

**APPENDIX D TABLE OF CONTENTS
AND
COMMENT FORMATTING INFORMATION**

Comment Formatting Information:

Appendix D is an automatic report generated by the Content Analysis and Response Application (CARA) program. This report captures all of the public comments associated with each Concern Statement summarizing the key points of the comments.

Below is an example of a Concern statement and a comment associated with it. A description (*in blue italics*) is also provided for clarification of the formatting produced by the CARA program for this report.

Example:

Concern: 1: *(The following is the Concern statement for concern number 1)*

The Forest Service should leave the following roads and trails open for motor vehicle use.

- Because the Forest Service acted in an arbitrary and capricious way.

Response: *(This is standard formatting for this CARA report which would normally include a Forest Service response during a formal comment period mandated by the National Environmental Policy Act; however, this was not a formal comment period)*

[Sample Statement] Comment: 1-5 *(These are the specific comments taken from appeal and comment letters. Sample Statement is standard CARA formatting referring to the commenter's statement captured for this concern. The numbers 1-5 mean this Comment was the 5th comment from Comment Letter number 1 that was coded in the content analysis process)*

I feel all roads should be left opening 51554001, 3156000, 7300130, 7300131, 4305000, 4320000, 4320170,4320210,4320090,4300,4300188,4300160,5120040,5120500,5155110,5155080,5155310, 5155300,5156190,6700000,6700800,6700883,6700830,6700839,7785100,2036,2036070,2038100, 7220,1160,7000450,7000000,7000400,7000390,7000350,7000358,7000364,6700550,6700580, 6700582. These are just some of the roads that I drive on.

(Individual) *(This indicates that Commenter number 1 was one person or an "Individual" versus an Organization, Tribe, State Agency, etc.)*

[Sample Statement] Comment: 4-8 *(The comment following this heading would be the 8th comment from Comment Letter number 4 and also be associated with Concern Statement 1)*

Also Note: Concern statements are in numerical order in Appendix D. Missing numbers in the order are a result of analysis of the concern statements during the content analysis process and combining of similar concerns into one comprehensive statement.

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Ecosystem Management Coordination
CARA | Comment Analysis and Response Application

Response To Comment Report

Project: Wallowa-Whitman National Forest Travel Management Plan (19982)
Project Manager: Adam Shaw (ashaw@fs.fed.us)
Comment Period: Formal - Appeal period
Period Dates: 2/23/2012 - 4/7/2012 **Generated:** 5/6/2013 5:58 PM

Concern: 1:

The Forest Service should leave the following roads and trails open for motor vehicle use.

- Because the Forest Service acted in an arbitrary and capricious way.

Response:

[Sample Statement] Comment: 1-5

I feel all roads should be left opening 51554001, 3156000, 7300130, 7300131, 4305000, 4320000, 4320170, 4320210, 4320090, 4300, 4300188, 4300160, 5120040, 5120500, 5155110, 5155080, 5155310, 5155300, 5156190, 6700000, 6700800, 6700883, 6700830, 6700839, 7785100, 2036, 2036070, 2038100, 7220, 1160, 7000450, 7000000, 7000400, 7000390, 7000350, 7000358, 7000364, 6700550, 6700580, 6700582. These are just some of the roads that I drive on.

(Individual)

Comment: 12-2

roads 3100, 5100, 4300, 2100, 6200 and 7700 and most of the spur roads.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 98-2

Bald Mt Road and Spurs

2036

4300

4315

4320

Catherine Creek

5125

2100

5110

5100

5182

2036

Frazier

7785

7787

2034

Wallowa

4600797

4600787

4600786

4600500

335 046

and many more in other forest

(Individual)

Comment: 170-2

Such as 2036 and all of it's spur roads. The 7700 900 and all the spur roads off of it. All the spur roads off of 7785. All the spur roads off the 7700.

