

151



bjet@efn.org ()
12/30/2003 01:07 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(bjet@efn.org) on Tuesday, December 30, 2003 at 16:07:42

name: Bob J. Taylor

address: P.O. Box 967 Creswell, OR 97426

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents.

Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land.

Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to designate different trails for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

Submit: Submit



edbike1@aol.com ()
12/30/2003 03:38 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(edbike1@aol.com) on Tuesday, December 30, 2003 at 18:38:14

name: Edwin S. Johnson

address: 260 Boden St. Junction City Or. 97448

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit



jimicar1@aol.com ()
12/30/2003 07:14 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(jimicar1@aol.com) on Tuesday, December 30, 2003 at 22:14:31

name: Dave C. Black

address: P.O.Box 107, Cheshire, OR 97419

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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textarea: BLM, USFS, Oregon State Forestry, and even private land owners need to reflect on their civic responsibilities to accomodate the increasing need for outdoors motorized recreation. Decreasing opportunities in the face of increasing demand will result in an administrative nightmare with over-use & substantial damage to the small areas reserved for such use, and rampant unauthorized use in restricted areas. Rather than reduce the amount of recreation lands or compromising future opportunities for such lands..., please work with local OHV groups to establish, maintain, police and improve more such recreation opportunities. It's a fact that every OHV recreation area has it's roots before OHV restrictions became a political reality, with small groups of users establishing trail systems in areas where they were out of the public's eye and out of harm's way. That will continue especially with more constrained opportunities. This is probably not controllable without militant government enforcement. The best option is to work with users to try and develop more opportunities where they would develop anyway.

Submit: Submit



glouglou@juno.com ()
12/31/2003 07:14 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(glouglou@juno.com) on Wednesday, December 31, 2003 at 10:14:17

name: Mike Sheetz

address: 1890 S 60th Street

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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textarea: Let's not bow to false accusations, or alarmist extreme movements to restrict legitimate recreation.

Submit: Submit



gjw@efn.org ()
12/31/2003 07:15 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(gjw@efn.org) on Wednesday, December 31, 2003 at 10:15:56

name: George Worthington

address: POB 592, Monroe, OR 97456

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system. We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents. Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land. Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to designate different trails for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

Submit: Submit

156



kace43@hotmail.com ()
12/31/2003 08:26 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(kace43@hotmail.com) on Wednesday, December 31, 2003 at 11:26:05

name: Kace Allen

address: 78319 Swanson Ln, Cottage Grove, OR 97424

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system. We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents. Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land. Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to designate different trails for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

Submit: Submit



m/cgril@wmconnect.co
m ()
01/02/2004 01:37 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(m/cgril@wmconnect.com) on Friday, January 2, 2004 at 16:37:10

name: Danielle Barrell

address: 11576 Grouse lane NE Aurora, oregon 997002

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit



otbg@gorge.net ()
01/02/2004 04:01 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(otbg@gorge.net) on Friday, January 2, 2004 at 19:01:05

name: Scott S. Doubravsky

address: P.O. box 1582, 25 Rimrock rd

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon.

The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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textarea: I have been riding in Bend for over 20 years. Living in Goldendale, WA., it is a 3+ hour drive to four corners or China Hat. During those 20 years, the trail usage has gone up as the available trails have gone down. Pushing expanding ridership into contracting trail systems has the foregone outcome of causing trail impacts that reflect poorly on the users, through no fault of their own. In my own private riding areas, I try to rotate trails every few years to give the ground a break. I find this approach rebuilds the trails over several years, along with judicious help from equipment.

Bigger trail systems benefit the trails & riders AND WIDLIFE! The bigger systems mean less people on a given trail per day and less stress on the animals. NOWHERE have I ever read where wildlife stays out of high-impact areas. They will be in and around the high-impact areas and sooner or later, someone will decide there is a conflict. However, through my 20+ years of logging, I have found the wildlife grow accustomed to the noise and bustle. A larger trail system would spread and lower the contacts and stress on wildlife. Limiting and contracting the trail systems is a self-defeating action that will only reflect badly on the ORV community, while doing little to actually protect wildlife.

The other concern is that as the general public gets the feeling that their efforts are worthless and that eventually ALL their riding areas will be closed, lawlessness will reign. Seeing nothing to lose, riders will begin to violate "sensitive" areas because they think the environmental movements' true purpose is to shut them down completely. Even the appearance of that action causes people to re-examine their feelings about whether it is worth the effort or "ride where I want because they are going to lock me out anyway!"

One of the contributing causes to this mentality is to close an area for "evaluation". Rarely is an area ever re-opened after this step is taken, and riders react accordingly.

The environmental attitude is that wildlife is disturbed more by vehicles than by traffic on foot. I think this belittles the intelligence of the animals, as they can perceive what poses a threat to them and a human on foot is more likely a threat than a vehicle going down a road or trail.

During all the years I logged, it was always uncanny how the deer would hang around our woods operations without a care, but would disappear several days before hunting season!

In closing, please weigh motorized recreation as heavily as environmental or passive recreation. After all, isn't our country for everyone? Not just those with the time and money to put their stamp on how we all should live?

Thank You.
Scott Doubravsky

Submit: Submit



shedevl98TJ@comcast.net ()

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:

01/03/2004 01:31 AM

Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by (shedevl98TJ@comcast.net) on Saturday, January 3, 2004 at 04:31:06

name: Linda Castleberry

address: 10906 NE 77th Circle, Vancouver, WA 98662

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit



royxr40@aol.com ()
01/03/2004 08:05 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(royxr40@aol.com) on Saturday, January 3, 2004 at 11:05:56

name: Ronald Ryberg

address: 61210 Bighorn Ct.

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit

161



cactus97701@yahoo.co
m ()
01/03/2004 09:30 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(cactus97701@yahoo.com) on Saturday, January 3, 2004 at 12:30:22

name: chris Bischoff

address: 23150 Roland Pl

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit

162



miller2001@earthlink.net
01/03/2004 10:30 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(rmiller2001@earthlink.net) on Saturday, January 3, 2004 at 13:30:18

name: Ron Miller

address: 16335 Sw Dove Road. Crooked River Ranch. Ore 97760

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system. We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents. Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land. Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to designate different trails for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

textarea: The BLM needs to start recognizing the OHV users have a viable part in the overall picture. Please quit making us look like the bad guys and recognize us for who we really are. I have been using these areas and other areas in Central Oregon for over 30 years and it saddens me that your agency leans so much towards the Antis-this and that and doesn't put the OHV users on the same playing field. Yes if we have trails and areas to play and have fun whats that going to do to the environment? It hasn't hurt it in 30 years so whats my kids and Grandkids going to have in another 30 Years? NOT VERY MUCH!!!! Please start looking at both sides of the fence and quit standing just on one side!!!!

Submit: Submit

163



uresummers@aol.com

0

01/03/2004 12:47 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(uresummers@aol.com) on Saturday, January 3, 2004 at 15:47:45

name: scott summers

address: 2442 nw 101st ln

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit

164



rodewarrior@comcast.net
01/03/2004 03:36 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(rodewarrior@comcast.net) on Saturday, January 3, 2004 at 18:36:12

name: James Marshall

address: 11008 SE Clinton St.

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit

165



bc@teleport.com ()
01/03/2004 03:57 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(bc@teleport.com) on Saturday, January 3, 2004 at 18:57:44

name: Bill Beane

address: 13067 SW 63rd PL Portland, OR 97219

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system. We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents. Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land. Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to designate different trails for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

Submit: Submit

1666



ebewley@zukiworld.co
m ()
01/03/2004 04:08 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(ebewley@zukiworld.com) on Saturday, January 3, 2004 at 19:08:35

name: Eric Bewley

address: PO BOX 555, Corvallis, OR 97339

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: ~~Submit~~

167



jakepalmberg@shaw.ca
0
01/03/2004 04:39 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(jakepalmberg@shaw.ca) on Saturday, January 3, 2004 at 19:39:18

name: Jake Palmberg

address: 310 Sumac Road east Kelowna BC Can

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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textarea: A Free country means , Freedom!
Denying access is Not Freedom!

Jake Palmberg

Submit: Submit



n7yix@charter.net ()
01/03/2004 06:03 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(n7yix@charter.net) on Saturday, January 3, 2004 at 21:03:51

name: Dennis Dee Hurt

address: 13720 kann springs keno,or

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system. We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents. Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land. Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to designate different trails for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

textarea: We moved here for the great out doors and open public lands and I would like to keep it that way,public.not everyone is healthy enough to hike across oregon,Me nor my Wife and we should not be penalized for our physical handicap.

Submit: Submit

169



meredyth@charter.net
0
01/03/2004 06:12 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(meredyth@charter.net) on Saturday, January 3, 2004 at 21:12:17

name: Meredyth Hurt

address: 13720 kann springs keno,or

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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textarea: I believe that different trails designation will ultimately diminish our ability to see our public lands in person. Not all americans are marathon runners and our vehicles are needed in order to enjoy the great outdoors instead of being cooped up in a 8 X 10 room.

Submit: Submit

170



wilkhouse@netzero.net
0
01/04/2004 08:10 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(wilkhouse@netzero.net) on Sunday, January 4, 2004 at 11:10:15

name: STEVE WILKINSON

address: 6007 EASTWOOD PL ,BOISE IDAHO 83716

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit

171



maryjo@archcape.com
0
01/04/2004 11:38 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(maryjo@archcape.com) on Sunday, January 4, 2004 at 14:38:46

name: Mary Jo Mosby

address: 2175 SE Meadowlark Drive, Hillsboro, OR 97123

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system. We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents. Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land. Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to designate different trails for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

textarea: I am a person that loves to drive back country roads and am a responsible person that cleans up my trash and others as well, and I do not drive across country to tear up the land. If you must close up the lands, please consider an alternative permit system that would limit access, but not close it, or a revenue generating permit system.

