

(251)



gsum12@worldnet.att.net  
et ()  
01/07/2004 04:12 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  
(gsum12@worldnet.att.net) on Wednesday, January 7, 2004 at 19:12:18

-----  
name: GREG SUMMERS

address: 8021 s.e. tolman street portland, oregon

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.

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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 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 think you should rethink the amount of trail miles for the OHV use you are considering for the Kline Butte recreational area. 30 miles of trail out of that whole area is disgusting. it seems the BLM is catering more towards hikers and mountain bikers than anyone else. and the two groups do not contribute any dollars (like OHV people do) for the use. frankly it's getting pretty sickning of the lack of respect that the OHV'rs are getting. like the HIGHWAY going directly through Millican valley OHV area, very nice.

Submit: Submit  
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(252)



"Milton Daily"  
<kindaily@earthlink.net  
>

To: upper\_deschutes\_RMP@or.blm.gov  
cc:  
Subject: Comments

01/07/2004 05:04 PM  
Please respond to  
kindaily

Thank you for the opportunity to comment on the draft RMP.

I prefer Alternative 3. I would find Alternative 7 more acceptable if it set aside more primary- emphasis wildlife lands as off-limits to motorized vehicles. Specifically I would like to see a year-around closure of the Badlands WSA to motorized vehicles. I would also like to see a higher percentage of lands included in the primary emphasis category for wildlife.

Milton Daily  
4700 Salem-Dallas Hwy.  
Salem, OR 97304  
Cell (503) 551-4074  
E-mail: [kindaily@earthlink.net](mailto:kindaily@earthlink.net)



shookman@comcast.net  
t()  
01/07/2004 08:02 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  
(shookman@comcast.net) on Wednesday, January 7, 2004 at 23:02:23

name: Dan Shook

address: 9791 S.E. 38th 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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textarea: Just because a "Nature Nazie", thinks they know what will work for everyone does not make him a land owner. We all as citizens have a valid opinion on how public lands can be used. Please don't close these areas off to motorized use because one group of people think they speak for the whole population, we're all on this planet together. Thank you for reading this if you did.

Submit: Submit



Autotec555@aol.com ()  
01/08/2004 03:48 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  
(Autotec555@aol.com) on Thursday, January 8, 2004 at 06:48:27

-----  
name: Dana Warne

address: 258 N. Deanjou Ave. Eagle Point, Oregon

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: January 5, 2004

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

Upper Deschutes RMP Team,

As a concerned citizen that recreates in Oregon I 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.

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.

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 - 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. I look forward to discussing the upcoming OHV actions in the final management plan with you.

Sincerely, Dana Warne

Submit: Submit

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255



mills@smilenjoker.com

To: shaylor@realestatechampions.com, upper\_deschutes\_rmp@or.blm.gov

0

cc:

Subject: COMAC and BLM

01/08/2004 10:06 AM

Below is the result of your feedback form. It was submitted by  
(mills@smilenjoker.com) on Thursday, January 8, 2004 at 13:06:16

-----  
name: cynthia mills

address: 728 sable roseburg or 97470

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  
-----

256



engmgr@medfab.com ()  
01/08/2004 10:38 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  
(engmgr@medfab.com) on Thursday, January 8, 2004 at 13:38:12

-----  
name: Richard E Walch

address: 1310 West 10th street Medford Oregon 97501

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 it is time to reverse the trend of closures that are driven and initiated by special interest groups. Sportsman, OHV operators should be entitled to enjoy their sport on publicly owned lands.

Submit: Submit  
-----



robertL@co.clackamas.  
or.us ()

To: shaylor@realestatechampions.com, upper\_deschutes\_rmp@or.blm.gov  
cc:

01/08/2004 12:26 PM

Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by  
(robertL@co.clackamas.or.us) on Thursday, January 8, 2004 at 15:26:31

-----  
name: Rob Livingston

address: 12303 Duck Ct Oregon City, OR 97045

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  
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"The Speik's"  
<speik@bendcable .com  
>  
01/08/2004 02:18 PM

To: "Leslie Weldon" <lweldon@fs.fed.us>, "Walt Schloer"  
<wschloer@fs.fed.us>, "Barron Bail" <alan\_barron\_bail@or.blm.gov>  
cc: "Bill Marlett" <bmarlett@onda.org>, "Dale & Susie Neubauer"  
<neubauer@pacifier.com>, "Teal Purrington"  
<upper\_deschutes\_RMP@or.blm.gov>  
Subject: Comment for the UDRMP

Folks-

This OpEd piece was published in The Bulletin on January 3, 2004. I would like to add it to the official Comments for the UDRMP.

Thanks for your dedication.  
--Robert Speik

### IN MY VIEW

#### Unregulated OHV use is being reviewed across the western states

Off Highway Vehicle (OHV) use is being reviewed by public Land Managers across the western states, according to an article by Courtney Lowery for The Associated Press, reprinted on November 26, 2003 by The Bulletin. When Dale Bosworth recently became Forest Service Chief, according to the article, he said that unregulated recreation, specifically off highway vehicle use, or "OHV" use, was a major threat to the national forests.

Souped up 4 X 4s, All Terrain Vehicles (four wheeled ATVs) and motorcycles of all types can quickly create their own illegal trails across virgin land. One rider follows another and soon one more wide, rutted dusty road is marked for years.

OHV trails are not suitable for shared use. A non-mechanized recreationist, who might try to share the trails, must keep his eyes and ears open for fast approaching, helmeted and often leathered riders who sometimes seem committed to intimidating the very land they ride over. Horses, dogs and children particularly, cannot share OHV trails, not to mention hunters, birders and Scouts.

Several months ago, I wrote an essay for In My View, to point out that there was plenty of room for OHV use and separate, quiet, human powered use on our high desert lands east of Bend. The piece was generally well received except for a few hardheaded folks who were unwilling to give up just 10 miles of their 640 miles of approved OHV trails for the popular Badlands Wilderness proposal. Full time BLM and Forest Service OHV Recreation Specialists, who are funded in part, by our Oregon gas tax dollars, maintain for their exclusive use these trails on 200,000 dedicated acres.

In another recent In My View piece, Mollie Chaudet, Project Manager for the Upper Deschutes Resource Management Plan (UDRMP), explained the need to set guidelines for recreational OHV use in the vast study area managed by the BLM east of Bend and extending from Redmond to La Pine. Historically, unrestricted OHV use over all USFS and BLM managed lands did not pose a significant problem due to the limited numbers mechanized recreationists. While the Plan will exclude OHV use in the Badlands Wilderness Study Area, this move to regulate OHV use in portions of this vast BLM area is not related to our small Badlands Wilderness, but to regulation by Land Managers across

the West.

Another group of recreationists, mechanized but human powered, have evidenced a more friendly attitude toward hikers whom they invite to use their extensive network of delightful single track trails in areas west of Bend and along Horse Ridge to the east. The Central Oregon Trails Alliance (COTA) builds these subtle shared use trails without gas tax dollar support and with Forest Service approval. Illegal ATV use has damaged some of these trails. COTA has joined with the Oregon Natural Desert Association (ONDA) in supporting BLM restriction of OHV use in The Badlands Wilderness Study Area.

Recently, real concerns have surfaced over the personal safety of the growing numbers of skiers and snow shoers in the area of Dutchman Flat. A Nordic skier struck by an unregulated snowmachine traveling at highway speed will certainly be badly hurt or killed. The Forest Service clearly agreed the problem did exist and planned to set a reasonable speed limit of 25 miles per hour on Dutchman Flat, but then changed the decision reportedly due to a lack of funds for enforcement.

It might be noted that the snowmobile clubs provide financial support for the Sheriff's uniformed snowmachine mounted law enforcement officers. The funds in part come from their own allocation of our Oregon gas tax dollars. I am not sure whether or not the snowmobile clubs have been asked to help finance the enforcement of Dutchman Flat speed limits.

I see a relationship between the concern for unregulated use of both OHVs and snowmachines. While some skiers and snowshoers are delighted to share groomed snowmachine trails, many have expressed concern regarding the high-speed play of some snowmobilers in close proximity to themselves and their children. Recently, according to an AP article reprinted in The Bulletin, a Federal Judge ruled illegal, a Bush Administration order that would have permitted the return of the almost 1,000 snowmachine thrill rides per day in Yellowstone, which rides had been banned under President Clinton. The conflict with animals and people in Yellowstone has been well documented.

Mechanized recreationists should see that there are serious concerns and try their level best to work sincerely, with Land Managers and those folks who do not wish to, or can not afford to, own the expensive, noisy toys that some love to ride.

**Robert Speik** writes about his active retirement outdoor adventures for [www.TraditionalMountaineering.org](http://www.TraditionalMountaineering.org)

###

782 words

Submitted to The Bulletin by Robert Speik  
61334 Wecoma Court, Bend OR  
541-385-0445

[www.TraditionalMountaineering.org](http://www.TraditionalMountaineering.org)

Published January 3, 2004



.News\_Badlands\_OpEd\_OHVs.doc

## IN MY VIEW

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###

782 words

Submitted to The Bulletin by Robert Speik  
61334 Wecoma Court, Bend OR  
541-385-0445

[www.TraditionalMountaineering.org](http://www.TraditionalMountaineering.org)

Published January 3, 2004



daze@bendcable.com  
0  
01/08/2004 07:24 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  
(daze@bendcable.com) on Thursday, January 8, 2004 at 22:24:24

-----  
name: Denny Day

address: 61451 Duncan 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  
-----

(260)



daze@bendcable.com

0

01/08/2004 07:24 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  
(daze@bendcable.com) on Thursday, January 8, 2004 at 22:24:41

---

name: Diana Day

address: 61451 Duncan 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

---



Russell.G.FROST@odo  
t.state.or.us

01/09/2004 10:10 AM

To: upper\_deschutes\_RMP@or.blm.gov  
cc:  
Subject: FW: ODOT comments on DEIS related to Minerals

261

-----Original Message-----

**From:** FROST Russell G  
**Sent:** Friday, January 09, 2004 9:38 AM  
**To:** 'upper deschutes'  
**Cc:** 'ryan\_franklin@or.blm.gov'; 'ron\_wortman@or.blm.gov'  
**Subject:** ODOT comments on DEIS related to Minerals

Ryan, these are my comments on the draft EIS related to salable minerals and use of these minerals.

I would be willing to come over and visit with you and Mollie or whomever to discuss these comments and concerns. If you would like to get together to discuss, let me know what days or times would work for you.

As you can see I sent these comments to the email address identified in the document as well as to you and Ron. I thought about trying to track down Mollie's email and sending them to her but figured she probably didn't have time to read them anyway, and if you felt it would be beneficial you could share with Mollie, Teal or whomever.

If you have questions on these comments give me a call and I can attempt to clarify, or as mentioned above we can get together and go over all of them in person.

I hope you both had an enjoyable holiday season. Talk to you soon.

Russ  
388-6186



<<Upper Deschutes EIS Comments Ver2.doc>> Upper Deschutes EIS Comments Ver2.doc

#261

## Upper Deschutes Management Plan and Environmental Impact Statement

Comments prepared by the Oregon Department of Transportation

Comment Focus: Salable Minerals

Other ODOT representatives will prepare comments on other aspects of the DEIS.

### Volume 1, Executive Summary

On Page xxvi, Management Direction Common to Alternatives 2 through 7, the reader is directed to Table ES-2 which shows up on Page xxxiii. Under the **Minerals** section of Table ES-2 it states: **“Establish a framework for considering conflict and demand factors .....”** Is this framework for conflicts clearly presented somewhere in the DEIS? If not, where is this framework documented?

Again in Table ES-2, a similar comment relates to the second statement under **Minerals**, where it says **“Establish stipulations for salable mineral use ...”** Within the text of the DEIS are these stipulations clearly presented? If not, where are the established stipulations documented?