(Individual)

Comment: 171-2

2036 and all it's spurs. The 7700 900, are the spur roads off it. All the spur roads off 7785. Spur roads off 7700.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 195-7

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900170, 3900180, 3900200, 3900201, 3900203,3900205,3900207,3900209,3900230,3900231,3900232,3900233,3900234,3900235, 3900236, 3900400, 3900410, 3900420,3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081,3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616 4600618 4600619 4600620 4600622 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, and 4650170.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 195-14

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930325, 3930360, 3930365, 3930372, 3930380, 3930392, 3930403, 3930417, 3930450, 3930451, 3935405, 3935407, 3935408, 3935409, 3935410, 3935412, 3935413, 3935414, 3935415, 3935418, 3935419, 3935421, 3935422, 3935423, 3935424, 3935425, 3935426, 3935427, 3935428, 3935430, 3935431, 3935432, 3935433, 3935435, 3935438, 3935444, 3935450, 3935451, 3935452, 3935453, 3950160, 3950170, 3950180, 3950181, 3950182, 3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325, 4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073, 4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347, 4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120, 4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018, 4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101, 4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112, 4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143, 4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275, 4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4695179, 4695181, 4695184, 4695188, 4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Comment: 195-18

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3935015, 3935017, 3935019, 3935020, 3935025, 3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085, 3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165, 3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207, 3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232, 3835233, 3835234, 3935235, 3935236, 3935241, 3935243, 3935245, 3935250, 3935251, 3935252, 3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273, 3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289, 3935290, 3935291, 3935292, 3935295, 3935298, 3935299, 3935300, 3935305, 3935316, 3935317, 3935320, 3935321, 3935322, 3935323, 3935324, 3935325, 3935326, 3935327, 3935328, 3935329, 3935330, 3935331, 3935332, 3935333, 3935334, 3935335, 3935336, 3935337, 3935338, 3935339, 3935341, 3935342, 3935345, 3935351, 3935352, 3935353, 3935354, 3935355, 3935356, 3935360, 3935361, 3935362, 4600270, 4600272, 4600273, 4600274, 4600275, 4600280, 4600281, 4600282, 4600283, 4600284, 4600288, 4600291, 4600293, 4600295, 4600296, 4600297, 4600298, 4600299, 4600307, 4600335, 4600336, 4600338, 4600347, 4600352, 4600353, 4600360, 4600361, 4600362, 4600363, 4600371, 4600372, 4600373, 4600374, 4600375, 4600377, 4600378, 4600379, 4600382, 4600383, 4600387, 4600392, 4600394, 4600405, 4600429, 4600432, 4600433, 4600435, 4600438, 4600440, 4600442, 4600447, 4600450, 4600454, 4600456, 4600458, 4600459, 4600460, 4600461, 4600472, 4600473, and 4600474.

(Individual)

Response To Comment Report

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Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 235-1

The forest service failed to take a "Hard Look" at: CLOSING ALL THE SPUR ROADS OFF OF THE 77, CATHERINE CREEK

(Individual)

Comment: 348-3

You the Forest Service acted arbitrarily and capriciously in your decisions by eliminating vital scenic and recreational roads in the following areas:

Salt Creek: 3915/3910

3910-031 Owl Creek

3910-025 Upper Big Sheep

3910-035 Upper Big Sheep

3915-640 Carol Creek

3915-100 Echo Canyon

3915-525-3910 Loop to Carol Creek

Lick Creek: 3950

3950-075 Loop to Skookum Creek

3925-075 loop to Skookum Creek

3950-080 Lower Skookum Creek

3950-115 Lower Skookum Creek

3950-147 loop Ride to Blackhorse

3950-135 Loop Ride to Blackhorse

Pine Creek: Mountain loop Road

Mt. Loop Road-543 Access to Overlooks on Doe Creek and Imnaha River

Harl Butte: 3930

3930-210 Morgan Butte Area

3930-195 Morgan Butte Area

3930-455 Access to Squaw Creek/Harl Butte

3930-210 Access to Squaw Creek/Harl Butte

Janes Ridge: 3935

3935-260 Upper Gumboot and Mahogany Creek

3935-255 Upper Gumboot and Mahogany Creek

3935-250 Upper Gumboot and Mahogany Creek

3935-283 East Mahogany Creek

3935-405 Shadow Canyon

Sled Springs: 3040

3040-125 Kuhn to Day Ridge Drainage

3040-150 Kuhn to Day Ridge Drainage

3040-175 Kuhn to Day Ridge Drainage

3049-250 Mud Creek

3049-335 Lower Mud

Sled Area: 3035

Response To Comment Report

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Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

3035-100 loop Access
3035-030 loop Access
3035-038 Evans Creek
3035-185 Evans Creek
3035-190 Evans Creek
3035-060 Evans Creek
3035-067 Evans Creek
3035-185 loop to North Hwy 3
3035-187 Loop to North Hwy 3

(Individual)

Comment: 359-3

Some of the roads we use are off the 4300 road including: 4300-325, 4300-318, 4300-235, 4300-800, 4300-300, 4300-5125 also 5125-460, 5125-420 and trail 1632.