Submit: Submit

172



"Anne Mastin"
<gag72@earthlink.net>

01/04/2004 05:22 PM
Please respond to
gag72

To: Upper_Deschutes_RMP@or.blm.gov
cc:
Subject: RMP

Gart Gump
gag72@earthlink.net

As an offroad motorcyclist I do not like to see my riding opportunities decrease. I have been riding in the RMP area for over 20 yrs. In that time the number of users has increased dramatically. Central Oregon draws many riders from outside our area. The BLM has access to OHV Funds and I feel a lot can be done to maintain good trails. I feel that closing the area east of Cline Buttes Hwy is bad because it is a favorite of mine and many others. I also feel that it is a mistake to close the Felony Flats area, I realize this is a problem area, but I believe if it is closed it will get totally trashed by illegal dumping or all of the stupidity will be moved across the canal.

173



ktm3805v@hotmail.com
0
01/04/2004 06:38 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(ktm3805v@hotmail.com) on Sunday, January 4, 2004 at 21:38:47

name: Doug Wade

address: 1487 E. Doberman St. Meridian, Id 83642

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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textarea: The land belongs to the public and access for recreation should not be denied but managed.

Submit: Submit

174



jeff@indalloyfab .com ()

01/04/2004 09:23 PM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(jeff@indalloyfab.com) on Monday, January 5, 2004 at 00:23:20

name: Jeffrey Jensen

address: 11375 NW BLACKHAWK DR PORTLAND OR

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit

175



dpettis@hotmail.com ()

01/05/2004 06:19 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov

cc:

Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(dpettis@hotmail.com) on Monday, January 5, 2004 at 09:19:29

name: Doug Pettis

address: 2718 NW 3rd Way, Battle Ground, WA 98604

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit_

176



eric.kangas@hp.com ()

01/05/2004 07:18 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov

cc:

Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by (eric.kangas@hp.com) on Monday, January 5, 2004 at 10:18:09

name: Eric Kangas

address: 18607 NE 234th St, Battle Ground, WA, 98604

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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textarea: As a steward of public lands, the BLM should manage the lands in a way to provide opportunities to all US citizens as the land belongs to all US citizens. The BLM should provide a balanced plan for everyone to use the land, not an exclusionary plan to shut out some groups. Please make the land available to all usage including motorized trail usage.

Submit: Submit

177



sales@promotobillet.co
m 0
01/05/2004 07:32 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(sales@promotobillet.com) on Monday, January 5, 2004 at 10:32:15

name: Lynn Hodges

address: 837 N. Mitchell St. Boise, ID 83704

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system. We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents. Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land. Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to designate different trails for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

Submit: Submit

178



mhoag@comcast.net ()
01/05/2004 08:25 AM

To: shaylor@realestatechampions.com, upper_deschutes_rmp@or.blm.gov
cc:
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by
(mhoag@comcast.net) on Monday, January 5, 2004 at 11:25:45

name: Michael L Hoag

address: 3142 NE 52nd Ave

comment: As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon. The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

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Submit: Submit



Crook County

300 N.E. 3rd Street • Prineville, Oregon 97754

Phone (541) 447-6555 • FAX (541) 416-3891

RECEIVED

JAN 08 2004

BLM PRINEVILLE
DISTRICT

179

December 8, 2003

U.S. Bureau of Land Management
Prineville District Office
ATTN: Teal Purrington
3050 NE Third St.
Prineville, OR 97754

This letter is to transmit formal comments from the Crook County Court, governing body of Crook County, Oregon, regarding the draft Upper Deschutes Basin Resource Management Plan. The Court met with representatives of the Bureau of Land Management on Dec. 3, 2003, for the purpose of reviewing the preferred alternative, and this letter is intended to summarize and supplement the concerns raised at that meeting.

The comments of the governing body are as follows:

The Court notes with concern the omission from Appendix B, "Planning Criteria/Legislative Constraints," of Executive Orders 12875, "Enhancing the Intergovernmental Partnership"; Executive Order 13132, "Federalism"; and Executive Order 12866, "Regulatory Planning and Review." Although an Executive Order regarding relationships between federal agencies and tribes is specifically called out in the appendix, the omission of similar orders governing relationships between agencies and local government gives us pause and leads us to wonder if the plan was constructed with an eye toward compliance with these orders. It is difficult to see how this could have been accomplished if the existence of the orders was not recognized as the alternatives were developed. We value the emphasis placed by various Administrations on the local, state and federal relationship, and we urge that prior to final adoption of the plan, the alternatives be reviewed carefully for compliance with the relevant orders.

We especially urge consideration of whether alternatives have adequately provided for "alternatives to direct regulation, including providing economic incentives to encourage the desired behavior, such as user fees or marketable permits, or providing information upon which choices can be made to the public"¹ and whether "the costs of enforcement and compliance (to the government, regulated entities and the public), flexibility, distributive impacts, and equity have been adequately weighed during the process."² We are concerned that the plan seems

¹ Executive Order 12866, Section 1(b)(3)

² Executive Order 12866, Section 1(b)(5)

heavily weighted toward recreational interests and the interest of citizens of more urbanized and wealthier counties located within the planning area.

As evidence of the validity of this concern, we point to the treatment of grazing in the common-to-all alternatives. Whereas the plan specifically identifies livestock grazing, mining, recreation and timber harvest as potentially impactful of riparian areas³ all management strategies focus on the modification of grazing activity.⁴ To identify the need for modification of grazing permits as the only solution to reducing riparian degradation seems premature to us. The root cause of the issue has apparently been prejudged, although in fact, recreational use may cause equal or greater damage than livestock to sensitive areas.

We also note with complete puzzlement the extremely limited reference to a University of Oregon study⁵ commissioned specifically for purposes of analyzing the social and economic importance of the planning area—a study which we had expected would be used to craft alternatives. Such reference as there is appears on page 232 and reports data regionally rather than locally. We believe that the use of regional rather than local data strongly distorts the actual understanding of how public lands are used by specific communities.

Of particular concern is how the public lands are used for subsistence purposes. The draft Resource Management Plan dismisses subsistence use with the following statement: “Of all respondents, 11 (1.6 percent) indicated that they rely on BLM-administered land as their sole means of income.”⁶ This statement highly distorts the economic importance of public lands for a segment of the Central Oregon population. The same study which BLM uses to downplay the economic value of public lands also states that a remarkable “43 percent of low income residents rely on BLM lands for subsistence.”⁷ Yet, we cannot find this statement called out anywhere in the analysis, nor do any of the alternatives address the importance of preserving subsistence use of the land. Since this very statistic was called out by Crook County during the planning process we can only assume that the plan’s drafters are deliberately ignoring its significance.⁸ We are particularly concerned about statistics such as this because of the disparity in income between

³ Appendix A, Alternatives Described in Detail (Draft), page 10, referencing Water Quality Objective H-4.

⁴ Appendix A, Alternatives Described in Detail (Draft), pages 9, 10, 11,

⁵ 2001 Upper Deschutes Resource Management Plan Social Values Survey (Draft), March 2002, Community Planning Workshop, Community Service Center, University of Oregon

⁶ Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement, Chapter 3, Volume 2, October 2003, p. 232

⁷ Ibid, p. 3-12

⁸ email correspondence, Crook County Judge Scott R. Cooper and Mollie Chaudet, March 14, 2002

residents of Crook and Deschutes Counties, a fact which is well documented in the 2000 census, the Central Oregon Community Investment Plan and the U. of O. study.

Finally, we urge consideration of whether the plan has attempted to "harmonize Federal regulatory actions with related State, local, and tribal regulatory and other governmental functions" For example, we note with concern that the proposed protection standard for eagles⁹ includes a ¼- ½ mile buffer around eagle's nests, as opposed to the county's standard of ¼-mile and a January-August seasonal closure of the buffer areas, versus the county's Jan. 1 to May 31 closure period. We also note with concern that Crook County is presently planning construction of a road connecting the Juniper Canyon/Davis Loop area into highway 27, potentially across BLM lands or possibly through a portion of the Wild and Scenic River corridor around the Crooked River. The absence of any mention of this plan gives us pause.

Also giving us pause is the general paucity of data regarding Crook County population, demographics and growth contained in the Social and Economic Overview¹⁰. In this regard, we note the following concerns:

While the rapid population growth of Bend and Redmond are called out for special consideration, the special circumstances related to the distribution of population around Prineville are ignored. In fact, although Prineville is the only incorporated population center in Crook County, the majority of county residents live outside the city limits. Thus, any discussion of population growth and any projection of its potential impact on BLM lands which limits itself only to the City of Prineville is incomplete. The area around Prineville is of critical concern and must be examined in the context of its potential impact upon federal lands and federal lands' corresponding potential impact on that area. Information about population distribution can be readily obtained from the Crook County GIS department.

In the discussion related to ethnicity, it is barely mentioned that the non-White population of the Crook County is growing. Conspicuously absent is any mention of the disparate economic condition of the minority population, which may well utilize public lands to a greater degree (and thus be more burdened by regulation). Information on the economic condition of minorities relative to the general population is available through the U.S. census and through the Crook County Commission on Children and Families. Information about the relationship between minorities and utilization of public lands for subsistence may be available through the U. of O. study.

⁹ Appendix A, Alternatives Described in Detail (Draft), page 5, referencing Wildlife, Objective W-1

¹⁰ Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement, Chapter 3, Volume 2, October 2003, p. 227

In the section labeled "income" data is reported on a "regionalized" basis—a reporting error which sharply distorts the county-by-county distribution of wealth. The characterization of the regional population as "relatively wealthy" retirees and in-migrating baby-boomer population¹¹ may be accurate to Deschutes County, but is not characteristic of Crook County. Likewise, dismissive commentary that transfer payments throughout the region are about the same as for the state fails to capture the substantially higher dependence of Crook County residents (who are significantly older than Deschutes County residents, according to the census) on those payments. Again, this broad generalization risks understating the importance of use of the public lands for subsistence purposes by residents of the respective counties.