**Glossary: Page 1, definition of Salable Minerals:** Within the definition of Salable Minerals the following statement is made, **“low value mineral resources”**. The term “low value” is arbitrary and misleading. It should be made clear that, although less valuable than similar volumes of precious metals, salable minerals are a valuable commodity in this rapidly growing region. High quality aggregate, is not a “low value” commodity.

### Volume 2, Chapters 1, 2, 3, 4, 5

On Page 26 under the **Land Uses** section of the larger **Vision** statement, I noted that both Minerals and Grazing have been omitted completely. Considering the regional importance of grazing and mineral sources, and the fact that “productivity of the public lands” is an integral part of BLM’s mission statement why are both minerals and grazing not discussed in this section of the DEIS?

Under **Land Uses**, it states **“Land Uses ...that support community and national demands and contribute to the local economy and quality of life.”** It seems that both minerals and grazing activities support the local economy and the quality of life in the community, and as such should be addressed.

Under the **“Goals and Management Direction Common to All Alternatives”** on Page 52, under **Minerals**, the first bullet, it says **“Where not withdrawn from mineral entry or under discretionary closure.”** Discretionary Closure is not defined in the glossary. In looking further through the DEIS it appears that Discretionary Closures are somewhat defined on Page 297. In this location it seems to indicate that a Discretionary Closure is a management decision to close lands, but criteria used to make that decision are not

presented. Could you please define Discretionary Closures in the Glossary? Also, please describe the criteria used to make closure decisions and the thresholds that would warrant a discretionary closure.

Throughout the DEIS it appears that mineral extraction is the only land use subject to discretionary closures. If that is true, please explain why. If other land uses are indeed subject to discretionary closures, please describe those in the EIS.

On **Page 54**, under **Recreation**, there is mention of the "ODOT Pit" and the desire for a cooperative management agreement. During the Issue Team discussions, I specifically expressed concern over the potential designation of this site as a Designated Recreation Site. The concern stemmed from having this site as a Designated Recreation Site and the potential impact that would have on the future use of the site for mineral extraction in addition to the impact for potential development of the ridge to the west. When I verbalized this concern, I was informed by the BLM recreation specialist that this particular site would not become a "Designated Recreation Area". **On Page 54 of the DEIS**, there is discussion of development of a gravel parking area, loading ramps, information bulletin, ten acres of fencing and so on. Will these improvements constitute a "Designated Recreation Site? If so, how will that designation affect opportunities for mineral extraction in this same area?

This cinder pit, the "ODOT Site" and the ridge of rock to the west represent the only area within the Bend – Redmond - Sisters triangle that lies outside one of the numerous ACEC's and other special interest areas that are off limits to mineral use, that remains open for potential material source development. Yet with the proposed development it clearly implies that the existing site and surrounding area will become a "**Designated Recreation Area**" with improvements. Couple this designation up with the language that shows up on the top of **Page 86** in the first paragraph, "**Mineral material sales would not be allowed within 1/8 mile of residentially zoned areas or designated sites.**", and it appears that the BLM is will affectively close the existing site and prevent potential development of the site to the west. Will the proposed development and designation of this area as a recreation site indeed force closure of the existing ODOT cinder pit? Will this proposed work and designation prevent any possible development of the only lands within the Bend – Redmond – Sisters area from being considered and approved for future development?

ODOT requests that this site not be considered for a designated recreational site if such a designation will limit opportunities for mineral extraction in this area. This site is currently being used as an off road vehicle riding area. There is small sign board on the site now and the area that is currently being used for loading and unloading of vehicles is the area that ODOT has cleared and leveled and utilized for stockpiling of materials produced in this site. Even if the BLM is not planning to "Designate" this site as a recreation area, the proposed improvements, such as the parking and fencing would seemingly impact any future operations. In addition, any sanctioned use of this site for recreation will lead to increased potential liability and lead to increased conflicts between recreational activities and extraction activities when ODOT utilizes this resource in the

future. This conflict will pit public need and safety against motorized recreation, and could like bring this entire EIS into question. ODOT respectfully requests that the proposed improvements at this site for recreation be dropped from further consideration.

The Oregon Department of Transportation would like to reiterate that aggregate mining and recreation should not always be viewed as in conflict. Both uses can and frequently coexist in harmony as is discussed later in the document on **Page 306**, as well as other sections of the DEIS. The restrictions listed in the DEIS regarding the buffering of mineral sites from recreation sites is what creates the problem addressed above. In the interest of meeting all of the management objectives it would be our recommendation that the restrictions limiting mining in proximity to designated recreation areas be dropped. Additional language could be developed addressing some sort of mutual use concept allowing for the uses to coexist

On **Page 85** under **Minerals**, there is the following statement **“Common to Alternative 2-7 would meet the increasing demand for mineral materials while reducing mining conflict with recreation, residents, natural resources and other management objectives.”** The DEIS does not provide sufficient support for this statement. Please explain how the Upper Deschutes Resource Management Plan will allow for the increasing demand for minerals to be met, while reducing the mining conflicts with these other uses. Also, there are numerous references to increased demand, importance of aggregate, the value of these materials, and the effect that haul distance has on viability of potential mineral sites, yet the RMP presents mineral use as adversely impacting and limiting other, presumably more important, land use opportunities. Why are land uses, such as recreation, never perceived as limiting opportunities for mineral extraction? This small issue of semantics is critical, to the overall concept of this plan.

On **Page 3**, of **Volume 2**, the **second bullet** in the **Purpose and Need section** reads: **“Provide a predictable, sustainable flow of economic benefits within the capabilities of the ecosystem.”** Mineral use definitely ties into economic benefits and the use of these resources to improve and maintain the transportation system in Central Oregon is key to continued quality of life in this rapidly growing region. A quality transportation system in good repair is essential for economic viability and continued growth in an area. As we have discussed many times, the use of public mineral resources by ODOT is not a benefit to ODOT. Rather, public mineral resources being available for local and regional infrastructure benefits the taxpaying public in Oregon. With this in mind, I would ask that it be explained in written text why it is that mining would be reduced to mitigate conflicts with other management objectives versus reducing the conflicts by restricting the other uses?

Again on **Page 85** the possibility of **“discretionary closures”** is mentioned. Throughout the discussion of these various alternatives there is mention of many thousands of acres of land available for minerals use, that is of course assuming that there isn't conflicts with other uses or management objectives. But with these **“Discretionary Closures”** looming, it is difficult to determine what is actually available for potential use. Please explain in the EIS how, with the possibility of these seemingly arbitrary closures, can the BLM

ensure that there will be sufficient public land available for mineral uses and that the regional aggregate needs discussed on page 551 of the DEIS will be met?

On **Page 86** there is discussion of allowable hours and days of operations for mineral extraction activities. The first restriction is any mine site within ½ mile of developed recreation sites or residentially zoned areas cannot operate on weekends and may only operate between the hours of 7 AM to 6 PM on week days. As an active member of the Issue Teams, I remember the discussion around buffers and so forth but it was not made clear that these restriction were to become rules or mandates. The impression was that these suggested hours of activity and buffers would be mitigation measures or options that could be implemented and altered on a case-by-case basis. However, the DEIS appears to present the restriction of operational hours as a mandatory mitigation measure. Hours of operation as well as days and buffer widths should be site specific and negotiable depending on the site, project needs and the potential for conflict with other uses. **ODOT would suggest that these rules be identified as guidelines and be include in Volume 3 on Page 314, under Operating Procedures.** Limiting hours and days of operation substantially increase project costs and project duration. Depending on circumstances there may be no reason for these restrictions. Just because a property is zoned residential, if there is no dwelling within ½ mile what is being impacted?

On **Page 306**, under **Play Areas**, it is stated that seven material sites are listed as OHV play areas, and in this same paragraph it states **“Pits are beneficial components of a larger trail system.”** and **“during periods of extreme fire precaution these pits provide the only OHV opportunities on public lands.”** These statements support the assumption that off-road vehicle use areas and mining sites are not mutually exclusive, but compatible uses. In fact, it appears that pit sites are uniquely suited for off-road vehicle use at times when the sources are inactive. Are mining and off road vehicle use truly in conflict or is this a perceived problem that really doesn't exist?

I would like to direct you back to **Page 86** and the restrictions related to mining and recreation areas. If pits are used as play areas and shooting facilities as mentioned here and in several other areas in the DEIS why is there a restriction on mineral sites in proximity to recreation sites and trail systems? It seems that mining, shooting and OHV uses are compatible with management.

On **Page 355**, under **Minerals**, in the fourth paragraph, the implication is that the mineral sites get double tagged for impacts to wildlife, because many mineral sites become recreation areas. Why is this cumulative impact covered under minerals as opposed to under recreation? Also, if abandoned pit sites, (which are already disturbed and do not likely provide viable wildlife habitat), were not available for off-road vehicle use, one might assume that riders would be encroaching on relatively undisturbed and pristine habitat on which BMPs would be more difficult to implement. It seems that impacts to wildlife habitat as a result of pit sites being open may not be any greater than impacts incurred to undisturbed land if pit sites were not open for riding. Like mentioned above this seems to be a double jeopardy situation that shouldn't be, but if there are areas of

critical concern and these types of secondary impacts would be enough to change the balance to a decision against mining, it would seem that these accessory uses could be restricted by better management of these activities.

In the **last paragraph** on the bottom of **Page 449**, it states **“Exclusion areas, avoidance areas, and other restrictions may add costs to the mining industry and add cumulatively to other present and future restrictions.”** Based on previous references to **“Discretionary Closures”** related to mining, ODOT would ask that “Discretionary Closures” be added to this list of restrictions. ODOT requests that it be noted in the EIS that the burden of “added cost” mentioned in this statement will be carried by the consumer and Oregon taxpayers.

One of the most accurate statements in this document as related to mining is found on **Page 450** in the **second paragraph**. ODOT requests that this exact statement be used as a footnote on all of the charts and tables throughout the DEIS where overall acreage available for salable minerals is discussed. The statement that we are asking to be used as a footnote reads **“There is no direct correlation between the number of acres available for mining and the amount of mining that would take place. What matters is where the economical high quality rock deposits are in relation to exclusion and avoidance areas, not how many acres are available.”** For example, this statement should be a footnote on the bottom of Table 4-17 on the top of page 458.

**Page 551**, first paragraph, the following statement is made: **“BLM anticipates accommodating ODOT annual aggregate needs of 135,000 cubic yards in all alternatives. This analysis also assumes that the cost savings are “returned” to the region by additional roadway construction that ODOT would otherwise not be able to fund in the region.”**

Please explain how the BLM estimated ODOT’s annual aggregate needs at 135,000 yd<sup>3</sup>. Although this quantity might be appropriate, I would like to know how the BLM arrived at this figure. The concept of “returned” savings is valid, but there is no assurance that the region would particularly benefit. ODOT works with a statewide budget and savings can apply regionally or statewide.

The main concern with the above mentioned statement from **Page 551** is the assumption that the BLM will accommodate ODOT’s annual aggregate needs. Yet on **Page 453** in the **second full paragraph** the following statement is made: **“Depending on the location, restrictions and closures could restrict or make some sites unavailable and may have the indirect effect of requiring the ODOT and other users or mineral materials to utilize alternative sources to meet demand.”** These two statements seem to be in direct conflict and ODOT requests clarification on this issue. Will the proposed RMP ensure that the BLM will be able to accommodate ODOT’s annual aggregate needs or not?

The next several comments are related to the **mineral section** that starts on **Page 557** and goes on to **Page 558**.

On **Page 557**, second sentence, under **Mineral Uses, Salable Minerals**, “**In all alternatives, there would be a minimum of about 300,000 acres available for mineral uses.**” This statement is misleading and does not take into account the numerous restrictions and the potential for discretionary closures that mineral sites will, according to the DEIS, be subject to. In addition, as mentioned on **Page 450**, “**There is no direct correlation between the number of acres available for mining and the amount of mining that would take place. What matters is where the economical high quality rock deposits are in relation to exclusion and avoidance areas, not how many acres are available.**” The total acreage available for mineral uses could be far greater than 300,000 acres and still not meet ODOT’s annual aggregate needs. The ability to meet ODOT’s annual aggregate needs depends on the volume of quality rock in an area and accessibility to that rock. Conversely, the RMP could reduce the overall acreage available for mining from 300,000 to 5,000 acres and still meet ODOT’s annual aggregate needs if those acres were appropriately located and distributed across the planning area,.