(Individual)

Comment: 414-1

The following road closure would shut down woods to everyone. The roads are 8370-6220-8250 and all spur roads.

The relevant rules are as follows: 295, 261.15, 212.52. 212.5

(Individual)

Comment: 434-1

The forest service failed to take a hard look at the importance of the following roads/areas. Two Color Trail 1932 off of Road 7750 and road 100 up to road 130.

(Individual)

Comment: 450-1

REMAND REQUEST # 1: The United States Forest Service acted illogically and erratically in their decision to close roads 1125, 1127, 1130, 1135 and 1135 and many, many more

(Individual)

Comment: 475-4

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287,3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084,4690091, 4690095, and 4690097.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 480-3

The forest service failed to take a hard look at the importance of the following roads/areas, Two-Color Trail 1932 off of Road 7750 and Road 100 up to Road 130.

(Individual)

Comment: 515-2

Rule 212.52 = Involve Public

Rule 295= Analyze impacts of public off road use

We use the 4300, 4320, 4315 in Ladd Canyon Area and all the spur roads off of these roads. We use the 77 road and all the spur roads off of that road in the Catherine Creek area. We use the 2100 road and all the spur roads off of it in the Spring Creek area. These are some of the roads that we like to use.

(Individual)

Comment: 536-10

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900485, 3900520, 3900525, 3900534, 3900535, 3900537, 3900540, 3900543, 3900551, 3900555, 3900559, 3900560, 3900562, 3900563, 3900565, 3900580, 3930172, 3930173, 3930174, 3930175, 3930178, 3930190, 3930191, 3930193, 3930194, 3930195, 3930196, 3930198, 3930199, 3930200, 3930203, 3930204, 3930206, 3930207, 3930208, 3935460, 3935462, 3935464, 3935465, 3935470, 3935471, 3935472, 3935473, 3935474, 3935475, 3935476, 3935477, 3935478, 3935479, 3935480, 3935481, 3940050, 3940052, 3940056, 3940063, 3962000, 3962015, 3962025, 3962027, 3962029, 3962035, 3962040, 3962041, 3962042, 3962043, 3962044, 3962045, 3962046, 3962047, 3962048, 3962050, 3962053, 3962056, 3962059, 3962060, 3962061, 3962062, 3962063, 3962065, 3962068, 3962070, 3962072, 3962074, 3962076, 3962078, 3962079, 3962080, 3962081, 3962082, 3962083, 3962084, 3962085, 3962090, 3962093, 3962103, 3965160, 3965163, 3965164, 3965165, 3965166, 3965167, 3965168, 3965169, 3965170, 3965171, 3965172, 3965173, 3965174, 3965175, 3965176, 3965177, 3965178, 3965181, 3965182, 3965183, 3965184, 3965185, 3965186, 3965187, 4600640, 4600644, 4600653, 4600657, 4600660, 4600664, 4600670, 4600673, 4600675, 4600678, 4600680, 4600687, 4600689, 4600698, 4600700, 4600703, 4600706, 4600708, 4600718, 4600730, 4600736, 4600737, 4600739, 4600740, 4600742, 4600743, 4655025, 4655026, 4655027, 4655048, 4655049, 4655051, 4655054, 4655056, 4655060, 4655061, 4655065, 4655070, 4655075, 4655080, 4655085, 4655090, 4655098, 4655105, 4655110, 4655117, 4655120, 4655155, 4655160, 4655165, 4670029, 4670030, 4670031, 4670055, 4670123, 4670126, 4670127, 4670128, 4670129, 4670131, 4670133, 4670135, 4670153, 4670155, 4670180, 4670310, 4670350, 4670351, 4670353, 4670357, 4670359, 4670362, 4670375, 4670380, and 4670381.