In that section labeled "Revenue Sharing With Local Governments" an analysis of PILT (Payment In Lieu of Taxes) revenues provided to local government by the federal government fails to consider that PILT revenues to county General Funds have been sharply impacted in recent years by the interaction between payments made to counties under P.L. 106-393 and PILT payments. Among nine counties in Oregon, Crook County is the most severely impacted, seeing its drop from a high of nearly \$800,000 to \$170,812 in the current fiscal year. Thus, the statement that BLM lands contribute an estimated \$126,000 annually based a quarter ownership of the public lands located within the county is grossly inaccurate. Presentation of accurate data is very important in this plan since in the selection of competing alternatives BLM is required to consider to costs and benefits not only to the agency and to the public but to local government as well.

In that section regarding industries, data regarding Deschutes and Crook Counties are once again aggregated, consequently masking the enormous difference between the two counties. Where wood products is indeed becoming a "niche" industry in Deschutes County, it remains a vibrant and vital part of the Crook County economy, accounting for an estimated 13 percent of employment countywide in the last Oregon Dept. of Employment Report.¹² In addition, two secondary wood-products manufacturers are among the top five employers in the county. This is an industry which, while in decline, can hardly be characterized as "niche" in this county, as it is characterized in the plan.¹³ The importance of this characterization is that the wood products industry is heavily dependent upon transportation routes which can carry significant freight loads. Adding to the importance of this issue is the fact that the Les Schwab Tire Co. employs

¹¹ Ibid, p. 229

¹² *Central Oregon Labor Trends*, Oregon Employment Dept., November 2003, p. 8, reporting covered employment and payroll for September 2003

¹³ Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement, Chapter 3, Volume 2, October 2003, p. 232

almost as many people in Prineville, maintains its regional distribution centers here and is even more dependent than wood products companies on adequate transportation routes. Regrettably, the Les Schwab Co. or the wholesale trade industry sector which it is the primary component of is omitted entirely in the analysis. Since some of these all-important transportation routes, existing and contemplated, must cross BLM lands we find any omission of reference in the proper context of their importance to the Crook County community is a deeply troubling. It is clear that the transportation needs of Crook County-based industry may not have been considered in the selection of alternatives.

The same paragraph devotes considerable attention to the importance of the destination resort industry in Deschutes County while mystifyingly omitting any reference to the fact that Crook County two years ago passed a destination-resort siting ordinance and has currently approved construction of its first resort which happens to be in the proximity of BLM land. It may well be that developers considering additional developments of this nature in Crook County (with associated economic impacts) may well need to collaborate with the BLM to site their facilities and the fact that the analysis and various alternatives omit any reference to this potential shows a lack of adequate consideration of this possibility.

In conclusion, we would note that principle sources of economic data available to the agency (IMPLAN and Oregon Employment Dept. statistics) are readily available on a county-by-county basis. These data sets should be examined independently of regional data. Additionally, we note with concern that mid-process in the development of the Resource Management Plan, the active use of the workgroup on Economic and Social impacts (as well as Land Use impacts) was downgraded/discontinued. This leads us to believe that economic considerations were not given parity in the consideration of alternatives vis a vis other component considerations.

Having described those areas where Crook County has concerns about the plan, we do support certain decisions.

We appreciate the effort to develop a matrix to evaluate grazing impacts on allotments.

We appreciate the effort to retire grazing allotments through voluntary closure.

We appreciate the removal of the Crooked River wild and scenic river corridor as an ACEC.

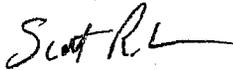
We appreciate the recognition given to the Powell Buttes as a scenic resource (and encourage the BLM to actively and aggressively seek an access to public lands surrounding the buttes.

We appreciate the effort to set land aside for military uses (and encourage further efforts to recognize the all-consuming importance of a well prepared national defense)

We appreciate the steadfast position taken by the BLM in preserving the multiple-use concept for BLM lands.

Thank you for the opportunity to comment. We stand ready to assist you in the further refinement of analysis and alternatives.

Sincerely,



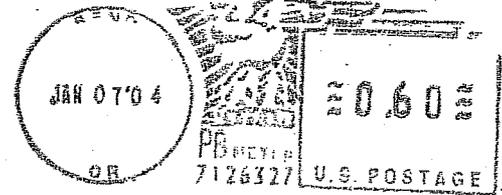
Scott R. Cooper
Crook County Judge

Cc: Robert Towne, Deschutes Field Manager, Prineville, USDI
Commissioner Mike McCabe
Commissioner Mike Mohan
Sarah Thomas, Provincial Advisory Committee
Bill Zelenka, Crook County Planning Director
Penny Keller, Crook County Roadmaster
Tim DeBoodt, OSU/Crook County Extension
Mike Lunn, Crook County Natural Resources Planning Committee



Crook County
300 N.E. 3rd Street
Prineville, Oregon 97754

179



U.S. Bureau of Land Management
Prineville District Office
ATTN: Teal Purrington
3050 NE Third St.
Prineville, OR 97754

180



RECEIVED

Write an e-mail message

JAN 07 2004

BLM PRINEVILLE DISTRICT

From: hi-trails@webtv.net.
(Margaret Gregory)

To:

Cc:

Subject: *Upper Deschutes Resource Management Plan*

I would like to commit on your 10 yr. plan for the BLM. I am a non-motorized user. I horse-back ride and hike on the BLM.

Reduced use of motorized vehicles is good in most places. The wildlife and land is less impacted. But motorized use on existing open roads is fine. Closed roads should be preferably signed and monitored. The Powell Buttes should be closed to motorized vehicles because of the limited amount of land available.

Trail head parking and camping at the various units is a good idea. It keeps people in a designated areas. But signs as to the type of use and where people can go will be critical. I especially like what you propose to do with the Northwest unit, that will be good for users.

The idea of obtaining land to connect to the larger portions of the BLM is a great idea. The greatest need is in the Powell Buttes, if there is going to be continued use of the Buttes.

Grazing on most of if not all of the BLM should be limited if not eliminated. The land is mostly overgrazed and needs time to recover.

The Badlands should be managed as a wildness. But failing to obtain that determination, the Badlands should be a non-motorized area.

Shooting should be limited to hunting or designated ^{sites} only in all of the BLM. There very few safe places to shoot. And damage to the trees and the land is extensive.

I thank-you for trying to improve the outdoor experience for the users of the BLM.

Margie Gregory
36663 Chaparrel Dr.
Bend, Or. 97701
382-8277



Margaret L. Gregory
63336 Chaparral Dr
Bend OR 97701-8037

180



Bureau of Land Management
Mollie Chaudet, WDRMP Project Manager
Prineville District Office
305 NE 3rd Street
Prineville, OR 97754

97754#1918



181

RECEIVED

JAN 08 2004

BLM PRINEVILLE
DISTRICT

January 5, 2004

Bureau of Land Management,
Prineville District Office
3050 NE Third St.
Prineville, Oregon 97753

Upper Deschutes RMP Team,

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The **preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented.** This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

I do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake.

There is use occurring in those areas currently, where will that use go? This is especially critical for the Lapine and Prineville area residents.

Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually – **the increasing use is not only not reflected in the severe limitations proposed for OHV use on BLM land, it appears to be prejudicially discriminated against the recreation.**

Please adopt a more flexible road trail density criteria to allow for the best use of the land, and for a designated trail system that will succeed. Micromanaging your areas and attempting to designate different trails for several different uses in the same areas management will fail, and ultimately our use will suffer further restrictions.

BLM Upper Deschutes Resource Management Draft – My specific area issues, and objections;

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There are many opportunities for improvement in this for us all. I look forward to discussing the upcoming OHV actions in the final management plan with you.

Sincerely,



Will HisleBeard

Miss Hester Good

65 Sterling Creek Rd.
Jacksonville, OR 97530

#181

BUREAU OF LAND MANAGEMENT
PRINEVILLE DISTRICT OFFICE
3050 NE THIRD ST.
PRINEVILLE, OREGON 97753

JAN 9 2011
PRINEVILLE, OR



#182

January 3, 2004

Dept. of Interior
BLM

Prineville District
3050 NE 3rd St.
Prineville, OR 97754

RECEIVED

JAN 08 2004

BLM PRINEVILLE
DISTRICT

To whom it may concern:

We are writing to you in regards to Preferred Alternative #7 of your BLM land use study. We both strongly encourage you to adopt the preferred alternative. The old growth junipers are a unique resource for our heritage, future-generations, and they help make the Bend area unique. The preservation of this land is of vital importance!! My wife and I thank you for your study of this ecosystem and applaud your foresight as to its value left intact and natural.

Sincerely,

Joseph S. Krugman

Molly P. Kreuzman

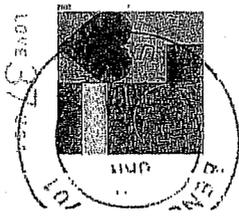
Joe & Molly Kreuzman

385-5997

Kennam
5281 Alcala Mkt Rd.
Bend OR 97201

#182

U.S. Dept. of Interior
BLM
Prineville District Office
3050 NE 3rd St.
Prineville, OR 97754



#183

RECEIVED

JAN 08 2004

BLM PRINEVILLE
DISTRICT

Bureau of Land Management
ATT: Teal Purrington
3050 NE 3rd St.
Prineville, Oregon 97754

RE: Upper Deschutes Resource Management Draft

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Print Name Chris Mead

Address 2055 SE 44th Ave Hillsboro OR

Signed [Signature]

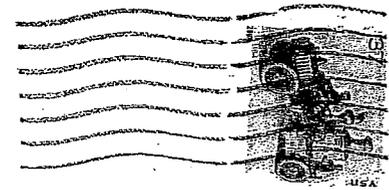


Millennium Graphics & Forms, LLC

PMB 326 • 6107 S.W. Murray Blvd.