There are a number of maps showing various Alternatives and different boundaries based on the different management objectives. In reading the text and attempting to review the referenced maps and figures it becomes very confusing. ODOT requests that, based on the preferred alternative, one set of maps be produced. Specifically, as related to minerals, we request that a single map be produced of the entire planning area which is a compilation of all of the special areas off limits to mineral use from the Common to all Alternatives and including the additional restrictions based on Alternative 7. A single map with all of the areas that will be off limits to mining based on the known restrictions would greatly clarify what is and is not actually available.

In the last paragraph on **Page 557** it states, “**Use of BLM lands for future aggregate sources offer two primary benefits for ODOT.**” Once again, ODOT requests that this statement be revised to clarify that ODOT does not directly benefit. Rather, all benefits obtained by use of aggregate on federal land is a direct benefit to the taxpayers. ODOT is a steward of taxpayer funds and is able to deliver transportation projects at a lower cost to the taxpayers by using federal material sources. The taxpayers, not ODOT, receive the benefits.

Further down in this paragraph the discussion related to value of the material starts and then carries over to the top of **Page 558**. The DEIS document goes on to cite the 1998 ODOT report and potential savings obtained by stimulating competition. In this section, it goes on to calculate some potential and or assumed savings. Making these estimates of savings may be a bit of a stretch and somewhat misleading. It would be fair to say, additional potential sources equates to increased competition, which in turn leads to better prices. The issue of calculated savings is dependent on numerous factors that play into the conditions necessary to achieve maximum savings. Presenting dollar figures might be misleading and could result in controversy. It would be difficult for anyone to

argue or dispute, that the availability of a viable public site for a public project will increase competition, but to attempt to put a specific dollar figure on the savings resulting from that competition might not be prudent. ODOT would suggest not quantifying estimated potential savings in the DEIS. Using the ODOT report and associated figures as an example may be appropriate, but the factors involved in making the calculations in the ODOT report may not be applicable, thus making the estimated savings questionable within the context of the RMP.

On Page 558 where the discussion turns to the second economic benefit to ODOT and goes on to discuss the issue of haul cost, again it needs to be pointed out that the benefit to ODOT is a pass through benefit to the taxpayers. ODOT agrees that haul cost is a major factor in overall material cost and shorter hauls should equate to lower prices. This section and this statement imply that there will be available BLM mineral resource sites in close proximity to future regional transportation projects. Based on other statements within the DEIS that have been referenced in other comments, it seems that this statement may be inaccurate.

During the development of this DEIS, ODOT provided information that identified numerous potential sites, a number of which have been ruled out as a result of other higher priority interest. Other sites still remain as potentials under the preferred alternative, Alt. 7, but every site is subject to a full environmental process prior to development. Therefore, there are no assurances that, after the completion of the environmental process, that these sites will actually be developed. In this paragraph it — mentions the potential site near Cline Buttes, and the author has presented some calculations on potential cost savings resulting from reduced hauls from this site. Again, ODOT would caution that this could be misinterpreted. The assumed savings based on reduced haul is sound, however, it should be made clear that the numbers are theoretical and there is no assurance that this site will be used or has in any way been approved for development. Again, ODOT cautions that using specific dollar figures, and attempting to claim a specific amount of savings could be misleading and disputed.

The next paragraph states that the yearly savings could be as much as 1.3 million. Again, ODOT suggests clarifying that these calculations are theoretical. The cost savings could be 1.3 million but they could also be negligible, if sites are not actually viable for upcoming projects. As we have discussed many times before, the availability of a site located on the eastern boundary of the planning area (regardless of the quantity or quality available) would have little to minimal benefit to the overall planning area aggregate needs. Benefits from a site in this location would be limited to projects located in the vicinity of the site.

The following comments are not page, paragraph or citation specific but general comments directed at the overall process and current direction presented in the DEIS.

In all of the discussions related to wildlife, various recreational activities and other management objectives, the locations of specific activities, protection areas and habits

has been very critical. For example, related to the recreation, it was recognized that recreational areas need to be dispersed through the planning areas to meet the users need. It was recognized that a single OHV area on the eastern boundary was not going to meet this interest groups needs. Likewise, it would not be effective to set aside an area, say, west of Highway 97 for Sage Grouse if the habitat was not suitable and there were not actually any birds occurring there. The same argument applies to the various plants, such as the Old Growth Junipers and the Pecks Milkvetch. This plan is very specific on which areas are of special concern for these plants since their distribution is limited. This plan has taken great pain to meet the needs of the various wildlife, plants and other ecosystem concerns by providing protected corridors, restricting use and, in some cases, proposed future treatments to enhance a particular habitat. Likewise, the patterns and needs of the various recreational interests have been considered. But this plan as related to mining, has provided "300,000 acres open for potential mineral use" with very little concern for where the need for material is, and for where the quality resource exists. As mentioned above, ODOT has done extensive research on potential resource areas throughout the plan area and has provided the BLM some very specific site information. Yet, the only areas that remain available for potential mineral use are in essence areas that none of the other management objectives have a specific interest in. Why are mineral resources the last priority?

As I have pointed out through comments, the DEIS indicates that mineral material use is a recognized and valid need for these public lands, and one that is economically important to the taxpaying public. In addition, this document identifies numerous independent studies that are related to demand for aggregate related to increases in population, yet in the most urbanized area within the study boundaries, where demand is highest, this plan provides for only one potential resource site. And the viability of this site depends on designations made in this RMP, subsequent environmental processes, and a potentially contentious permitting process. And, once operational, this site will be subject to a discretionary closure. This is not reassuring. Again, why is the availability of quality mineral sources in this rapidly developing region, given the lowest priority?

I believe that my frustration with the BLM's approach for designating (or not designating) appropriate areas for mineral resources within the RMP boundaries is apparent. After participating in this effort for more than 10 years, starting with a simple request submitted on behalf of ODOT to utilize a single material site on BLM lands in the early 90's through the first failed attempt by the BLM to rewrite the Brothers - La Pine Management Plan and now through this effort. Through it all, the same misconception - that the viability of mineral sites is not dependent on the site or location - prevails. This misconception has led to the prioritization of all other land use needs above mineral sources and, as a result, opportunities for developing mineral sites will be limited to the rare piece of land that is in no way important for any other potential land use or special interest. There is also a common misperception that cost is not an issue, as ODOT has limitless monetary resources and access to plenty of material sources.

The reality of the situation is that, throughout this planning area, the availability of economically accessible high quality aggregate materials is very scarce. "Rock" is

abundant, but high quality aggregate is very limited. High quality aggregate is a much needed resource and as the population of Central Oregon grows, the demand for this resource will continue to increase. Yet through this plan, the BLM, one of the largest land owners in Central Oregon, has seemingly addressed the aggregate issue as a sidebar, allowing for mineral uses only when and if the use wouldn't directly conflict with one of the other management objectives. Let me make clear that ODOT recognizes the importance of all of the BLM's management objectives, and recognizes the difficult task that the BLM is faced with in trying to match the long term management of the public lands in Central Oregon with the demands for these lands. However, it appears that overall, the issue related to the availability of high quality aggregate and the current and future demands for this resource has not been adequately represented. As such, in our opinion, the issue of salable minerals has not been adequately addressed in this DEIS.

ODOT appreciates the opportunity to comment on the DEIS and thanks you for your time and consideration of these comments.

262



tctech@charter.net ()  
01/09/2004 10:43 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  
(tctech@charter.net) on Friday, January 9, 2004 at 13:43:02

-----  
name: F. Troy Coburn

address: 1854 Stevens Road, Eagle Point, OR 97524

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  
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(263)



tctech@charter.net ()  
01/09/2004 10:43 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  
(tctech@charter.net) on Friday, January 9, 2004 at 13:43:19

---

name: Cheryl Coburn

address: 1854 Stevens Road, Eagle Point, OR 97524

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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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

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(264)



"Dan Hollingsworth "  
<dhollingsworth@coworkensport.com>

To: <upper\_deschutes\_RMP@or.blm.gov>  
cc:  
Subject: Upper Deschutes RMP

01/09/2004 01:33 PM

Good Day,

please take the time to review the attached document. In it details specific points in the current plan which need to be addressed before moving forward. It should also be known that these points if managed incorrectly or unfairly will directly effect the economic impact on Central Oregon Dramatically now and in the future.

Sincerely,

Dan Hollingsworth  
Parts/service Director  
Central Oregon Workensport  
541-382-0860

Events Coordinator  
Central Oregon Motorcycle/ATV Club



CENTRAL OREGON MOTORCYCLE AND ATV CLUB.doc

CENTRAL OREGON MOTORCYCLE AND ATV CLUB

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

ATT: Teal Purrington

RE: Upper Deschutes Resource Management Draft EIS

To Whom It May Concern:

I have reviewed the position our Land Use Director has taken and stated regarding the Upper Deschutes Resource Management Draft and agree that the points of interest are very specific, detailed and well addressed as you can see below.

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

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 rational used to restrict our use.

COMAC is a long standing organization in which takes all the land use action into consideration. The Club and the Board are very supportive on the issues above and would greatly appreciate your time and consideration on the matter. COMAC and the Board would also like to see additional OHV opportunities provided which the BLM preferred alternative does not address.

Sincerely,

Dan Hollingsworth  
Events Coordinator  
Central Oregon Motorcycle Atv Club



livdahl@comcast.net ()  
01/09/2004 09:36 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  
(livdahl@comcast.net) on Saturday, January 10, 2004 at 00:36:29

name: Mike Livdahl

address: 3717 37th Ave SW, Seattle, WA, 98126

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 resources 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 visit the area 3 to 5 times a year. Really enjoy cruising the back country.

Submit: Submit

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akhat@mcsi.net ()  
01/10/2004 09:57 PM

To: shaylor@realestatechampions.com, upper\_deschutes\_rmp@or.blm.gov  
cc:  
Subject: COMAC and BLM

(266)

Below is the result of your feedback form. It was submitted by  
(akhat@mcsi.net) on Sunday, January 11, 2004 at 00:57:20

---

name: Andy Hatfield

address: 1141 Harris Hills, Roseburg, 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.

Thank you for your attention to this important issue,

Andy Hatfield

Submit: Submit

---



mhoward@bendcable.com ()

01/11/2004 09:44 PM

To: shaylor@realestatechampions.com, upper\_deschutes\_rmp@or.blm.gov  
cc:  
Subject: COMAC and BLM

(267)

Below is the result of your feedback form. It was submitted by  
(mhoward@bendcable.com) on Monday, January 12, 2004 at 00:44:57

---

name: Matthew Howard

address: 61114 Deer Valley DR.

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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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

---

(268)



mhoward@bendcable .c  
om ()  
01/11/2004 09:46 PM

To: shaylor@realestatechampions.com, upper\_deschutes\_mmp@or.blm.gov  
cc:  
Subject: COMAC and BLM

Below is the result of your feedback form. It was submitted by  
(mhoward@bendcable.com) on Monday, January 12, 2004 at 00:46:00

-----  
name: Diana Howard

address: 61114 Deer Valley DR.

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  
-----

269



"Peg Kenaga"  
<clayken@comcast.net  
>

To: <upper\_deschutes\_RMP@or.blm.gov>  
cc:  
Subject:

01/11/2004 10:15 PM

Bureau of Land Management  
3050 NE third Street  
Prineville, OR 97754

Email: Upper deschutes [RPM@or.blm.gov](mailto:RPM@or.blm.gov)

1/10/04

Upper Deschutes Resource Management Plan

Comments Concerning Rock hounding provisions in the RMP Draft.

