keep existing BLM land access status: **“Open unless posted closed” NOT** “Close unless posted open.” At the slow pace of Government NEPA studies and such, access to the proper OHV trails and road mileages which are needed to be available for the large public demand won't be accessible for years and years. This will promote misuse of the lands and promote trespass on private lands. This potential for misuse has been documented in various places across the US.

2. Along with keeping lands “Open unless posted closed” currently high use areas or emphasis areas should be OHV designated as such. Designation will allow Oregon State Parks funds to be more easily accessible and used for management. This management can allow funding for parking, trail building, fencing, signage, law enforcement and much more.

3. I support keeping at least 13 full OHV emphasis areas in the Medford district designated as OHV use, or as what most recreation areas refer to as: Multiple Use Areas, which are open for all. Each area draws certain uses such as: Johns Peak and Anderson Butte primarily have motorcycle use, secondarily quad use. In addition, these users like to spend day trips out exploring and riding fun trail loops on the challenging terrain.

East Howard Prairie draws Quads and 4x4's to camp, fish and hangout with the family for the weekend.

Salt creek has a lot of 4x4 OHV use primarily on roads and many are out to hunt or be able to explore roads with the entire family.

Worthington Road/Obenchain is already a seasonal use area but can be a challenging 4x4 experience with the rocky terrain. This excites the 4x4 crowd, and since recently the first BLM road maintenance project using water bars, this area can be sustainable for a great experience with just a small amount of maintenance.

4. To keep the public satisfied and for the best protection of our resources these area's can be sustainable with in most cases minimal maintenance. I suggest getting an **emergency trail repair project** on many trails within the Johns Peak and Andersen Butte areas. The use is there and many of the trails have been neglected for decades. This State funding could be used for water bars and a few trail reroutes where suitable. We can't wait for the final WOPR decision to come out in 5 years. These area's are being used legally now by recreationalists and some quick maintenance is needed and is the right thing to do.

5. All BLM dirt surface roads below a County standard spec. should be available for OHV use.

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6. A high OHV trail density should be sought for when topography is suitable. This will allow maximum trail mileage in certain area's and can lower trail maintenance costs, spread the distance between riders and create safety.

7. I am extremely opposed to the Wellington Mountain/Wellington Butte Wild area in Ruch. If the Wellington Butte preserve is brought to action it should not eliminate the OHV road out to Wellington Butte and the mine. This road has been there forever and is very self sustainable, and creates its own barriers which keeps users on the path. I have used it for years to drive to a remote spot for deer hunting. It is a very unique area and creates NO: Conflicts, erosion runoff, it is remote from neighbors, it is away from streams, etc. IT ALSO DOES NOT HAVE SOLITUDE CHARACTERISTICS, as described in Vol. 3 of the Draft Environmental Impact Statement (herein referred to as "Draft"). It would be very, very inconsiderate to preserve this area and eliminate the best access in to see it. CLOSING this road would only preserve this for the backyard of one unique neighbor who lives at the bottom of the hill.

8. I want to refute written statements by the City of Jacksonville that suggest opposition to OHV use in the John's Peak area as written in October 2007 to BLM in regards to the WOPR. It is clearly written in their statement to BLM that the City of Jacksonville will support some OHV use. The watershed is now called a "multi-use recreation park" by the City of Jacksonville. **This area currently has no designation from County Zoning as a Park.** The City of Jacksonville also suggests that OHV's should have a "minor" part of the park. Without a County Park Zoning, the City of Jacksonville watershed is **still Zoned "woodland and forest resource,"** which as the Jackson County Comprehensive Plan states, OHV use is recommended in such zoned properties. The City of Jacksonville's "Forest Park" has little effect on whether the Johns Peak riding area will continue to exist. With many legal existing access roads, which allow access to many parts of the Johns Peak riding area, it is a great reason to keep this area open.

Over the last three decades, the City of Jacksonville has actually endorsed the use of the 1800 acre property that they currently hold. This use was encouraged by the City and by their law enforcement, so that the hiking trails in the residential areas of town, wouldn't be unnecessarily used by OHV 'ers.

9. Regarding elk habitat areas. Starting with page 689 of Vol. 2 of the Draft, the BLM has studies that show closures of roads in elk management areas would be necessary. In refutation of this, the Oregon Department of Parks and Recreation has provided studies which show the opposite to be true. This is after a 3 year study of the Starky Unit in eastern Oregon. Their conclusion was that there is a **low** impact of elk disturbance after exposure to OHV recreation in the area.

Thank you for your consideration of the points I've presented.

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