Beaverton, OR 97008

#183



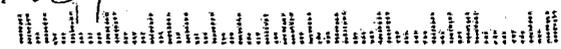
BLM

ATTN: Teal Purrington

3050 N.E. 3rd St.

Prineville, OR 97754

5775442300



RECEIVED

JAN 08 2004

BLM PRINEVILLE
DISTRICT

Bureau of Land Management
ATT: Teal Purrington
3050 NE 3rd St.
Prineville, Oregon 97754

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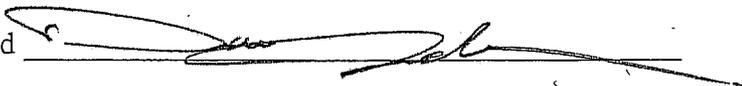
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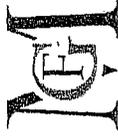
Dan JORDAN

Address

51600 N.W. Scofield R.D. Buxton, OR. 97109

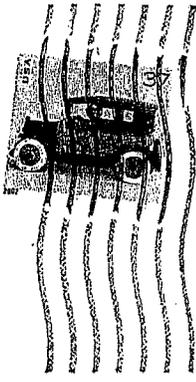
Signed





Millennium Graphics & Forms, LLC
PMB 326 • 6107 S.W. Murray Blvd.
Beaverton, OR 97008

#184



BLM

ATTN: Teal Porrhington
3050 N.E. 3rd St.
Prineville, OR. 97754

97754-2300



185

Comment Form

For public input on the Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement

RECEIVED

Today's Date: 1-5-2004

Your name (please print): Sara Leigh Wilson

JAN 08 2004

Representing (put an X in one box only):

self only, or

business, organization, or agency (list): _____

BLM PRINEVILLE
DISTRICT

Street Address, State, and ZIP: 8370 Sand Ridge Rd., C.R.R., OR 97760

Phone: (541)504-5852

E-mail: _____

Important Privacy Notice: All written comments, including names and street addresses, will be available for public review upon request, and may be published by the BLM during the planning process. However, as an individual you can ask us to withhold your name and address. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety. If you checked "self only" above, and would like us to withhold your name, put an X in this box: .

Comments:

I am in favor of the Preferred Alternative, Alternative 7. I feel it gives the best balance of land uses and a reasonable separation of recreational users. I would emphasize that the land managers emphasize and educate the motorized public that no vehicles are allowed unless signage says they are allowed in an area. I hope also that in time, the land managers will phase out the grazing rights. We the public are subsidizing this long outdated practice.

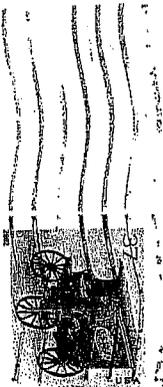
Sincerely,
Sara Leigh Wilson

Continue your comments on the back of this page, or on additional pages

Matt & Sara Leigh Wilson
8370 Sand Ridge Rd
Crooked River Ranch OR
97760

#185 + 186

26 WEND OVF 977
PM 1
07 JAN
-DQA



Prineville BLM
Draft UDRMP
3050 NE 3rd St.
Prineville OR 97754

97754#2308



#186

Comment Form

For public input on the Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement

Today's Date: 1-5-04

RECEIVED

Your name (please print): [Redacted]

Representing (put an X in one box only):

JAN 08 2004

self only, or

business, organization, or agency (list): _____

BLM PRINEVILLE DISTRICT

Street Address, State, and ZIP: [Redacted]

Phone: [Redacted]

E-mail: _____

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Comments:

Please ensure that motorized use is limited to designated roads - and trails throughout the planning area!
Alternative #7 appears to offer the best set of compromises.

[Redacted signature]

Continue your comments on the back of this page, or on additional pages



PRIVE



Prineville BLM

Draft UDRMP

3050 NE 3rd St.

Prineville OR 97754

97754#2800



activities. These, too, will become worse if the use of this road is encouraged.

XXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXX
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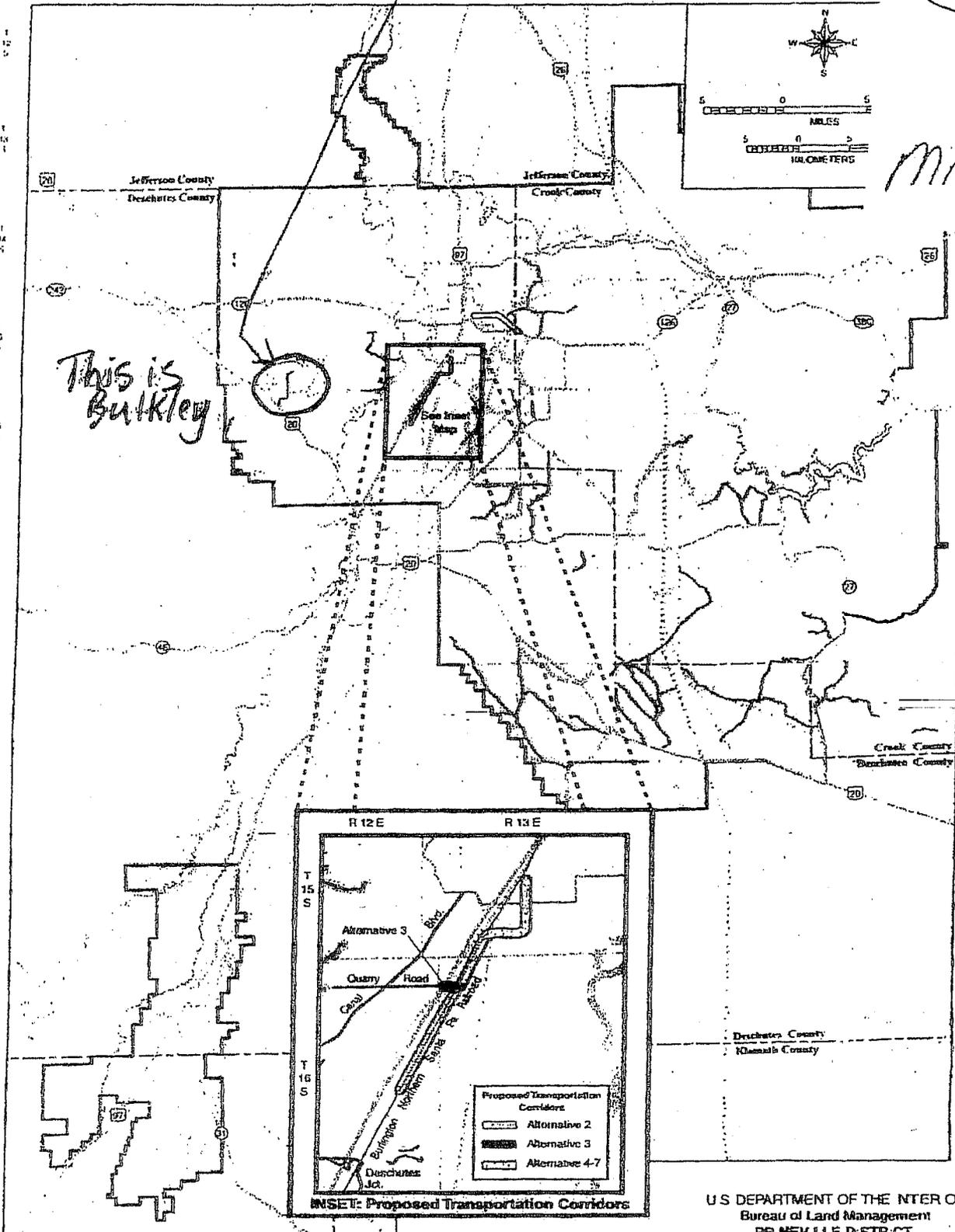
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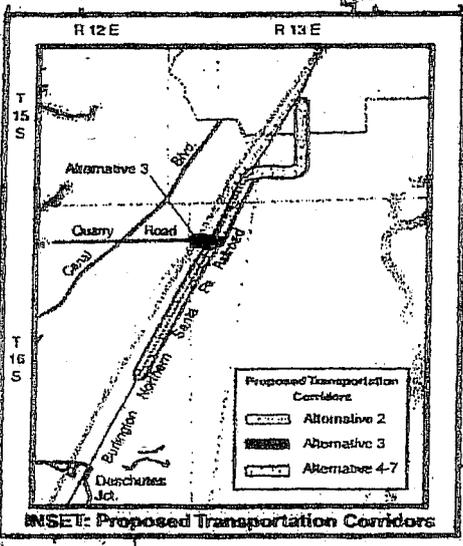
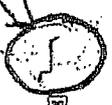
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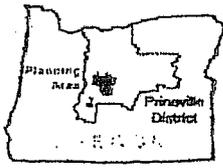


This is
Bulkley



Legend

- Administered Lands**
 - Bureau of Land Management
 - U.S. Forest Service
 - National Grasslands (U.S.F.S.)
 - Bureau of Reclamation
 - State of Oregon
- Regional Utility Corridor**
- Planning Area**
- Urban Growth Boundary**
- Transportation**
 - Proposed Transportation Corridor Alternative 2
 - Alternative 2 Collector Road
 - Alternative 3-7 Local Road (No-designated)



U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management
PR. NEV. LLE D-STR-CT
September 2003



Draft Upper Deschutes
Resource Management Plan and
Environmental Impact Statement

BULKLEY PROPERTY

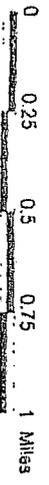
LEGEND

- ROAD
- CLOVERDALE FIRE DISTRICT
- BEND RFPD #2
- PRIVATE LAND
- STATE OF OREGON LAND
- DESCHUTES COUNTY LAND
- BML LAND
- SUBJECT PROPERTIES