Comment by Mt Hood rock Club: Represented by Keene Clay, Jefferson Kincaid, Dick Parks and Tim Fisher.

Return comments and questions should be addressed to Keene Clay [atclayken@comcast.net](mailto:atclayken@comcast.net)  
Dick Parks at [packrats2000@yahoo.com](mailto:packrats2000@yahoo.com) , Tim Fisher at [tim@orerockon.com](mailto:tim@orerockon.com)

The following comments were compiled and reviewed by the Mt Hood Rock Club-membership and represent a general consensus of that group. Prineville BLM is familiar with our group as holders or the Thunderegg claim known as Fallen Tree.

As noted in the draft, there is a long history of rock hounding in the area under consideration and other areas in the Prineville district of the BLM. Rock hounds constitute one of the larger groups of users for the area under consideration and contribute significantly to the economy of the area in terms of gas, food, motel, camping and other expenditures associated with the hobby when we are visiting the area.

The area has been known to people throughout the country due to the efforts of local and outside promotion and publicity. Major Rock and Gem shows and at least three local "rock shops" support the rock hounding hobby.

It should be noted that the authors of this comment fully endorse the stated objective of the proposed plan (objectiveMN-4), to "Provide recreational rock hounding opportunities while protecting other values. It is important to our group to maintain the rock and mineral resources available in this resource management area. We favor balanced and rational protection of the environmental resources.

The current draft seeks to impose controls on the nature and amount of collecting in order to curb abuses. In general, the new regulations appear to be unnecessarily restrictive. Some of our

concerns are as follows.

The 4 foot depth rule is not justifiable or reasonable in most prime collecting areas. In many of areas, the prime material consistently lies in beds at a depth of 3 to 8 feet or deeper. Surface material has long since been removed by years of collecting. To enforce this rule would ensure limited success for the diggers and a much greater area of surface disruption with out harvesting the best of the available material. Adjacent areas that fit this profile include White Fir Springs, Striker claim, Whistler Springs, Maury Mountain, Tube Agate and others. The authors have not had the privilege of collecting at the Carey agate beds but we suspect that it will be true for that location also.

For most of these areas, the area of disruption is very small in terms of total area of land that is effected. I would request and recommend rock hounds should be given more leeway on these high intensity sites. When choosing where to dig, we look for the boundaries of collapsed or open holes to determine where to dig and most often dig in an area that has already been disrupted. Digging in or adjacent to open holes will naturally refill the previous hole while minimizing our effort and the total surface disruption.

Fully filling the holes will lead to greater surface disruption as we search for viable material. Regardless of the area, it is small in comparison to the area and degree of disruption caused by other uses such as grazing and OHV usage. We are unaware of loss or damage to humans or animals from unfilled holes.

The 50 pound collecting limit also is not warranted in most of the collecting areas. The average rock hound will drive for hours to get to a location. We set up camp and spend time digging and prospecting until finding promising material (if we are lucky). Most of the surface exposures have been eliminated. We may take several trips with out significant success before we find quality material. It is often years before we return to a location.

Once the material is exposed, we often find the material to be of low quality. We will often follow a seam of low quality material in hopes that it will lead to a high quality deposit. The good material is often imbedded in the low grade material( "leaverite"). The 50 pound limit will encourage more breakage and less utilization of the material. When a quality deposit is located it is not likely to be covered up considering the substantial investment of effort to locate and expose. Considering the effort required, the finder should have the option to harvest a lasting supply for personal use without fear of arrest or penalty. The 50 pound limit would create an adversarial nightmare for enforcement due to the restrictive limitation.

The 500 pound limit per year portion of the rule does not specify if it is cumulative for all agate and thunder eggs or if it is 500 pounds for each classification of rock or digging area. Would the 500 pounds be extended to all of the Prineville district or does each planning area have its own limit?. 500 pounds of rock is the equivalent of approximately 9 (5 gallon) buckets or a chunk of rock that is 2 1/2 to 3 feet in diameter. This is really very little material on a yearly basis when compared to the amount of quality agate resource that is destroyed in normal quarry activity for building and road construction.

The resources and availability of agate materials far exceed the availability of petrified wood and the collecting limits should be significantly less restrictive. The restrictive 50/500 pound limit would limit the rock hounding tourist visits to your area.

Commercial Claims constitute the biggest challenge to the availability of the resources that are under consideration. A single season of commercial digging will do more damage to an area and remove more material than many years of uncontrolled hobbyist digging using hand tools. Once an area is attacked by a track hoe, the remaining material is out of reach to every one else. It is our opinion that the unique resources should not be able to be monopolized by self serving commercial diggers. Provisions in the rules should allow non-interfering use by hobbyists on commercial claims on public lands. Commercial usage should not be allowed to eliminate a unique outcropping or resource.

Commercial use requiring a permit opens the door to continued collecting after a find has been made. In ten years of rock hounding, we have not seen the forms or been made aware of any standards for the decision of removal or protection. Is there a standardized form and procedure for this process? Are there fees for the commercial collecting of found resources? Can a permit be obtained in advance to collect more than the limit if you are lucky enough to find seam at Maury mountain or some other location?

Many of us are still employed and have limited opportunity to visit the BLM office during working hours and/or return for the material. Are the fees for the permit really adequate to compensate the BLM for the time it will take for a BLM agent to visit and review the resource?

Page 459 (common to all Alternatives), paragraph 3 lists the negative effects of rock hound access with out including the positive economic and educational impacts. The first and most obvious benefit involves the economic impact of collecting on tourism. There is also a political and scientific impact of shared appreciation of the vast area of Eastern Oregon that is invisible to most people in the western part of the state. People need a reason to get away from the stresses of modern day living and to be able to appreciate the unique beauty that is available in Eastern Oregon. Rock hounding serves this purpose. We also bring a bit of solid wonder and reality back to the high speed electronic age.

The plan also fails to recognize the past and future contributions of amateur geologists and collectors and explorers in the development of resources and the advancing of scientific discoveries. We bring areas and resources to the attention of the scientific community and public that have not been previously noted. (Dating back to the John Day Fossil Beds.)

## Other Comments and Issues

Rock hounds as concerned citizens: In many years of rock hounding, the authors have never seen a rock hound shoot at a sign or building, defile public property or dig in known Native American sites. Our groups leave camping area better than we found them and pack out our garbage. We are conscious of fire danger and courteous to our neighbors. We freely share our knowledge about the collecting areas and the geology that formed them. Alcohol is seldom consumed in rock hounding groups.

We travel widely and meet others from many other states. We often act as ambassadors for tourism in Oregon and the Prineville region.

Noxious weeds: Rock hound spend hours searching in your district with a pick in one hand and a shovel in the other. With a small amount of education, we could have an impact on some of the varieties of noxious weeds. Each club has a newsletter and the Northwest Federation has a news paper that reaches 5000 rock hounds throughout 5 western states. Clubs are seeking speakers for meetings and shows. With additional education supplied by the BLM, there may be an option for a partnership towards the control of the spread of the weeds.

Surface Disturbances and undermining trees: Our hobby requires that we have to dig. In most areas that we collect, you won't know we were there. In mineralized areas with an abundance of material, we may leave a significant degree of surface disruption. Although real, these areas are generally relatively small and out of the view of most people that are not actively involved in the hobby. As noted previously, we use the boundaries of the previous digging to determine where to dig. Reclaimed areas leave little or no clues to the location of material and will result in random digging in a larger area, or the loss of the resource.

It is also true that we occasionally undermine a tree. Most of these trees are Junipers that the BLM spends a great deal of money to cut and burn due to their invasive nature. We also have been known to uproot the sage brush that has taken over after the native grasses have been destroyed by other uses. A single sub-division in Prineville or a new forest service campground will cause more trees to be destroyed than all of the rock hound digging for many years. We should work to limit the damage but at the same time, we request that you keep the scope of disruption in perspective.

Native American Artifacts in the form of arrow heads and other flakes are scattered widely over all of Eastern Oregon. Current rules make it illegal to collect or possess these items. Individual surface items have very little historical value due to a lack of supportive data or context to indicate when and how they were deposited. The current rules require the observer to leave the item and risk that it will be forever lost or pick it up illegally and report it to no one in fear of legal reprisal. Due to the nature of our hobby, we are often exposed to these surface artifacts.

A better alternative would be to allow surface collecting of exposed material and encourage reporting a description of surface finds and their GPS location to a central data bank.

Summarized information collected over time would help to locate higher concentrations and suggest areas that might represent important sites and resources for future study and preservation. Digging and screening should still be prohibited. To the best of my knowledge, there is no standard means for the public to report Native American finds and resources.

Summary of suggestions for rock hounding rules and areas:

1. Limit collecting to 200-250 pounds per year for each person, for each location.
2. All holes must be filled if digging outside of a high intensity rock hounding area.
3. Inside of a high intensity rock hounding area, holes must not exceed 3 feet in depth (compared to the original grade), when they are abandoned and must not have straight vertical walls. If you are planning to return to a hole and wish to leave the hole open, the digger must net or screen around the hole with plastic ribbon or fencing.
4. When digging, holes must be kept safe with no more than 1 foot of undercutting. Tunneling is prohibited.
5. Commercial claims and digging should be prohibited for materials that are unique and of limited availability. Commercial claims should be open for surface collecting if not being actively worked.
6. Clearly stated procedures should be established for the process of obtaining permits to collect beyond the legal limit.
7. Clearly stated procedures should be established for the process of establishing a "designated rock hounding area". Input and comment for future sites should be sought from the rock hounding community.
8. Future plan reviews should involve direct contact and notification of rock clubs in Oregon well in advance of the comment period and town meetings. A list of resources is included including groups, locations and addresses.

Questions we would like to have answered

1. What is your definition of commercial collector? (Suggested definition-A commercial

collector collects, buys and sells in a manner that substantially contributes to the family/household income.)

2. What is your definition of a personal use collector? (Suggested definition-A personal use collector is one who collects, trades, buys and sells lapidary materials in a limited manner that allows the rock hound to use and enjoy the resource.

3. Are the "designated rock hounding areas" protected from restrictive and destructive commercial claims?

4. Does the proposed 500 pound limit apply to only this specific management unit? Is it likely that other units will apply the same standards in the future? Will the total restriction under this plan limit us to 500 pounds in the Prineville district?

5. Concerning WSUs and RNAs, why are rock hounds limited access while other usages such as grazing and hunting are allowed to continue usage?

6. What history and information do you have about the history and prevalence of illegal commercial collecting in this management unit?

7. What riparian areas have been damaged by rock hounding in this management plan area? How does this compare to other causes such as grazing?

8. What is the definition of riparian area in relation to this management plan? (Stream banks, flood plane etc.).

9. Please define the current collection permit procedures and criteria.

10. Are we restricted from collecting in the areas that have been removed from the list of rock hounding areas? (ie, reservoir sites)

11. What history or information do you have concerning injury or death to individuals (or animals) in rock hounding areas?