(Individual)

Comment: 548-1

I am appealing the closure of roads in the Spring Creek area including 100, 107, 630, 653, 640, 730, 805, 810 and 881. I believe the Forest Service failed to take a hard look at the ramifications of these closures as covered by 1508.8A.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 571-8

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, and 4650170.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 571-11

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900485, 3900520, 3900525, 3900534, 3900535, 3900537, 3900540, 3900543, 3900551, 3900555, 3900559, 3900560, 3900562, 3900563, 3900565, 3900580, 3930172, 3930173, 3930174, 3930175, 3930178, 3930190, 3930191, 3930193, 3930194, 3930195, 3930196, 3930198, 3930199, 3930200, 3930203, 3930204, 3930206, 3930207, 3930208, 3935460, 3935462, 3935464, 3935465, 3935470, 3935471, 3935472, 3935473, 3935474, 3935475, 3935476, 3935477, 3935478, 3935479, 3935480, 3935481, 3940050, 3940052, 3940056, 3940063, 3962000, 3962015, 3962025, 3962027, 3962029, 3962035, 3962040, 3962041, 3962042, 3962043, 3962044, 3962045, 3962046, 3962047, 3962048, 3962050, 3962053, 3962056, 3962059, 3962060, 3962061, 3962062, 3962063, 3962065, 3962068, 3962070, 3962072, 3962074, 3962076, 3962078, 3962079, 3962080, 3962081, 3962082, 3962083, 3962084, 3962085, 3962090, 3962093, 3962103, 3965160, 3965163, 3965164, 3965165, 3965166, 3965167, 3965168, 3965169, 3965170, 3965171, 3965172, 3965173, 3965174, 3965175, 3965176, 3965177, 3965178, 3965181, 3965182, 3965183, 3965184, 3965185, 3965186, 3965187, 4600640, 4600644, 4600653, 4600657, 4600660, 4600664, 4600670, 4600673, 4600675, 4600678, 4600680, 4600687, 4600689, 4600698, 4600700, 4600703, 4600706, 4600708, 4600718, 4600730, 4600736, 4600737, 4600739, 4600740, 4600742, 4600743, 4655025, 4655026, 4655027, 4655048, 4655049, 4655051, 4655054, 4655056, 4655060, 4655061, 4655065, 4655070, 4655075, 4655080, 4655085, 4655090, 4655098, 4655105, 4655110, 4655117, 4655120, 4655155, 4655160, 4655165, 4670029, 4670030, 4670031, 4670055, 4670123, 4670126, 4670127, 4670128, 4670129, 4670131, 4670133, 4670135, 4670153, 4670155, 4670180, 4670310, 4670350, 4670351, 4670353, 4670357, 4670359, 4670362, 4670375, 4670380, and 4670381.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 571-17

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930325, 3930360, 3930365, 3930372, 3930380, 3930392, 3930403, 3930417, 3930450, 3930451, 3935405, 3935407, 3935408, 3935409, 3935410, 3935412, 3935413, 3935414, 3935415, 3935418, 3935419, 3935421, 3935422, 3935423, 3935424, 3935425, 3935426, 3935427, 3935428, 3935430, 3935431, 3935432, 3935433, 3935435, 3935438, 3935444, 3935450, 3935451, 3935452, 3935453, 3950160, 3950170, 3950180, 3950181, 3950182, 3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325, 4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073, 4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347, 4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120, 4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018, 4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101, 4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112, 4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143, 4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275, 4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4695179, 4695181, 4695184, 4695188, 4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Comment: 596-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

REMAND REQUEST #1: The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 8270052, 8270055, 8270055, 8270057, 8270059, 8270060, 8270065, 8270067, 8270069, 8270070, 8270072, 8270074, 8270075, 8270083, 8270085, 8270090, 8270095, 8270100, 8270105, 8270107, 8270109, 8270110, 8270115, 8270127, 8270130, 8270135, 8270142, 8270144, 8270146, 8270148, 8270151, 8270153, 8270155, 8270157, 8270159, 8270160, 8270161, 8270162, 8270163, 8270167, 8270169, 8270172, 8270174, 8270182, 8270185, 8270250, 8270275, 8270277, 8270279

(Individual)

Comment: 600-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 7320000, 7320020, 732025, 73200S3, 7320070, 7320090, 7320100, 7320200.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 601-1

REMAND REQUEST #1: The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 5505030, 5505226, 111013, 111014, 111020, 111025, 111027, 111030, 111031, 111034, 111035, 111040, 111042, 111043, 111044, 111046, 111050, 111052, 111065, 111070, 111075, 111076, 111077, 111079, 111080, 111081, 111098, 111099, 1110110, 1110115, 1110135, 1110145, 1110154, 1110162, 1110165, 1110166, 1110180 and many, many more.