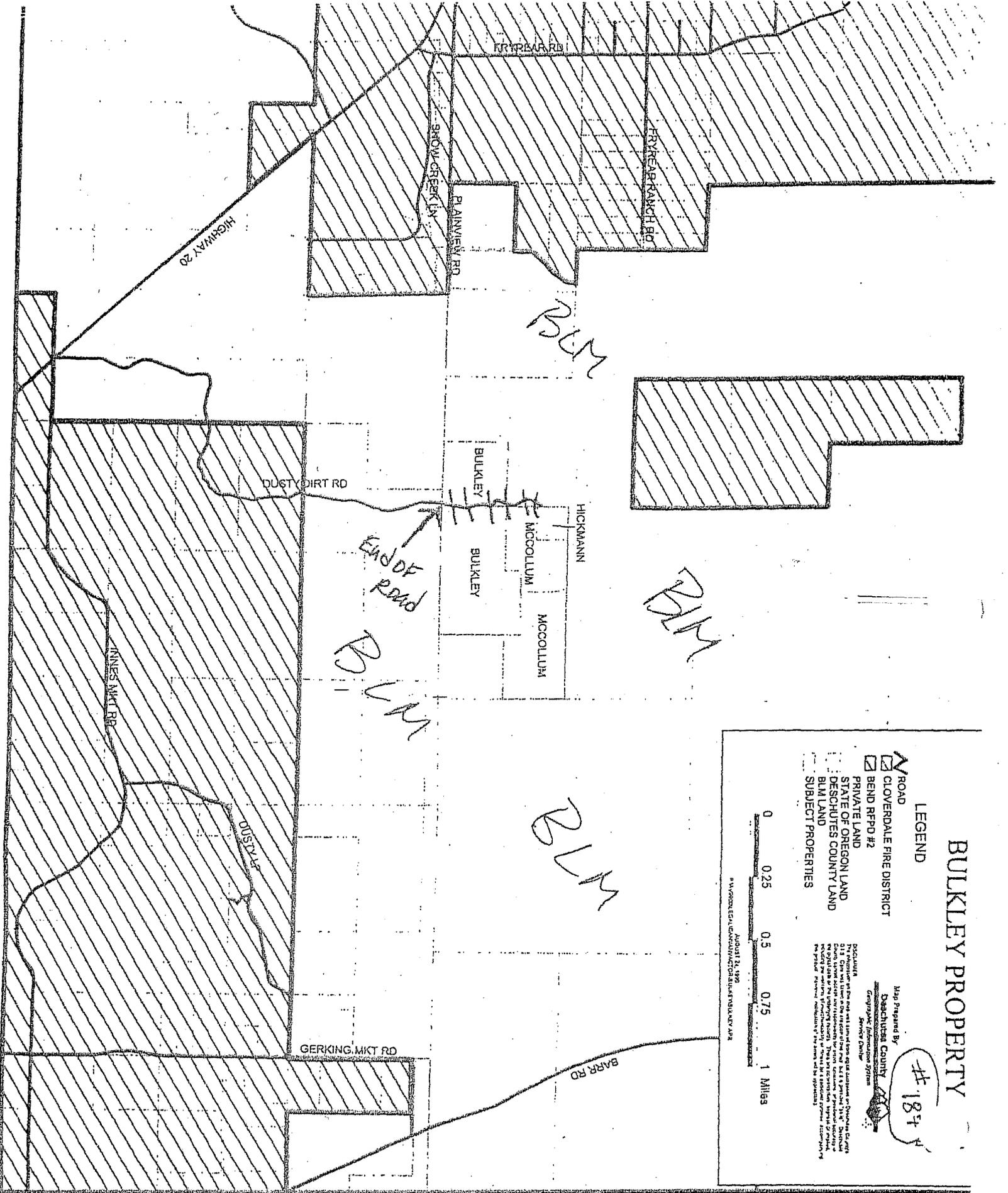
Map Prepared By
 Deschutes County
 Geographic Information System
 Service Center

#184

Not a guarantee of the data and is not intended as a warranty or representation of the accuracy of the data. The data is provided as is. The user assumes all liability for any use of the data. The data is not intended to be used for any purpose other than the one for which it was collected. The data is not intended to be used for any purpose other than the one for which it was collected. The data is not intended to be used for any purpose other than the one for which it was collected.

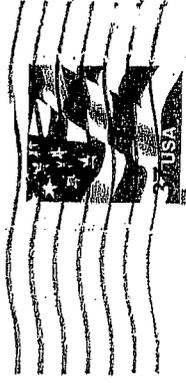
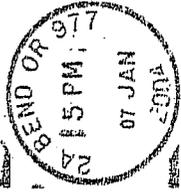


August 21, 1999
 A WASHINGTON COUNTY INFORMATION SYSTEM



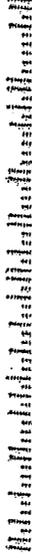
BUNKLEY
66950 DUSTY DIRT RD.
BEND, OR 97701

#187



PRINEVILLE BMM
DRAFT UOR M/P
3050 N.E. 3RD ST.
PRINEVILLE
OR 97754

97754#2500



Bureau of Land Management
ATT: Teal Purrington
3050 NE 3rd St
Prineville, Oregon 97754

RECEIVED

188

JAN 08 2004

BLM PRINEVILLE
DISTRICT

RE: Upper Deschutes Resource Management Draft

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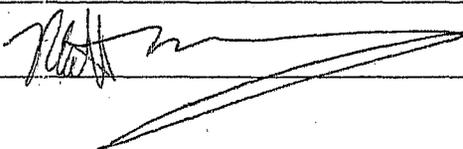
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Print Name: MATTHEW L McCleery

Address: 21820 Horse Butte Trail Bend OR 97702

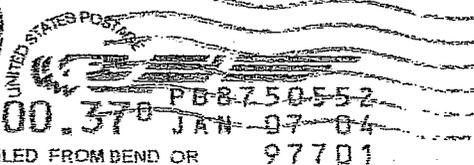
Signed: 



McCleery Chiropractic Health Centre P.C.
404 N.E. Greenwood Avenue
Bend, Oregon 97701-4671

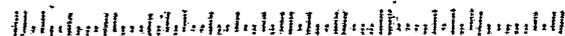
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Forward and Address Correction Requested



0740 \$ 00.37 JAN 07 04
3459 MAILED FROM BEND OR 97701

9775442900 8002



Bureau of Land Management
ATT: Teal Purrington
3050 NE 3rd St
Prineville, Oregon 97754

RECEIVED

JAN 08 2004

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DISTRICT

#189

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Print Name SAMANTHA McCleery

Address 21820 Horse Butte Trail Bend OR 97702

Signed Ash S Mee



McCleery Chiropractic Health Centre P.C.
 404 N.E. Greenwood Avenue
 Bend, Oregon 97701-4671

#188, 189

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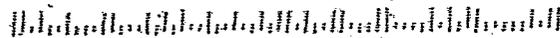


UNITED STATES POST

0740 # 00.370 PB 8-750552

3459 MAILED FROM BEND OR 97701

9773422900 RC02



#190

January 5, 2004

Bureau of Land Management,
Prineville District Office
3050 NE Third St
Prineville, Oregon 97753



Mr. George Flanagan
925 Janes Rd
Medford, OR 97501-3945

RECEIVED

JAN 09 2004

BLM PRINEVILLE
DISTRICT

Upper Deschutes RMP Team,

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1/7/2004

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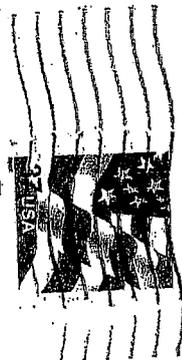
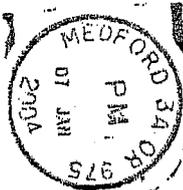
Sincerely,

Mr. George Flanagan
925 James Rd
Medford, OR 97501-3945

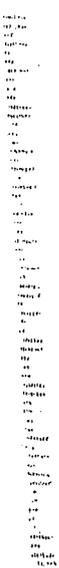
#190



BLM
Pineville District
3050 NE 3rd St.
Pineville, OR 97753



57754 45300



191

RECEIVED

JAN 09 2004

BLM PRINEVILLE DISTRICT

Bureau of Land Management
ATT: Teal Purrington
3050 NE 3rd St.
Prineville, Oregon 97754

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Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to put separate trails in for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

Print Name PAUL Spriggs

Address 2950 Fooths Creek rd Gold Hill, OR 97525

Signed Paul Spriggs

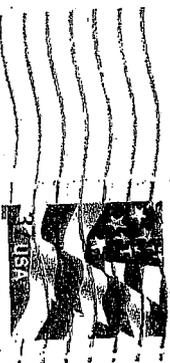
Or E-mail form letter to BLM to upper_deschutes_RMP@or.blm.gov

I like to travel to the High Desert with my kids to ride dirt Bikes. Hopefully the areas will remain open for use. Thanks, Paul Spriggs

Paul and Tammy Spriggs
2950 Fools Creek Road
Gold Hill, OR 97525

#191

Bureau of Land Management
ATTN: Teal Purrington
3050 NE 3rd St
Prineville OR
97754



475443250



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CENTRAL OREGON MOTORCYCLE AND ATV CLUB

RECEIVED

Bureau of Land Management
Prineville District Office
3050 NE Third St
Prineville, Or 97753

JAN 12 2004

BLM PRINEVILLE
DISTRICT

ATT: Teal Purrington

RE: Upper Deschutes Resource Management Draft EIS

To Whom It May Concern:

Thank you for the opportunity to respond to something as important as management of all BLM land in Central Oregon. COMAC has been involved in this process since the beginning and I hope that my comments can be of assistance in future planning and document revision.

Process Issues

As an active participant in the recreation issue team meetings along with participation in the full issue team meetings for the two year process, it was my opinion from the onset that the makeup of the issue teams was not broadly interest based. The public participation process was too long. Much time was devoted to ground rules and good manners and little time to produce substantive comments or consensus within the issue team. We spent entire mornings hammering out rules of conduct and less than an hour to reach agreement on matters within our recreation issue team. After we finally worked out agreements within our group, once those were presented to the full group, those agreements were discounted and discarded without discussion or debate, because another team didn't agree with them.