Return comments and questions should be addressed to Keene Clay [atclayken@comcast.net](mailto:atclayken@comcast.net)  
Dick Parks at [packrats2000@yahoo.com](mailto:packrats2000@yahoo.com) , Tim Fisher at [tim@orerockon.com](mailto:tim@orerockon.com)

270



lorenz@motosport.com  
0  
01/12/2004 12:01 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  
(lorenz@motosport.com) on Monday, January 12, 2004 at 03:01:17

-----  
name: Lorenz Wilkinson

address: 1855 w 2nd ave eugene, or 97402

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: Lorenz Wilkinson  
General Manager Sales-Marketing  
MotoSport Outlet  
541-342-4885  
www.motosportoutlet.com

Submit: Submit  
-----

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

77 271  
**RECEIVED**

JAN 12 2004

BLM PRINEVILLE  
DISTRICT

RE: Upper Deschutes Resource Management Draft

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Print Name Josie Forster

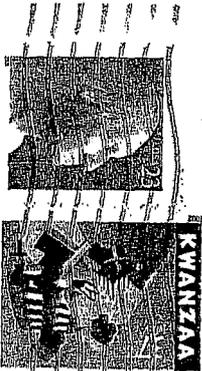
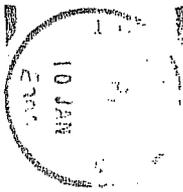
Address 266 S.E. Idlewood St. Prineville, OR 97754

Signed Josie Forster

ERIC & JOSIE FORSTER  
266 S. IDLEWOOD  
PRINEVILLE, OR 97754

# 271  
272  
273

R. L. W  
3056 NE 3rd St.  
Prineville, OR 97754



97754+2506



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

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JAN 12 2004

BLM PRINEVILLE  
DISTRICT

#272

RE: Upper Deschutes Resource Management Draft

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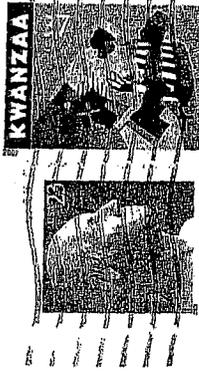
Print Name Eric Forster

Address 266 SE Idlewood, Prineville OR 97754

Signed [Signature]

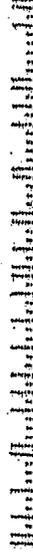
ERIC & JOSIE FORSTER  
266 S. IDLEWOOD  
PRINEVILLE, OR 97754

#271  
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B.L. W  
3050 NE B<sup>rd</sup> ST.  
Prineville, OR. 97754

97754+2500



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

RECEIVED

JAN 12 2004

BLM PRINEVILLE  
DISTRICT

273

RE: Upper Deschutes Resource Management Draft

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Print Name John R. Haberbosch

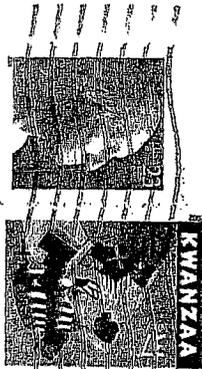
Address 795 S.E. Bailey Road, Prineville, OR 97754

Signed John R. Haberbosch

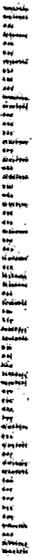
ERIC & JOSIE FORSTER  
266 S. IDLEWOOD  
PRINEVILLE, OR 97754

# 271  
278  
273

G. L. W  
3050 NE 8th St.  
Prineville OR 97754



377442906



# 274

RECEIVED

JAN 12 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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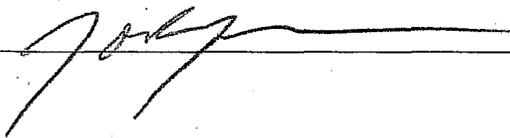
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Print Name John Johnson UP/OPERATIONS

Address 10595 MANHASSET TRAIL IN OR 97062

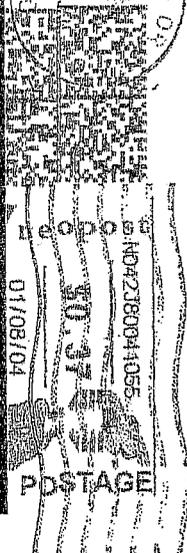
Signed 



COMMERCIAL DESIGN SYSTEMS INC.

10595 SW Mathiassett Dr. Tualatin, OR 97062

BCM  
ATTN: TERC PURCHASING  
3050 NE 3rd ST.  
Prineville OR 97154



9775442500



#275

Richard L. Corbat  
2411 NW Cedar Avenue  
Redmond OR 97756

BLM Prineville District Office  
3050 NE Third Street  
Prineville OR 97754

**RECEIVED**

JAN 12 2004

BLM PRINEVILLE  
DISTRICT

SUBJECT: Protect the Badlands as Wilderness.

Oregon has some outstanding Natural Treasures. It is in our hands now as to whether to protect and preserve them for future generations, or to squander them away by poor choices and poor management.

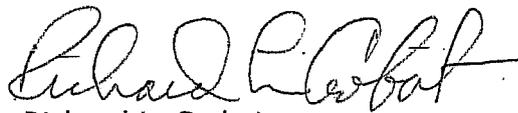
There are already vast areas of Oregon where RV and ATV users can rip and roar and tear and desecrate.

The unique and fragile, rare and beautiful Badlands should be protected as wilderness and where anyone can get their fat ass off a vehicle and explore this delicate treasure on foot.

I for one greatly appreciate those far-sighted people who in the past protected Crater Lake, Multnomah Falls, and our marvelous system of State Parks.

Let now save the Badlands for future generations who surely will praise our foresight, as well. I can't do that. YOU can.

Sincerely,



Richard L. Corbat



Jan 9, 2004

#276

32M Prineville District Office

3050 Third St

Prineville OR 97754

RECEIVED

JAN 12 2004

BLM PRINEVILLE  
DISTRICT

I am writing to let you know  
I support closing the proposed Badlands  
Wilderness to OHV use.

Yes the land belongs to all  
citizens - But not to mar and disturb  
the wildlife & natural beautiful.

Thank you

Ellie Nichols

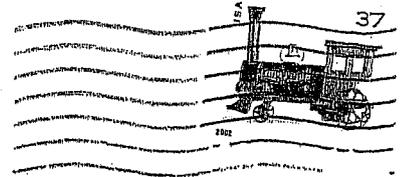
- 2411 NW Cedar Ave

Admond OR 97756

541-548-6296

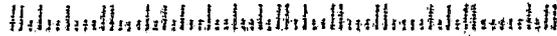
2411 N.W. Cedar  
Redmond OR 97756

#276



BLM Prineville District Office  
3050 Third St.  
Prineville OR 97754

14+2500



8 Jan 2004 (#277)

Spencerville BLM District Office,  
Dear Sir,

I have been unable to receive a copy of the Upper Deschutes Resource Management Plan because my computer is not functioning. However, I have some general comments to make to you.

First, no logging. In your 400,000 acres of land I am sure you have old growth trees that are important for ecosystem health. They need to be preserved.

Land close to growing communities is important for the health and safety of those communities and needs either restoration or preservation.

Roadless areas should have

Wilderness protection and be <sup>(#277)</sup>  
excluded from logging and  
rod building.

In summary, your lands  
will be devised for recreation  
and outdoor activities.

If there are archeological  
resources, they too need  
care and protection.

These needs to be  
limitations on land use  
for the reasons discussed  
above.

Sincerely,  
Margaret H. Forsythe  
4338 Oakman St,  
Salem, Ore 97302

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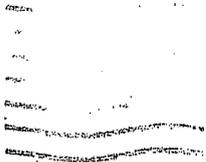
JAN 12 2004

BLM PRINEVILLE  
DISTRICT



Ms Margaret G Forsythe  
4338 Oakman St S  
Salem, OR 97302

#277



Prineville BLM District Off  
P.O. B. 550 or  
3050 N.E. 3rd St.  
Prineville, Oregon

97754



#278

N.E. Tomlinson  
P.O. Box 111  
Glendon Beach, OR 97388

1/5/04

Prineville BLM  
Draft WDRMP  
3050 NE 3rd St.  
Prineville  
OR. 97784

RECEIVED

JAN 12 2004

BLM PRINEVILLE  
DISTRICT

Dear BLM

Re Desert Resource Management Plan.

I am writing in support of  
Wilderness designation for the dry  
canyon area in the Badlands east  
of Bend.

I have yet to hike in this area  
but have camped in the junipers  
in Horse Canyon a couple of  
times. (That would be a good  
place for a developed campground.)

I am very tired of having to  
look at & wade through ATVs  
damage when I am in the Sisters  
area, which is often. They won't  
even stay off the mountain bike  
trails.

There are so many acres of  
land which are open to ATVs  
I really think that we hikers  
& horseback riders are entitled  
to a few places where we can  
enjoy some peace & quiet without  
aggravation from vehicle noise,

dust & damaged land.  
Garbage also, it is almost non-existent in the wilderness.

There are unlimited trails in the summer but we need some low elevation trails for other seasons. Also, once ATVs take over an area nobody else wants to go there.

The off-roaders want it all, the argument about the old & disabled needing to access every nook & cranny doesn't make much sense as all the off-road types I see are young & able-bodied. I am in the "old age" category & when I can no longer hike I shall be glad to leave the wilderness to people who can!

Many people are complaining bitterly about ATVs. The off-roaders whine a lot but I think the rest of us are entitled to our share of the public lands, especially when we cause none of the damage.

RECEIVED

JAN 12 2004 W.B. Conlinson

BLM PRINEVILLE  
DISTRICT



#279

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

RECEIVED

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

JAN 12 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 mangement in Alt. 7 of the Juniper woodlands will negatively impact a prosed trail system.

We do not support the closure of the Badlands and feel that providing no motorized oppourtunities 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 John W. Purrington

Address 2560 N. Maple St, Crater, OR 97013-2115

Signed John W. Purrington

Or E-mail form letter to BLM to upper\_deschutes\_RMP@or.blm.gov

John W. Pursley  
AMA Field Rep 638  
2560 N Maple Ct  
Canby, OR 97013  
MOTORCYCLE HALL OF FAME MUSEUM SUPPORTER

#279

BUREAU OF LAND MANAGEMENT

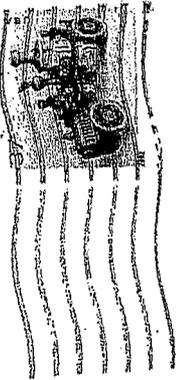
ATTN: Teal Purrington

3050 NE 3rd St.

Prineville, Oregon 97754



9775442300 02



#280

January 9, 2004

UDRMP Project, attn: Teal Purrington  
Bureau of Land Management  
Prineville District Office  
3050 NE 3rd Street  
Prineville, Oregon 97754

**RECEIVED**

JAN 12 2004

BLM PRINEVILLE  
DISTRICT

Dear Mr. Purrington,

The Central Oregon Conservation Task Force (COCTF) of the National Speleological Society has carefully studied the Upper Deschutes Resource Management Plan and Environmental Impact Statement. We agree Alternative 7 is the best plan and the selection as the preferred option. We have the following comment regarding the RMP/EIS document.

The COCTF does not accept the relatively low Significance of Heritage for Stout Cave. By the admission of the BLM, the agency has not completed archaeological inventories on caves in the region. On page 100, Table 2-15, Priority ranking of at-risk significant archaeological resources, the contents that make up the "Significance of Heritage Property" are missing from the document. There is no explanation of the meanings of items A, B, C or D. We cannot determine why the BLM regards Redmond and Stout caves as relatively low Significance of Heritage. The COCTF considers the archaeological history of Stout Cave to be seriously at risk.

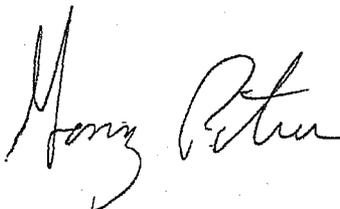
The COCTF regrets the BLM published alternatives considering sport rock climbing in Stout Cave. We felt this was a done issue with the appeal and denial of the objections to the USFS ban for the Road 18 Caves. With the policy on Road 18 banning sport climbing, an opposite BLM policy would certainly undermine the Forest Service position. How can the BLM risk damage to undiscovered archaeological history by promoting a usage clearly adverse to the resource?

BLM Guidelines in Appendix A, pages 7 and 57, describe specific actions prohibited within either 350 of known passages or 250 from entrances. The COCTF can offer assistance on a volunteer basis in determining where these perimeters are located. We can work with your GIS technicians in developing maps and drawings of BLM caves. We can also work on cave inventory, such as using a datasheet developed at Lava Beds National Park.