(Individual)

Comment: 603-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 1115001, 1115002, 1115003, 1115004, 1115005, 1115006, 1115011, 1115012, 1115013, 1115015, 1115020, 1115021, 1115022, 1115023, 1115024, 1115025, 1115026, 1115027, 1115028, 1115029, 1115030, 1115033, 1115035, 1115036, 1115037, 1115039, 1115050, 1115070, 1115071, 1115088, 1115115, and many, many more.

(Individual)

Comment: 605-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 1100778, 7220385, 7220300, 1120235, 7301000, 550500, 5505200, 7750130, 7750100, 7750300, 7065250, 7065000, 7055000, 7055500, 7055200, 700400, 7700310, 7700200, 7225050, 7225120, 1090000, 1100700, 553000, and many, many more.

(Individual)

Comment: 607-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 2225020, 2225040, 2225049, 2225051, and many, many more.

(Individual)

Comment: 663-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 1118020, 1118021, 1118025, 1118026, 1118027, 1118029, 1118031, 1118039, 1118040, 1118051, 1118052, 1118053, 1118054, 1118055, 1118060, 1118061, 1118062, 1118063, 1118064, 1118065, 1118067, 1118122, 1118123, 1118124, 1118125, 1118126, 1118127, 5520320, 5532012, 5532013, 5532014, 5532015, 5532017, 5532018, 5532020, 5532040, 5532045, 5532070, 5532075 and many more.

(Individual)

Comment: 664-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 7220010, 7220023, 7220042, 7220550, 7220600, 7220650 and many, many more.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 665-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 6632060, 6632110, 6632115, 6632116, 6632117, 6632150, 6632154, 6632155, 6632175, 6632185, 6632190, 6632195, 6632200, 6632220, 6632225, 6632227 and many, many more.

(Individual)

Comment: 24-2

Here is a list of some of the roads and all of their spur roads I do not want to see closed: 4300, 4320, 4305, 4315, 4316, 3100, 3107, 3106, 3104, 2100, 2135 and 2125 and all of the spur roads for above mentioned.

(Individual)

Comment: 29-3

Road Suggestions

Catherine Creek and Medical Springs Area
Forest Road 6700 including 350/400/450
Forest Road 7040 including 315/300
Forest Road 7035 including 300/350
Forest Road 7000 including 500
Forest Road 7700 to 7746 including 080
Forest Road 7700 including 550 to 830/839 to 6700
Taylor Green Area

Forest Road 7700 including 600/560/570

Billy Small Meadow Area

Forest Road 2036 including 101/125/070

North Fork Catherine Creek and Buck Creek Area

Forest Road 7787 including 130/133/ and 700 series roads

Pilcher Reservoir Area towards Ladd Canyon Area

Forest Road 4330 including 090 to 4350

Forest Road 4300 including 020 and 030

(Individual)

Comment: 47-3

The roads that directly affect me are 2036 and all spur roads and 7700 and all spur roads.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 99-3

Road # 7700 and all spurs off of it. Some specifically are listed below. Some of the roads I use.
7785
7700952
7700953
7785
7700570
7700981
7700985
7700900
7700987

(Individual)

Comment: 100-3

7700-900 Summit Rd – 2036 Bald Mt.
5130 Limber Jim – 4308-4315-4320 Ladd Canyon
7787 Buck Crk 7785 So Fork Catherine
2034 Frazier Rd. Merry go round rd. and spur rds.

(Individual)

Comment: 131-2

I am concerned about losing trail 3120100 and 3120450.

(Individual)

Comment: 133-2

All spur roads off:
6220
6210
6705
8750
2038
7785
7787

(Individual)

Comment: 151-3

I would like to have 62 roads closed proposed to be closed off the Wallowa Mtn. Loop Road, 3900 to remain open.

(Individual)

Comment: 175-3

I strongly oppose the closure of road numbers 1090060, 1090061, 1090062, 1090063, 1090064, 1090065 and 1090078.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 184-3

We are concerned about main roads, 7700 & 2034 and the associated spurs.