The process was further confused when objectives set for the next meeting would not, in fact, be the starting point was for the next meeting – This was not just confusing to the public participants but queries to BLM staff showed them to be equally confused about the process, the progress or what it all meant when put together.

South Millican does not reflect the agreements reached in our issue team meetings. I believe we would have a longer riding season to allow for winter use and that special events would be allowed.

Data Issues

The information regarding road and trail densities, location of roads and trails, and mileage available on BLM land is not used by the specialists in their reports. In fact what was stated was that "information was unavailable" regarding OHV usage. With that stated, it would seem impossible for BLM to analyze consequences. Upon studying the environmental consequences in chapter four, current OHV use and how it affects vegetation, soils, wildlife or recreation was not found. Without that basis it seems BLM will be unable to determine impacts.

The data used to project growth of motorized recreation does not speak to what is actually happening on BLM land in Central Oregon. Use levels are not described, which makes the decisions and allocation of uses and assessment of needs inaccurate. The document does not show enough analysis of OHV growth, usage or demand to support the preferred alternative.

The impact of changing currently OPEN areas to designated roads and trails affecting over 38% of the planning area is a dramatic management shift and one that will hugely affect OHV use. Alternative 7 would decrease OHV opportunities and increase non motorized opportunities without documenting need for the shift. This direction does not provide enough opportunities for the growth of OHV recreation. Industry trends, studied by the Motorcycle Industry Council state that from 1999 when OHVs sold in the United States totaled 700,000 to 2001 when units sold were 1,000,000 shows a 20% growth annually. This results in a retail market of \$18 billion a year. This growth is not reflected in the opportunities for the next 10-20 years of this plan.

The draft RMP does not provide four wheel drive opportunities and that issue should be included in the plan.

It appears that BLM supports ODF & W in their population targets for wildlife. If that is the case, we may be seeing further parasitic epidemics reported to OSU entomology department from the deer over population we have experienced recently. Many recreationists ask for clarification regarding why we are seeing animal herds protected only to be hunted and killed. The wildlife goal would, in effect, replace one sport for another as OHV use is often restricted when wildlife concerns are addressed. It seems BLM favors hunting as a recreation over OHV use regardless.

With the restrictions and closures suggested in Alternative 7, there will be a shift in motorized use. By reducing opportunities recreationists will be displaced. Since they cannot go west toward Bend, the assumption is that they will go further east. This has been an underemphasized and underestimated issue in the RMP draft and we feel it is a considerable problem. There are potentially

many species, animal and plant, that could be jeopardized along with the fact that further east is designated open, so the use will be mainly unmanaged. The Brothers Lapine Plan managed a much larger area than this plan is addressing, thus this plan puts additional significance on the small area sage grouse habitat in this plan vs the larger area of concern outside the planning area. The management of the sage grouse leks that are further east could be impacted, thereby necessitating emergency closures to OHV use. The central Oregon area is a destination for OHV and snowmobile use and BLM needs to recognize it as a viable use of public land in planning. Pushing use further east and risking more closures seems inevitable and unacceptable with the current plan emphasis.

Implementation

The overall strategy of current management seemed to keep all BLM employees productively employed. Without huge additional resources, how feasible is Alternative 7? Regarding OHV use, if the cost of closing Badlands, managing Cline Buttes with separate systems, adding new systems to the Bend-Redmond block and opening up North Millican for year round use is looked at financially, it seems like an alternative destined to fail. It was stressed several times in the document that BLM will be looking to partnerships for funding. By reducing OHV use dramatically, closing much land to our use, the OHV community be unwilling to give at its current level, to the BLM budget. Will non-motorized use also be asked to partner financially? How about the horse and shooting groups? We believe the \$2million that the OHV community has given to Central Oregon for recreation recently is probably the biggest partner from the recreational community that BLM has seen. The social values survey BLM is using to make decisions on OHV management was written as to reach a preordained conclusion and certainly not one that the OHV community could support or appreciate. The form and its style did not lend itself to a positive outcome for motorized use.

The interim plan is very important to OHV use. Without more complete and detailed information about what the users will have while all these designated trails are being planned, I have significant problems with the plan and the process. While understanding this is a planning document, part of the planning must be planning for the interim. If the interim plan fits personal issue team leaders agenda's, how can the users expect that we will ever get past the interim phase. The interim plan will determine uses for an indeterminate period. The interim plan must be described in further detail and the consequences of that plan need full analysis. The interim plan should not provide an opportunity for BLM to avoid the requirements of NEPA.

In trying to understand the draft plan I found the environmental consequences, Chapter Four, to be unintelligible. There was an inconsistency in understanding how one specialist worked with any other specialist to address the issue of motorized recreation. Again, going back to the lack of information specialists

stated, that they used to work with. Aren't these documents supposed to be written so they can be understood? The way it was written, trying to compare recreation alternatives, or just OHV opportunities made it a difficult read and even more difficult to understand. Page 252, this section is supposed to describe the current habitat, conditions and unique features of the landscape but it doesn't do that. Each alternative discussion is separated by several pages, then narrative and general discussion and area specifics. The headings address habitat effectiveness, then emphasis areas then no discussion on those issues with effects sometimes being discussed and sometimes not, page 357. Upon review, Page 369, under cumulative effects show no cause and effect analysis and is too general to comment on. The cumulative effects language, page 372, does not state what activities are affected and how they are related. The attempt to compare with appendix A (Vol.3) where alternatives are written differently – basically two sets of alternatives shown, was also difficult. Having been to all the issue meetings I feel I have a better understanding than most do about what BLM is proposing and even I couldn't follow the specialists. If the purpose of the document was to gather public comment, the complexity of the plan discourages substantive comments.

Site Specific Issues

Cline Buttes is the one area that Alt 7 is a poor option. We do not feel that Alt. 7 will adequately address the current or future needs for motorized use and we are very concerned that separate trails will create not dispel conflicts. Separate systems will decrease opportunities for both uses and each system will be judged against the other. By dividing the available area into smaller segments of use for both motorized and non-motorized, it will diminish the user experience to an unsatisfactory level.

The closure of all BLM land around Lapine is unwarranted and unnecessary. There is nothing in the affects analysis regarding this issue. The reasoning for closure that we have heard has been wildlife concerns. It seems reasonable to provide a corridor for wildlife without such a dramatic closure to all the Lapine residents currently accessing public land. Where is the planning for the affected population and the impacts analysis for it.

Providing no opportunities for OHV use at Prineville Reservoir when use is currently there, should be reevaluated. The plan simply offers too few opportunities and too many lock ups for the OHV community and the Crook County residents and tourists. The reservoir itself promotes multiple use – it isn't a WSA.

The paving of West Butte Rd affects the OHV system and the plan does not address it. The paving of this road will be very detrimental to our trail system and

192

we have concerns about how BLM will mitigate these concerns. There should be analysis of the cumulative effects to the users this will provoke.

Juniper Woodlands management, if pursued as aggressively as proposed will severely decrease the opportunities for a successful and desirable trail system in North Millican. By harvesting so many of the trees the net result will be a flat canvas to develop a trail system. Experience has proven straight trails are speed trails and OHV's cover the ground too quickly as opposed to winding trails through vegetation. For a system to succeed it must be done with thought, proper design and rider satisfaction as a priority.

Badlands WSA complete closure in Alt 7 is going to be more expensive and more difficult to manage than the current management is. The parking problem total closure will necessitate is not addressed in the plan. If BLM had problems managing Badlands prior to this RMP, how will total closure take care of those problems? All of the reasons for keeping the motorized public out of the area have nothing to do with law abiding citizens enjoying the desert beauty. From the issue team meetings it appears there was no objection from ODF & W regarding wildlife, it appears the closure is strictly social and COMAC must take issue with the rationale used to restrict our use.

I appreciate the opportunity to be involved in this process. COMAC has been proud stewards of the land we care so much about for over 20 years.

Sincerely,



Joani Dufourd, COMAC Land Use Director
20923 SE King Hezekiah Way
Bend, Oregon 97702

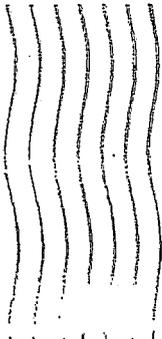
1-09-04

Joani Dufourd
20923 King Hezekiah Way
Bend, Oregon 97702

#192

Director of the Massachusetts
3050 NE Linn St.
Prineville, OR 9754

SALEM OR 973
PM
10 JAN
200



97754+2900



#193

BLM FORM LETTER

Please Help Keep Our Public Land Open to the Public, by sending this form letter by mail or e-mail. Thank You for your Support

Bureau of Land Management
ATT: Teal Purrington
3050 NE 3rd St.
Prineville, Oregon 97754

RECEIVED

JAN 09 2004

BLM PRINEVILLE
DISTRICT

RE: Upper Deschutes Resource Management Draft

As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon.

The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed.

The aggressive vegetation magement in Alt. 7 of the Juniper woodlands will negatively impact a propsed trail system.

We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? Especially for the Lapine and Prineville residents.

Our use is increasing approximately 20% annually with sales of OHV equipment liksted at \$18 billion annually - the increasing use is not reflected in the severe limitations to OHV use on BLM land.

Please adopt a more flexible road trail density to allow for the best use of the land and for a designated trail system that will succeed. By micromanaging your areas and attempting to put separate trails in for several different uses in the same areas we feel the management will fail and ultimately our use will suffer further restrictions.