We thank the BLM for the accepting the responsibility outlined in the Federal Cave Resources Protection Act and considering caves in the RMP for the first time. Fencing and banning motor vehicles from the 40-acre Redmond Caves parcel will go a long way toward protecting the caves on the land. The graffiti and trash problems have reached a crisis level and the COCTF would like to plan with the BLM and the City of Redmond to restore the caves to their original condition. We share the same vision with the BLM of caves in their natural condition, preserved.

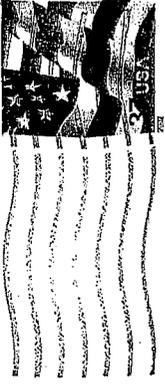
Garry Petrie, Director

Central Oregon Conservation Task Force

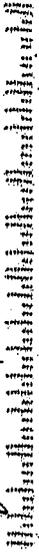
A handwritten signature in cursive script, appearing to read "Garry Petrie".

Garry Petrie  
19880 NW Nestucca Dr  
Portland, OR 97229

#280



UDRMP Attn: Ted Purington  
Bureau of Land Management  
Prineville District Office  
3050 NE 3rd Street  
Prineville, Oregon 97754



RECEIVED

JAN 12 2004

BLM PRINEVILLE  
DISTRICT

#281

December 23, 2003

Prineville, BLM  
3050 NE Third Street  
Prineville, Oregon 97754

To Whom It May Concern:

For the past fifteen years I have lived on the property located north of Tetherow Crossing, which is bordered by the centerline of the Deschutes River to the west, and surround by BLM land on all other sides. Odin Falls lies just inside the southwest corner of our property boundary.

My family has spent a great of time and effort maintaining and policing the BLM land that surrounds us. Through daily observation, we have seen only a handful of regular "legitimate" users of this parcel of BLM land. These users comprise hikers and horseback riders. The rest of the "users" have been engaged in unlawful activities. Dumping, tree cutting, drug and excessive alcohol consumption, child abandonment, improper/dangerous use of firearms, destruction of private property, access across our property resulting in trespassing, have been some of the actions that we have observed, deterred or stopped.

I have read the Upper Deschutes Management Plan, attended the local meetings, and traveled to Prineville to meet with several BLM staff members. I support the proposed "alternative 7" as it impacts the BLM land that surrounds our property for the following reasons:

1) First, closing the surrounding BLM land to motorized vehicles will significantly reduce the amount of illegal activities that currently are very difficult to police. My neighbor, Gary McCabe, and I hired off-duty Deschutes County Sheriffs this past summer (6 hours a day, seven days a week) to patrol our properties due to the epidemic number of trespass problems we experienced. BLM land (and road use) is and has been used simply as a means to access our property.

Illegal dumping has also become an issue. We fill a full-size pickup approximately every six weeks with trash. Items have ranged from household garbage and lawn clippings to appliances, beds, batteries, and used motor oil. Last summer we witnessed cars, a camper trailer, a motorhome, and a 5-ton flatbed truck being abandoned on your land. Blocking motorized access will greatly help reduce or eliminate this problem as well.

We occasionally get unlicensed drivers (under 16) riding dirt bikes and 4-wheelers on the surrounding BLM land. These riders don't have their parents trailer their bikes here, but rather, they ride some distance on county roads to get to this BLM parcel. So, we have unlicensed riders on bikes that aren't street legal, riding at speeds well above the posted limits, traveling miles to ride on this section of BLM. Unfortunately, these riders don't stay on the established trails, but "criss cross" the BLM land, doing substantial damage to the natural flora. We have observed that it takes years for the land to repair itself from this sort of use. Although this happens infrequently, it still is a concern. With the conflicting use needs, there have been problems between the riders and the hikers and horseback riders.

As stated earlier, the few regular users of this BLM land are either hiking (in which case they park at the "head" of the road – we see a car a week on average), or, they're neighbors riding their horses. Restricting motorized use would allow us to better monitor and to report any illegal activity on this BLM section of land.

2) Second, we support the ban on firearm discharge on this BLM parcel. Hunting would not be safe due to housing density. This is a relatively small area of BLM land, and a high-powered rifle's bullet can carry very far. Over the past fifteen years, the land surrounding the BLM parcel has been almost entirely developed, now surrounded by single-family dwellings. Without exact knowledge of the placing of these homes, shooting in this area is not safe. In addition, any hiker or equestrian would be in peril. There are few natural backdrops to use as "stops" for target practice, and the entire area is covered with rock, making ricochets inevitable.

3) Third, BLM is proposing that the BLM property due north of us (Steamboat Rock) be used on a three-year rotating basis by the military for training. With the substantial residential growth in this area, we question whether a MTA is a compatible use for this section of property. We would encourage MTAs to be designated to the east and southeast of the Bend/Redmond area because of the noise and traffic generated by military activities

4) Although not pertinent to the Upper Deschutes Management Plan, we are most concerned about the proposal to construct a parking lot on the BLM road that leads to our property. With present budget constraints, BLM funds could be directed to projects benefiting a much greater population (without the deleterious side effects of this parking lot proposal). The limited amount of parked vehicular traffic (an average of one car per week) does not warrant the construction of a parking lot. Since this proposed parking lot would not be visible from the county road, it would very much be an attractive nuisance. Some years ago, the area in front of our gate was used as a gathering place for high school students who spent their weekend evenings drinking beer, using drugs, and setting fires. We were able to eliminate this problem. A parking lot would be open invitation for this problem to resurface.

#281

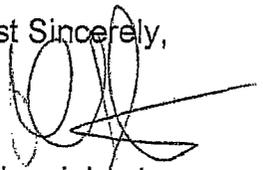
In summary, we:

- 1) Support Upper Deschutes Resource Management Plan alternative 7, with few exceptions.
- 2) Support closing the BLM parcel surrounding our property to motorized vehicular use.
- 3) Are concerned about the compatibility of a proposed MTA (military training area) in the Steamboat Rock area.
- 4) Adamantly oppose the construction of a parking lot on NW Homestead Way.

We have and will continue to be good stewards of this land. In order to continue this positive stewardship, we wish to assist you in your goals to maintain the land by offering to fund the necessary road, border, and fence enhancements to secure the BLM parcel surrounding our land to prohibit vehicular access.

If you have any questions or if there is any way we can be of assistance, please feel to call.

Most Sincerely,



Parker Johnstone  
PO Box 1727  
7291 NW Homestead Way  
Redmond, Oregon 97756  
360-921-9600

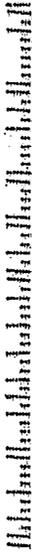
Parker Johnstone  
PO Box 1727  
Redmond, OR 97756

#281

Teal Purrington  
Bureau of Land Management  
3050 NE Third Street  
Prineville, Oregon 97754



9775442800





"jerry lowery"  
<jerkat@bigcountry .us>  
01/08/2004 11:33 AM

To: "BLM" <upper.deschutes.RMP@or.blm.gov>  
cc:  
Subject: Comment

#282  
duplicate  
of #197



letter to BLM.doc

January 6, 2004

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

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

# Comment Form

#283



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

Today's Date: 1-06-04

Your name (please print): [REDACTED]

Representing (put an X in one box only):

self only, or

business, organization, or agency (list):

Street Address, State, and ZIP: [REDACTED]

Phone: [REDACTED]

E-mail: [REDACTED]

**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

The current plan calls for Dusty Dirt Road to become a "collector road" with possible improvements and anticipated increased traffic. I oppose this plan for the following reasons:

1. A portion of this road runs through my private property, and is, therefore, a private road, not a public road. It is inappropriate to designate a privately owned road as public, or to designate private property as a public recreation area. At the very least the plan should be amended to end the road at my property line (see map).
2. Dusty Dirt Road was never a real road and never existed on any map before the Hickmans moved here and began to use it. Prior to that there was no road, just a faint wagon track remaining from the irrigation canal project of the early 20<sup>th</sup> century. It had no name until the Hickmans named it in order to have a mailing address. It was not even a designated, numbered forest Service road.
3. There is no need for this road to access any portion of the public area between Sisters, Redmond and Bend. The best access is off Barr Road. All neighbors already have an easement across this land.
4. There will be an adverse environmental impact. We are already experiencing problems with littering, illegal trash dumping, illegal woodcutting, illegal off-road traffic, illegal and/or dangerously inappropriate campfires. These problems will only become worse if the public is encouraged to utilize this access route. In addition this area is part of the Tumalo winter deer range and this herd will be adversely affected at a particularly vulnerable time of the year by increased winter traffic. This area also is one of the few remaining areas for the threatened Peck's milk vetch. Increased off-road traffic (illegal but inevitable if on-road traffic is encouraged) will seriously threaten this species.
5. We are also experiencing major problems with vandalism, trespassing and illegal hunting activities. These, too, will become worse if the use of this road is encouraged.

#283



[REDACTED]

01/06/2004 05:32 PM

To: <Upper\_Deschutes\_RMP@or.blm.gov>  
cc:  
Subject:



Forest Service Comment Form.rtf map 1.doc map 2.doc

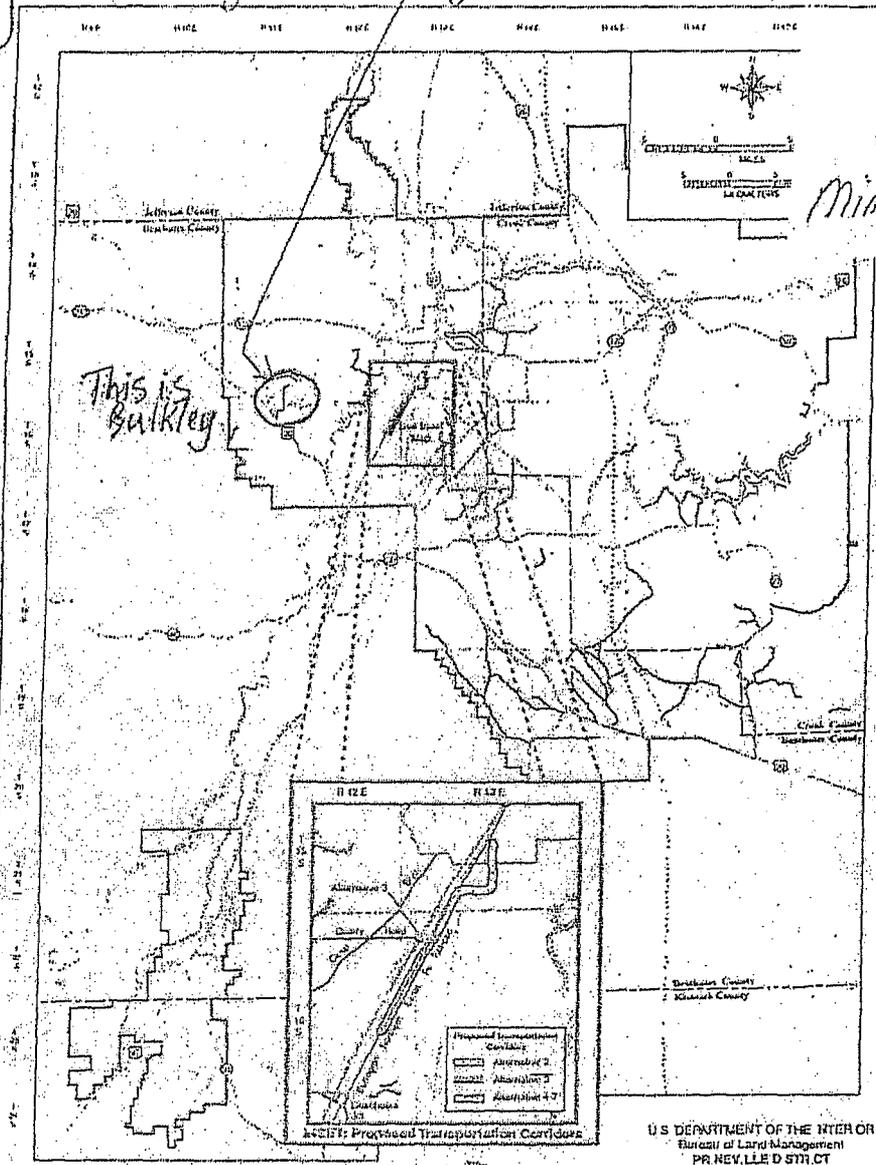
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[REDACTED]

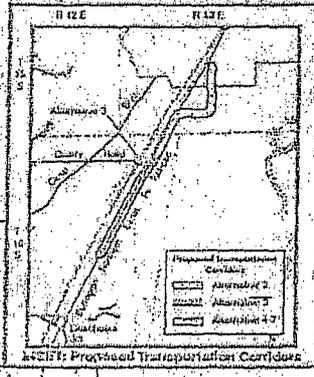
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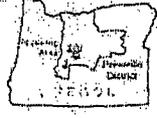
*it goes through our property*



*Mimi Bel Kle  
Joes.*



- Legend**
- Administrative Limits**
  - Bureau of Land Management
  - U.S. Forest Service
  - National Wetlands (M.S.F.B.)
  - National Floodplain
  - State of Oregon
  - Private Claims
  - Proposed Utility Corridor
  - Planning Area
  - Urban Growth Boundary
  - Transportation
  - Proposed Transportation Corridor
  - Alternative 1
  - Alternative 2
  - Alternative 3
  - Alternative 4
  - Alternative 5
  - Allotment & Collector Road
  - Allotment & Collector Road (Proposed)
  - Allotment & Collector Road (Proposed)
  - Highway



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**

This document is prepared for the Bureau of Land Management to be used as a technical study of the proposed project. It is not intended for use as a legal document. The information contained herein is for informational purposes only. The project is subject to change without notice. The project is subject to change without notice.