Print Name

Jeff Nicholson

Address

32349 Fox Hollow Road Eugene OR 97405

Signed

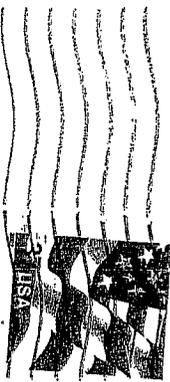
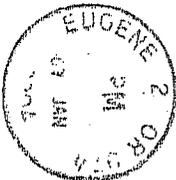
Jeff Nicholson

Or E-mail form letter to BLM to upper_deschutes_RMP@or.blm.gov

Jeff & Sisie Nicholson
32349 Fox Hollow Road
Eugene, OR 97405

193

BLM
Attn. Teal Purington
3050 N.E. 3rd St
Prineville OR 97754



9775442300



194



MOTORCYCLE

ASSOCIATION

RIDERS

January 5, 2004

RECEIVED

JAN 09 2004

BLM PRINEVILLE DISTRICT

Bureau of Land Management,
Prineville District Office
3050 NE Third St
Prineville, Oregon, 97753

Upper Deschutes RMP Team,

As a concerned Oregon recreational organization the MRA would like to be on record as supportive of motorized recreation on BLM lands in Oregon, especially Central Oregon.

The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed. The aggressive vegetation management in Alt. 7 of the Juniper woodlands will negatively impact a proposed trail system.

We do not support the closure of the Badlands and feel that providing no motorized opportunities at Prineville Reservoir and the Lapine area is a mistake. There is use occurring in those areas currently, where will that use go? This is especially critical for the Lapine and Prineville area residents.

Our use is increasing approximately 20% annually with sales of OHV equipment listed at \$18 billion annually – the increasing use is not only not reflected in the severe limitations proposed for OHV use on BLM land, it appears to be prejudicially discriminated against.

Please adopt a more flexible road trail density criteria to allow for the best use of the land, and for a designated trail system that will succeed. Micromanaging your areas and attempting to designate different trails for several different uses in the same areas management will fail, and ultimately our use will suffer further restrictions.

Continued on page 2

P. O. BOX 1471 • MEDFORD, OR 97501

www.motorcycleridersassoc.org

BLM Upper Deschutes Resource Management Draft – MRA Specific area issues, and objections;

In regard to Cline Buttes:

Pecks Milkvetch ACEC expansion – not what general consensus was during issue team discussions. Increase of 6,000 acres impacts historical OHV use to an unacceptable level.

Separate systems for motorized and nonmotorized is not realistic and a prescription for failure. It will polarize the users, decrease every ones area of usage, does not support a multiple-use philosophy, micromanages the area, and will increase conflicts among users. You should be questioning the goals your agency followed that led you to propose a “solution” such as this.

The management direction in Alt. 7 is unrealistic and beyond the scope of BLM administrative resources.

The Tumalo canals are thought to be some of the best riding areas in the area and too important to the users to close.

The Plan will not accommodate current use in Cline Buttes, and does not address increased use/demand for the life of the plan. This is not logical, and it is not good scientific problem solving.

The Interim Plan is not defined enough for comment.

In regard to Lapine:

Closure of historically open designation in all of BLM land bordering Lapine, except Rosland Play area is not possible to implement with current resources nor necessary for wildlife concerns. Wildlife does not need ALL of the planning area. Area residents will be dramatically impacted without due cause.

Snowmobiling needs to be exempt from the limitations completely.

In regard to South Milican:

Issue team discussion of the area proposed an increase in the seasonal use that is not noted in Alt 7. August thru April would be a necessary addition to recreational opportunities considering all the recreational opportunities Alt 7 takes from motorized recreation and it would not negatively impact wildlife concerns.

In regard to Badlands:

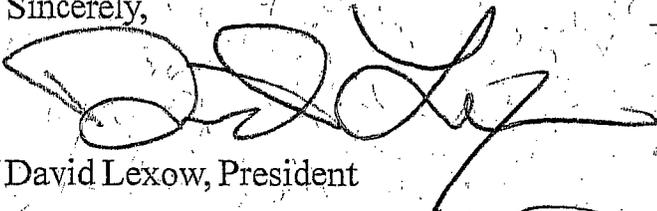
This area is not critical habitat or deer winter range and ODF & W did not have issue with usage in the Badlands. **If wildlife concerns are minimal, it is not good management to close it to OHV use due to social issues unrelated to the use, i.e., fence cutting, garbage dumping, partying and illegal hunting.** The issue is inadequate on-the-ground management by your agency. Own it, and fix it.

In regard to Prineville Reservoir:

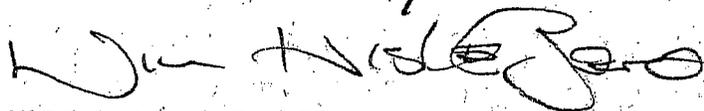
Managing current OHV use by closure without any recreational opportunities is unwarranted.

There are many opportunities for improvement in this for us all. We look forward to discussing the upcoming OHV actions in the final management plan with you.

Sincerely,



David Lexow, President



Will HisleBeard, Club Information Officer

Motorcycle Riders Association

P.O. Box 1471

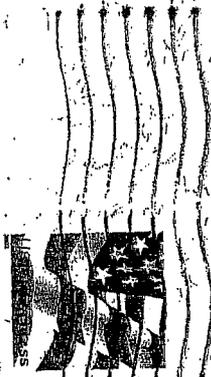
Medford, OR 97501



MOTORCYCLE RIDERS ASSOCIATION

P.O. Box 1471
MEDFORD, OREGON 97501

#194



BUREAU OF LAND MANAGEMENT
PRINEVILLE DISTRICT OFFICE
3050 NE THIRD ST
PRINEVILLE, OREGON 97753

57754-9500

Prineville, Oregon 97753

Bureau of Land Management
ATT: Teal Purrington
3050 NE 3rd St
Prineville, Oregon 97754

RECEIVED

#195

JAN 09 2004

BLM PRINEVILLE
DISTRICT

RE: Upper Deschutes Resource Management Draft

As a concerned citizen and recreationist I would like to be on record as supportive of motorized recreation on BLM lands in Central Oregon.

The preferred alternative BLM is proposing does not adequately reflect how an interim policy will be implemented. This interim policy greatly affects our sport and the users as there are no assurances BLM will ever have the resources to put together a designated trail system in the areas proposed.

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Print Name Drake Truax

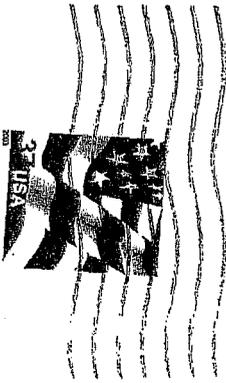
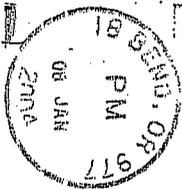
Address 6705 S.W. Ermine Dr. C.R.R. OR, 97760

Signed Drake Truax



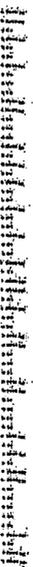
Dallas & Reynolds Tractor
6205 SW Burnside Drive
CBE OR 97260

#195, 196



Bureau of Land Management
Teal Purnington
3050 NE 3rd St
Prineville OR 97254

97754#2900



#196

Bureau of Land Management
ATT: Teal Purrington
3050 NE 3rd St.
Prineville, Oregon 97754

RECEIVED

JAN 09 2004

BLM PRINEVILLE
DISTRICT

RE: Upper Deschutes Resource Management Draft.
Public Comment Process

As a concerned Central Oregon resident I would like to be on record as supportive of 'Current Range Vegetation Management'. The preferred alternative B.L.M. is proposing utilizes a newly formulated technique called 'Historic Range'. I support 'Current Range' over 'Historic Range' for several reasons.

1. Current range is the B.L.M.'s present method of vegetation management.
 - a. It is the best approach because of it's built in flexibility.
 - b. Current range isn't restricted like historic range to a concept of trying to recreate the uncertainties of the past.
 - c. The concept of recreating vegetation conditions that existed 150 years ago and before is impossible and isn't very beneficial to the community at large.
 - d. Current range is the most compatible and consistent with other current land-use activities like agriculture, multiple use and recreation.
 - e. Current range works the best with our current and future vegetative conditions.
 - f. Current range has the best chance of creating a healthy and diversified ecosystem that prioritizes our current needs and vegetative concerns.
 - g. The B. L. M.. is managing public lands within a federally designated reclamation project area. The land within this reclamation area is mostly privately owned. This project area is meant for human development and occupancy. That is another key reason I support current range, it accommodates people and their actions the best. It works better under change, the types of changes that will occur now and in the future.

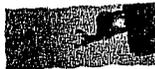
2. Historic range vegetation management is a new and uncertain concept I do not support.
 - a. I do not support the B.L.M.'s efforts to re-create the vegetation uncertainties of the past.
 - b. How do I know if historic range is the best choice when it's never been used before?
 - c. Historic range will be more expensive to implement and more law enforcement will be necessary.
 - d. Those greater expenses cannot be justified by results that are unclear and uncertain.
 - e. Historic range reduces public access, has built-in conflicts with multiple use. and de-emphasizes agricultural use.

Please amend the preferred alternative to support;
'Current Range Vegetation Management'.

Print name: Drake Truax

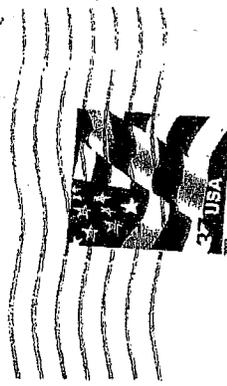
Address, City, Zip: 6705 S.W. Ermine Dr. CCR, OR 97760

Signed: Drake E Truax Date: 1/02/04



Drake & Kestrel Tractor
6205 SW Hemlock Drive
CRR OR 97260

#195, 196



Bureau of Land Management

Teal Purrington
3050 NE 3rd St

Prineville OR 97254

57754#2500



#197
dup at 282

RECEIVED

January 6, 2004

JAN 09 2004

U.S. Department of the Interior
Bureau of Land Management
Prineville District Office
Attention: Teal Purrington
3050 NE 3rd Street
Prineville, Oregon, 97754

**BLM PRINEVILLE
DISTRICT**

Summary: The Redmond Rod and Gun Club intends to apply for a lease of approximately one quarter section of land for the purpose of planning, developing, and operating a multi-use shooting facility. The outdoor range complex will have significant beneficial effect for the regional community, law enforcement training, youth education as well as mitigate future damage to public lands managed by the Bureau of Land Management.

The Redmond Rod and Gun Club has operated continuously since 1946. We are presently located on a leased sixty acre parcel on Highway 126 two miles east of the City of Redmond. Our lease with Deschutes County expires 11-14-05. This parcel is within the proposed urban growth boundary of the City of Redmond. With the rapid growth of the region, especially the City of Redmond and surrounding area it is doubtful that an additional lease term will be available.

Presently the RR&GC has 516 members. We offer Trap, Skeet, Rifle, Pistol, 5-Stand, and Sporting Clays. Membership which includes the combination to the locked gate is \$25 dollars per year for a family. The gate is left unlocked for the two months leading up to the local big game hunting seasons for general public use at no charge. This strategy eliminates damage to the gate and reduces damage and litter on public lands.

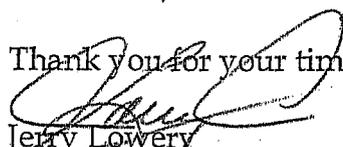
During 2003 the City of Redmond lost their lease on the parcel for the Pistol Range used by the Police Department for training and practice. The RR&GC was approached for permission to utilize our pistol range for the training of law enforcement personnel. The request was unanimously approved. This at no charge to City of Redmond.

In cooperation with the Oregon Department of Fish and Wildlife, Hunter Education Office the RR&GC hosts annually five field days for the completion of each Hunter Safety class. During 2003 over 200 students graduated this very successful program. The Range is provided at no charge. Collectively we wish to expand this program.

Each year the RR&GC host fundraiser for the 4H Clubs, American Legion Baseball, Future Farmers of America, the Crook-Wheeler Counties Farm Bureau, and local High School Rodeo teams. We wish to increase our sponsorship.

With a larger parcel we could add the usage of Blackpowder firearms, archery and develop a state of the art firearms training facility to meet the needs of regional law enforcement. The RR&GC believes that a parcel of land along Highway 126 either north or south on the western border of Crook County would fulfill our needs and falls with the guideline of Alternative 7 (preferred alternative) of the Draft Upper Deschutes Resource Management Plan.

Thank you for your time and consideration.



Jerry Lowery
President, RR&GC

cc: Jim Bussard, P.E.
Captain Gary DeKorte, Redmond Police Department
Brian Ferry, ODFW Prineville
Honorable Scott Cooper

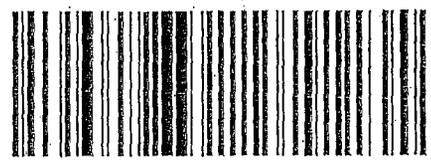
Redmond Rod and Gun Club
P.O. Box 14
Redmond, Oregon 97756

Jerry Lowery
64885 McGrath Road
Bend, Oregon 97701
(541) 318-4687
(541) 420-2897 (cell)
jerkat@bigcountry.us

REMOND ROAD & SUN CREES
P.O. Box 14
REMOND, ORE., 97756

#197

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PB3510855
JAN 08 2004

BUREAU OF LAND MANAGEMENT
3050 NE THIRD ST.
PRINEVILLE, OREGON, 97754
ATTN: TEAL PURRINGTON

87754#2550

#198



Mollie Chaudet
01/07/2004 09:56 AM

To: Mike Williams/PRFO/OR/BLM/DOI@BLM, Greg
Currie/PRFO/OR/BLM/DOI@BLM, Teal
Purrington/PRFO/OR/BLM/DOI@BLM
cc:
Subject: Fw: steam boat rock

comment I received over the holidays. -Mc=

Mollie Chaudet
541-416-6872
BLM
Project Manager
Upper Deschutes Resource Management Plan
USFS
Upper Deschutes Wild and Scenic River Coordinator
Deschutes Provincial Advisory Committee Liaison

----- Forwarded by Mollie Chaudet/PRFO/OR/BLM/DOI on 01/07/2004 09:56 AM -----



MDANIEL220@aol.com
12/21/2003 07:16 PM

To: mchaudet@or.blm.gov
cc:
Subject: steam boat rock

Hi molly

have been thinking about A way to save the steam rock for the future .
for a outdoor school for kids off all ages also it would keep the rock from being

tore up by full size pickups @ fourwheel drives @ atvs

It would protect the top off the buttes ; by shutting down all roads comeing in or
going out off steamboat rock. stoping all shooting eleven mts open up hunting if it
has to be open it hikers walkers @ Bicycles close four all other uses.

Ronald w miller

#199



"Don Sargent"
<clusterj@hotmail.com>

To: Teal_Purrington@blm.gov
cc:
Subject: Cows and Pop.

>
12/30/2003 07:30 AM

Hope all is well with you and Robert and that you had a wonderful holiday season.

Just a quick note to let you know that Whittiger's (s.p.) cows have been hanging out on the BLM next to our house for about a week. I saw them last on Sunday. I keep thinking that some day he will actually check on them and notice they are out, but no luck so far. Pretty sure you know where this BLM land is.

Hey, I was wondering under the preferred action (Upper Deschutes Plan, alt 7 I think) I believe that it was proposed that this "chunck" of land on both sides of the river would be closed to grazing. I was surprized to see that it would however be left open to OHV use and I guess that surprized me. Could you confirm that under the preferred alternative it would remain available for off highway vehicle use?

I would not be supportive of OHV use there and I know some of my neighbors would agree. This will turn into a dirt racing track for high school kids if not managed. We have already had several instances where kids spent the night out there with there ohv's and drank alcohol tearing up the area and leaving quite a mess. It is not large enough for unmanaged use. More significant is that it is important eagle habitat as there is a golden eagle nest across the river from use on the west canyon rim. The area used to support jack rabbits important as eagle food. Kids have been constatly shooting out there the last few years and I don't know if any rabbits are left.

In our subdivision we have building restrictions from Deschutes County for eagle habitat management. I did not notice in the EIS mention of these (may indeed be there) but I hope the EIS has coordinated with the county on habitat management.

I just wanted to share some thoughts with you. I don't need a formal response or anything but would appreciate if you could answer my one question about proposed OHV use.. Thanks.

Don Sargent.

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DEC 19 2003

BLM PRINEVILLE
DISTRICT

December 17, 2003

#200

Mr. Robert Towne
Bureau of Land Management
3050 NW 3rd
Prineville, Oregon 97754

Mr. Towne,

I am writing this letter as a follow-up to our conversations as well as my discussion with Ron Wortman regarding land on Cline Buttes and our interest in transactions with BLM regarding some of your lands. As you know we are involved in the planning process to develop a destination resort on Cline Buttes that could entail elements of tax lots 1504, 7800, and 5000. The resort facilities may include golf courses, homesites, condominiums, hotels, and other amenities as are conducive to a resort environment.

Within the greater boundaries, and bordering this project are several parcels owned by the Bureau of Land Management (BLM) that we would like to consolidate into our destination resort. I met with Mr. Wortman to discuss the current plans and maps as well as the zoning of these parcels.

We are interested in dealing with BLM in one of three different ways,

- 1) As a direct trade for lands we have on Cline Buttes.
- 2) By purchasing those BLM lands we are interested in.
- 3) Or as a purchase/trade where we would purchase third party lands in the region that BLM was interested in and trade for those lands on Cline Buttes we are interested in.

Previously we have spoken about trades only. In earlier communication the enclosed map showed the parcels we were interested in trading for, and those we were interested in trading. These parcels are located in sections # 17, 20, 21, 29 & 30. There are additional BLM lands in section #17 which we are interested in as well that were not shown on that earlier map. We would be interested in these parcels under options #2 or 3 above.

At this time it is our understanding that all of the BLM parcels in question are in Zone 2. In order to facilitate a transaction between us we would request those lands BLM owns in those section numbers on Cline Buttes be changed to Zone 3. As such we could jointly pursue numerous options including both sales as well as trades.

We see a benefit to all parties if we can move forward with some form of transaction which allows us to consolidate our lands in a fashion that moves public ownership lands from inside to outside of the resort borders. Conversely we see areas of potential conflict if those public lands are to remain within our borders.

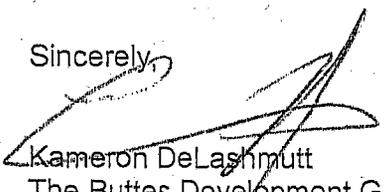
The BLM parcels, as they are would impede access through the resort. And at the same time the resort would impede access to, and use of the BLM parcels. Land uses within the resort include upscale residential housing and overnight accommodations, golf, walking and biking. Local uses of BLM lands include motorcycles and four wheelers. Within a tight area it is difficult to mix these uses.

In order to minimize the adverse impacts to both parties we would like to acquire those parcels that are within the proposed boundaries of the project and perhaps some of the lands bordering the proposed resort. In January we intend to begin the Master Planning process in preparation for the application to Deschutes County.

This is a 12-18 month long process that entails land planning, biologist, traffic engineers and numerous other professionals. From this we will have a detailed plan to move forward. Ongoing discussions with you will be of great benefit throughout this process. I will follow up with you on this matter in January of 2004.

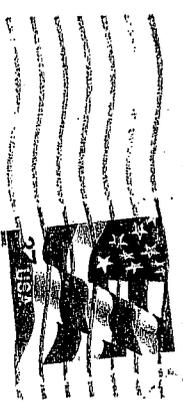
Please advise as to anything else that I should be doing to help facilitate action with the BLM. Thank you again for the time you have spent discussing this and the advice you've provided.

Sincerely,



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