284



Matt Hockin  
<matthockin@comcast.net>

To: upper\_deschutes\_RMP@or.blm.gov  
cc:  
Subject: Neal: Upper Deschutes Resource Management Draft

01/12/2004 08:54 PM

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

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 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 ~~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.

Matthew Hockin  
11136 SW 64th Avenue  
Portland, OR 97219



zacar@seasurf.com ()

01/12/2004 09:04 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  
(zacar@seasurf.com) on Tuesday, January 13, 2004 at 00:04:38

-----  
name: Zac Ramey

address: 37193 Hwy 26 Seaside Oregon 97138

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: Please stop being disablers and once again be enablers of ohv use, one part of diversified recreational use of public lands.

Submit: Submit  
-----

286



Carlile@bendcable.com  
0  
01/12/2004 10:10 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  
(Carlile@bendcable.com) on Tuesday, January 13, 2004 at 01:10:45

name: Rod Carlile

address: 21001 Desert Woods Dr Bend OR 97702

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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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 have had the honor of being able to see alot of Oregon that others only dream of. Off road vehiles used responsibly are a wonderful way to see Oregon. I question if my children will have the same opportunities I had. There is a reason it is called public lands, owned by the people.

Submit: Submit

-----



jkuust@sprynet.com ()  
01/12/2004 11:19 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 (jkuust@sprynet.com) on Tuesday, January 13, 2004 at 02:19:37

name: Jeff Kuust

address: 1147 SW Bryson Street, Dallas, OR 97338

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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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 encourage you to reconsider plans to curtail motorized vehicles in the LaPine area. The area south and East of LaPine is an ATV rider's dream offering many old logging roads and flat terrain to ride over. I can attest to this as I have seen these areas first hand. You would be making a grave mistake. Rather, I would propose that you designate a large portion of BLM lands around LaPine as an ATV area and make riding there legal. I would urge you to expand ATV riding opportunities rather than curtail them. You would garner the support of the ATV Community and without question we would be willing to jump in and help develop these areas.

Submit: Submit



pbfristedt@myexcel.co  
m ()  
01/13/2004 06:15 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  
(pbfristedt@myexcel.com) on Tuesday, January 13, 2004 at 09:15:17

name: Tyler Fristedt

address: PO Box 9507 Bend OR 97708

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

289



jmosi@onlinemac.com  
0  
01/13/2004 07:46 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  
(jmosi@onlinemac.com) on Tuesday, January 13, 2004 at 10:46:44

-----  
name: Jason Mosiman

address: 16251 SE Walnut Hill Rd. Amity, Or. 97101

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 vacation in this area every year with my family and enjoy it in a responsible way, teaching my son to "tread lightly" and respect the environment. We spend our vacation money in this area and hope to continue doing so in the future.

Submit: Submit  
-----



leonardk12@comcast.net  
01/13/2004 09:40 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  
(leonardk12@comcast.net) on Tuesday, January 13, 2004 at 12:40:57

name: Leonard Kerns

address: 34074 E. Peebles 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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Submit: Submit



leonardk12@comcast.net  
01/13/2004 09:41 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  
(leonardk12@comcast.net) on Tuesday, January 13, 2004 at 12:41:39

name: OOHVA

address: 34074 E. Peebles 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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Submit: Submit



"Jon Bright"  
<jbright@bendnet.com  
>

To: <Upper\_Deschutes\_RMP@or.blm.gov>  
cc:  
Subject: We Support Alternative 7

01/13/2004 09:47 AM

To Teal Parrington and the Bureau of Land Management,

My husband and I have lived in Bend for over 17 years. We love the high desert and have always visited BLM land to explore and recreate. A year and a half ago we moved to southwest Alfalfa adjacent to BLM. Now I ride my horse regularly into the desert getting to know my extended back yard.

In the past year I have seen evidence of ATVs and motorcycles off the roadways, trash dumps, abandoned camp sites, and piles of shotgun shells. While these are ugly and disheartening, by far the most destructive of visitors to the BLM are the cattle!! By the time they were taken off this public land last summer there was hardly a seedhead left on any clump of bunchgrass! I've never had anything against cows but I must say I was amazed at the damage the land sustained in just one season of grazing!!

I feel fortunate to have become aware of the proposed Upper Deschutes Resource Management Alternative Plans and have been able to review the options being considered. The limited access and use proposed in Alternative 7 will help protect and preserve the land and it's ecosystems and make it safer and more beautiful for those of us who do use and respect it. If cattle are allowed, however, to continue to overgraze, wallow, trample, and poop, I seriously doubt that your objectives of "maintaining/restoring large contiguous stands of healthy, productive and diverse native shrub/steppe plant communities..." and "protecting and promoting the health and integrity of old growth juniper woodlands/savanna throughout it's historic range" will ever be met.

That said, let me take this opportunity to thank you for your hard work and thoughtful progress toward real action to protect our under-appreciated public lands.

Hopefully as a management plan is implemented the true impact of cattle on rangeland health will be realized and the issue of grazing can be revisited. At the very least closer monitoring and enforcement of herd size and length of stay must be accomplished. While open range grazing has long been a western rancher's way of life, perhaps it is sadly a tradition that must be abandoned if the rangeland itself is going to survive.

Respectfully,  
Jean Bright  
25360 Walker Rd.  
Bend, Oregon



leonardk12@comcast.net ()  
01/13/2004 09:41 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  
(leonardk12@comcast.net) on Tuesday, January 13, 2004 at 12:41:22

---

name: Sandy Kerns

address: 34074 E. Peebles 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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Submit: Submit

---

294



Imperial-4776@webtv.net  
et ()  
01/13/2004 10:03 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  
(Imperial-4776@webtv.net) on Tuesday, January 13, 2004 at 13:03:35

name: David Butt

address: 4776 Appaloosa CT, SE, Salem 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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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 less legal places there are to ride, the more illegal riding will increase. We as riders don't want to and you as land managers don't want to see this.

We don't ask for much, just enough space for us and our families to enjoy Oregon in the sport we love.

I understand everything is a balance between the needs and wants of people, resources, and so on. But please don't shut us the riders out of our own state.

Sincerely  
David Butt

Submit: Submit

-----

295



Ed.W.MOORE@odot.state.or.us

01/13/2004 11:41 AM

To: upper\_deschutes\_RMP@or.blm.gov  
cc: Susan.HAUPT@odot.state.or.us, Russell.G.FROST@odot.state.or.us  
Subject: ODOT Region 4 Comments on Upper Deschutes RMP and EIS

<<UpperDeschRMP-EIS\_Comment\_Ltr.doc>>

Ed Moore, AICP

Sr. Land use/Transportation Planner

ed.w.moore@odot.state.or.us

63034 OB Riley Rd., Bend, OR 97701

541.388.6388

541.388.6361 (Fax)



"War doesn't determine who is right, war determines who is left." UpperDeschRMP-EIS\_Comment\_Ltr.doc



# Oregon

Theodore R. Kulongoski, Governor

## Oregon Department of Transportation

73000

Program and Planning Unit

63034 O.B. Riley Rd

Bend, OR 97701

Telephone 541.388.6388

FAX 541.388.6361

E-mail: ed.w.moore@odot.state.or.us

File Code:

13 January 2004

Robert B. Towne, Field Manager  
Deschutes Resource Area  
Bureau of Land Management

RE: ODOT Comments on Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement

What follows are our comments on the aforementioned document:

#### Chapter 4 – Environmental Consequences

- General comment for the land use section (**starting on page 439**) - Not sure why designation of new transportation corridors is not discussed under the land use section – as those designations will likely result in land use changes.
- On page 453 there are several indications that mineral sites will be subject to restrictions and closures, yet on page 551 there is a statement that BLM anticipates meeting ODOT's annual aggregate needs (135,000 cubic yards). BLM appears to have a clear understanding of the economic importance of publicly available mineral sources. However, *is it possible that these limitations or closures could impact BLM's ability to meet ODOT's annual aggregate needs?* Also, it appears that the RMP mineral allocation has been made on an acreage basis (page 52 indicates that all alternatives will allow for 396,185 acres for locatable mineral entry and 366,640 for mineral leasing). *Is the BLM confident that it will be able to provide the needed annual volume (135,000 cubic yards) of quality rock within that acreage?*
- PAGE 551, 7<sup>th</sup> paragraph – *would suggest the following revision:*  
The Oregon Department of Transportation has been involved in several studies and highway improvement projects in this area in recent years. The project known as the Glacier Highland Couplet project has recently been approved by ODOT and involves the redesign of the intersection of Hwy 126 and HWY 97. This includes the improvement of Highland Avenue and Glacier Avenue as one-way routes for Hwy 126 west of Redmond construction of an east-west one-way couplet utilizing Glacier and Highland Avenues through downtown Redmond. This project will include redesigning the intersection of OR126 and Hwy 97.
- PAGE 551, 6<sup>th</sup> paragraph – “Ultimately, Hwy 97 will require a frontage road to provide access to parcels that are directly adjacent to the expressway.” *It is important to note* that ultimately, Hwy (US) 97 will require frontage road in order to reduce direct at-grade accesses onto the highway. The mandate to work toward the elimination of all direct accesses is a result of the Transportation Commission's designation of Highway 97 as an “expressway” in the year 2000.
- PAGE 522 – Second paragraph under *Alternative 2* – Again, *it is important to note* that, in addition to resolving traffic problems at the Yew Avenue interchange, the proposed transportation corridor from south Redmond to Deschutes Junction could (if the proposed alignment is located west of the railroad) help reduce at-grade direct access to the highway by providing alternative access for properties adjacent to US 97, which has been recently designated as an expressway.

- PAGE 523 3<sup>rd</sup> paragraph and elsewhere, there is a repeated error (*missing word*): Impacts to the old growth juniper woodland...
- PAGE 568 last sentence in the first paragraph – “*Under this alternative, land use measures would be applied to control any development on the land adjoining the roadway corridor to prevent any future sprawl impacts.*” The potential for sprawl between Bend and Redmond as a result of the 19<sup>th</sup> Street extension is a major concern. It might be prudent to be more specific about how sprawl impacts would be avoided. Who has jurisdiction, and through what mechanisms will sprawl be avoided? Zoning? Comprehensive plans?

Respectfully

Ed Moore, AICP

Senior Land Use/Transportation Planner

cc. Susan Haupt, ODOT Region 4 Environmental Project Manager  
Russ Frost, ODOT Aggregate Resource Manager

296



Ed.W.MOORE@odot.st  
ate.or.us  
01/13/2004 11:50 AM

To: upper\_deschutes\_RMP@or.blm.gov  
cc: stevej@co.deschutes.or.us  
Subject: Comment on Upper Deschutes RMP from Deschutes County Bicycle  
and Pedestrian Committee

<<UDRMP Comment Form.doc>>

*Ed Moore, AICP  
Sr. Land use/Transportation Planner  
ed.w.moore@odot.state.or.us  
63034 OB Riley Rd., Bend, OR 97701  
541.388.6388  
541.388.6361 (Fax)*



*"War doesn't determine who is right, war determines who is left."* UDRMP Comment Form.doc

298

# QUAIL VALLEY RANCH LLC

P.O. Box 14111  
Salem, OR 97309  
503/370-7070  
Fax 503/375-7644

RECEIVED

JAN 13 2004

BLM PRINEVILLE  
DISTRICT

## FACSIMILE TRANSMITTAL SHEET

TO:	Bureau of Land Management Attn: Teal Purrington	FROM:	Bruce D. Thom
FAX NUMBER:	(541) 416-6798	DATE:	1/13/2004
RE:	October 2003 Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement - Allotment Nos. 5132 and 5134	TOTAL NO. OF PAGES INCLUDING COVER:	2

URGENT     FOR REVIEW     PLEASE COMMENT     PLEASE REPLY     PLEASE RECYCLE

NOTES/COMMENTS:

Please see the attached letter. Thank you.

BDT/sjm

Attachment

THIS COMMUNICATION IS CONFIDENTIAL AND INTENDED ONLY FOR THE ADDRESSEE.  
ANY DISTRIBUTION OR DUPLICATION OF THIS COMMUNICATION IS STRICTLY PROHIBITED.  
IF YOU RECEIVED THIS FACSIMILE IN ERROR, PLEASE CALL IMMEDIATELY.

# Comment Form

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

Today's Date: 1/15/04

Your name (please **print**): Ed Moore, Committee Chair

Representing (put an **X** in one box only):

self only, or

business, organization, or agency (list): Deschutes County Bicycle and Pedestrian Advisory  
Committee

Street Address, State, and ZIP: 117 NW Lafayette Bend, OR 97701

Phone: 383-6718

E-mail: stevej@co.deschutes.or.us

**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:

Our Committee has met and discussed the UDRMP alternatives and would like to make the following recommendations:

- We specifically want to support any alternative that includes the reservation/allocation and/or development of a canal trail on BLM and surrounding lands primarily along the North Unit Canal between Bend and Smith Rock State Park.
- Our Committee is currently focused on developing a countywide trail plan for adoption by Deschutes County. Our plan hopes to show a regional linkage of trails that connect the south parts of Deschutes County with Bend, then identify connection(s) between the cities of Bend, Redmond and Sisters. The UDRMP may need some overall direction or goals for coordination with regional trail plans of local jurisdictions - providing trailheads, links or trail corridors where needed. This direction could be added to the Transportation section of the plan, where the issue of regional trails is missing.
- It may be useful to show on a map the regional trail corridors that either exist or are planned both on BLM and the surrounding lands.
- Primary to our mission is to identify trail linkages between existing Forest Service trails and developed or planned urban area trails. These identified linkages will form the bulk of a "County" trail system. We would like to see the UDRMP spell out the need for trail connections on BLM lands from the Redmond urban area to the North Unit Canal, as well as trail connections from Sisters to Redmond.

Thank you.

Ed Moore

Ed Moore, Committee Chair

297

**Central Oregon Community College**  
Office of Instructional Deans  
2600 NW College Way • Bend, Oregon 97701

Date: 1/13/04

From: Celeste Brody  
Instructional Dean  
541/383-7562  
FAX: 541/317-3071

**RECEIVED**

JAN 13 2004

BLM PRINEVILLE  
DISTRICT

TO: Teal Purrington

FAX NUMBER: 541.416.6798

Number of pages (counting this cover sheet): 2

Note: If you do not receive all the pages or if there is any trouble with the transmission, please call (541) 383-7283.

Attached are comments regarding the Draft  
Upper Deschutes Resource Mgmt Plan + Environmental  
Impact Statement from representatives of COCC.



OFFICE OF INSTRUCTIONAL DEANS  
TELEPHONE (541) 383-7562  
FAX (541) 317-3071  
E-Mail cbrody@cocc.edu

2600 NW College Way - Bend, Oregon 97701-5998 Telephone (541) 383-7700

January 12, 2004

Bureau of Land Management  
2030 NE Third Street  
Prineville, OR 97754

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JAN 13 2004

BLM PRINEVILLE  
DISTRICT

To whom it may concern:

We have had the opportunity to review sections of BLM's Upper Deschutes Resource Management Plan and Environmental Impact Statement. Although we find the plan overall well founded and do not disagree with the specification laid out in the plan, there is one area that remains problematic.

Though not specifically addressed in the plan, implicit is interpretation defining Central Oregon Community College (COCC), an *educational* institution, as a commercial operation when pursuing special permits. We find this determination illogical as well as inaccurate. COCC is as much a steward of the land as is the BLM. We teach in our classes and programs the kind of respect and stewardship that benefits and assists the BLM with their land management efforts. This is done in both the credit programs and the non-credit recreational classes. As a non-profit educational institution helping to promote conservation and responsible land use among our students, we suggest we be considered a partner of the Bureau of Land Management.

On another issue, the wording in the upper Deschutes Resource Management Plan draft appears to restrict hiking and other recreational programs to "designated roads and trails," implying that cross-country foot travel through BLM lands will be prohibited in the future. This may have some significant impacts on how our educational programs access local lands. We cannot discern whether this will be deleterious to educational goals, or not.

On behalf of the faculty and administration who participated in reviewing the Plan, we appreciate the opportunity for providing this response.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Celeste Brody'.

Celeste M. Brody, Ph.D.  
Instructional Dean

for:

Carol Moorehead, Associate Dean  
Ron Boldenow, Natural Resources faculty  
Bret Michelski, Natural Resources Faculty  
Aaron Lish, Outdoor Recreational Leadership  
Faculty

298

# QUAIL VALLEY RANCH LLC

P.O. Box 14111  
Salem, OR 97309  
503/370-7070  
Fax 503/375-7644

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JAN 13 2004

BLM PRINEVILLE  
DISTRICT

## FACSIMILE TRANSMITTAL SHEET

TO:	Bureau of Land Management Attn: Teal Purrington	FROM:	Bruce D. Thorn
FAX NUMBER:	(541) 416-6798	DATE:	1/13/2004
RE:	October 2003 Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement - Allotment Nos. 5132 and 5134	TOTAL NO. OF PAGES INCLUDING COVER:	2

URGENT     FOR REVIEW     PLEASE COMMENT     PLEASE REPLY     PLEASE RECYCLE

NOTES/COMMENTS:

Please see the attached letter. Thank you.

BDT/sjm

Attachment

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**QUAIL VALLEY RANCH LLC**

P.O. Box 14111  
Salem, OR 97309  
503/370-7070

**RECEIVED**

January 13, 2004

JAN 13 2004

BLM PRINEVILLE  
DISTRICT

Bureau of Land Management  
3050 NE Third Street  
Prineville, OR 97754

Via Facsimile (541) 416-6798 and  
Via Airborne Express

Attn: Teal Purrington

**RE: October 2003 Draft Upper Deschutes Resource Management Plan and  
Environmental Impact Statement - Allotment Nos. 5132 and 5134**

Dear Sir or Madam:

We are writing in regard to the Draft Upper Deschutes Resource Management Plan and Environmental Impact Statement. We are objecting to Alternatives 6 and 7 because those alternatives impact grazing on our BLM allotment property. We see nothing in the Draft Plan regarding compensation to us for our loss of rights for which we have paid.

We support Alternatives 1 and 2 and believe that grazing has been beneficial to the economic base of the community.

If you have any questions, or would like to discuss this matter further, please call me at (503) 370-7071, extension 7143. Thank you.

Sincerely,

QUAIL VALLEY RANCH



Bruce D. Thorn

BDT/sjm

January 11, 2004

Bureau of Land Management  
3050 NE Third Street  
Prineville, Oregon 97754

299  
**RECEIVED**

JAN 13 2004

BLM PRINEVILLE  
DISTRICT

Attention Teal Purrington:

We are writing to comment on the Upper Deschutes Resource Management Plan in regards to the BLM land surrounding the Cline Buttes area.

We are particularly concerned with ODOT's request to be granted a road aggregate extraction site in the Cline Buttes Area.

As Central Oregon's population continues to grow the need for open spaces to recreate will increase exponentially. The Cline Buttes area because of the close proximity to both Bend and Redmond is especially valuable for recreation.

The McClain and Associates study revealed that there is ten times more road aggregate than is needed for the next fifty years already available in existing gravel pits. With this in mind we feel that a beautiful area such as Cline Buttes should not be impacted with a gravel pit.

If a gravel extraction site is unavoidable we feel that due to the relatively high population density on both Barr Road and Gerking Market Road the only remotely acceptable and safe location for a aggregate extraction site in the Cline Buttes area would be Site N.

Site N would only be acceptable and not pose an unreasonable risk to public safety if entry and exiting is only allowed via Highway 126. Highway 126 is designed, constructed and maintained to accommodate heavy truck and semi truck traffic with full width lanes and wide shoulders.

Neither Barr Road or Gerking Market Road were constructed nor intended for the heavy semi truck traffic that would result from access being allowed from these roads. Barr Road and Gerking Market Road are barely wide enough for two pickup trucks at the same time.

There are several school bus stops on Barr Road and Gerking Market Road. Heavy gravel truck traffic on these relatively narrow roads would be nothing short of endangering our children.

Please Protect Our Children!!!!!! If a site absolutely must be granted to ODOT please insure that access is only allowed from Highway 126.

Thank you,

*Douglas R. Stout*  
*Catherine Stout*

Douglas and Catherine Stout  
66245 Barr Rd  
Bend OR 97701

MIP	OT	S	RT
H			
DT	IA	F	RI

#300

~~#575~~

**CENTRAL OREGON MOTORCYCLE AND ATV CLUB**

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

**RECEIVED**

JAN 14 2004

**BLM PRINEVILLE  
DISTRICT**

January 14, 2004

RE: UDRMP Draft – Form Letters

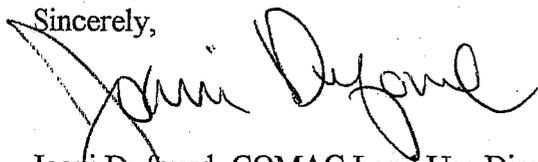
Dear Mollie,

Please accept these 700 form letters from OHV enthusiasts statewide, regarding the Upper Deschutes Resource Management Plan draft. While many folks have written personal letters there was a large constituency that truly demanded a voice in this process. These are people that have not been previously involved, have not requested either the executive summary or the full detailed plan but are concerned about their recreation and the future direction of BLM managed land.

While form letters are discouraged and substantive letters encouraged, specifically letters pointing out errors in omission, the language or facts of the draft, there is a vast majority of people that cannot supply that type of information to the BLM. They still want to be heard and they still want to be involved at the level that their interest and their time dictates. Those are the people that have signed the form letters, have submitted the approximately 150 form emails and have at least bothered to put their address down for the BLM to record as concerned citizens.

They are glad that they were presented with the opportunity to do their part and are proud to say they responded to the plan. Please do not completely discount their efforts.

Sincerely,



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

cc: Congressman Greg Walden  
Senator Gordon Smith  
Senator Ron Wyden