(Individual)

Comment: 195-9

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900485, 3900520, 3900525, 3900534, 3900535, 3900537, 3900540, 3900543, 3900551, 3900555, 3900559, 3900560, 3900562, 3900563, 3900565, 3900580, 3930172, 3930173, 3930174, 3930175, 3930178, 3930190, 3930191, 3930193, 3930194, 3930195, 3930196, 3930198, 3930199, 3930200, 3930203, 3930204, 3930206, 3930207, 3930208, 3935460, 3935462, 3935464, 3935465, 3935470, 3935471, 3935472, 3935473, 3935474, 3935475, 3935476, 3935477, 3935478, 3935479, 3935480, 3935481, 3940050, 3940052, 3940056, 3940063, 3962000, 3962015, 3962025, 3962027, 3962029, 3962035, 3962040, 3962041, 3962042, 3962043, 3962044, 3962045, 3962046, 3962047, 3962048, 3962050, 3962053, 3962056, 3962059, 3962060, 3962061, 3962062, 3962063, 3962065, 3962068, 3962070, 3962072, 3962074, 3962076, 3962078, 3962079, 3962080, 3962081, 3962082, 3962083, 3962084, 3962085, 3962090, 3962093, 3962103, 3965160, 3965163, 3965164, 3965165, 3965166, 3965167, 3965168, 3965169, 3965170, 3965171, 3965172, 3965173, 3965174, 3965175, 3965176, 3965177, 3965178, 3965181, 3965182, 3965183, 3965184, 3965185, 3965186, 3965187, 4600640, 4600644, 4600653, 4600657, 4600660, 4600664, 4600670, 4600673, 4600675, 4600678, 4600680, 4600687, 4600689, 4600698, 4600700, 4600703, 4600706, 4600708, 4600718, 4600730, 4600736, 4600737, 4600739, 4600740, 4600742, 4600743, 4655025, 4655026, 4655027, 4655048, 4655049, 4655051, 4655054, 4655056, 4655060, 4655061, 4655065, 4655070, 4655075, 4655080, 4655085, 4655090, 4655098, 4655105, 4655110, 4655117, 4655120, 4655155, 4655160, 4655165, 4670029, 4670030, 4670031, 4670055, 4670123, 4670126, 4670127, 4670128, 4670129, 4670131, 4670133, 4670135, 4670153, 4670155, 4670180, 4670310, 4670350, 4670351, 4670353, 4670357, 4670359, 4670362, 4670375, 4670380, and 4670381.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 195-12

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900595, 3900596, 3900597, 3900599, 3900603, 3900640, 3900641, 3900646, 3900648, 3900649, 3900655, 3900660, 3900665, 3900668, 3900671, 3900675, 3900695, 3900696, 3900700, 3900750, 3900775, 3900776, 3900796, 3915541, 3915543, 3915545, 3915547, 3915550, 3915552, 3915600, 3915603, 3915611, 3915612, 3915614, 3915615, 3915647, 3915650, 3915652, 3915660, 3915666, 3915669, 3915675, 3930209, 3930210, 3930211, 3930212, 3930213, 3930215, 3930216, 3930217, 3930220, 3930225, 3930227, 3930228, 3930229, 3930231, 3930232, 3930234, 3930235, 3930237, 3930238, 3930239, 3930240, 3930241, 3930242, 3930243, 3930246, 3935365, 3935366, 3935367, 3935368, 3935371, 3935372, 3935373, 3935374, 3935375, 3935376, 3935377, 3935380, 3935382, 3935384, 3935386, 3935388, 3935391, 3935392, 3935393, 3935394, 3950115, 3950116, 3950117, 3950119, 3950120, 3950121, 3950124, 3950131, 3950135, 3950136, 3950139, 3950140, 3950141, 3950145, 3950147, 3965000, 3965015, 3965025, 3965040, 3965043, 3965044, 3965045, 3965075, 3965080, 3965094, 3965190, 3965193, 3965195, 3965205, 3965207, 3965208, 3965210, 3965213, 3965230, 3965235, 3965320, 3965325, 3965330, 3965400, 4600750, 4600760, 4600761, 4600763, 4600780, 4600788, 4600789, 4600810, 4600820, 4600860, 4600862, 4600875, 4600877, 4600882, 4600884, 4600888, 4600889, 4600895, 4600903, 4600905, 4600915, 4600931, 4600937, 4600939, 4600945, 4600947, 4600950, 4600960, 4600975, 4600978, 4600979, 4600990, and 4600993.

(Individual)

Comment: 196-6

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3935015, 3935017, 3935019, 3935020, 3935025, 3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085, 3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165, 3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207, 3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232, 3935233, 3935234, 3935235, 3935236, 3935241, 3935243, 3935245, 3935250, 3935251, 3935252, 3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273, 3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289, 3935290, 3935291, 3935292, 3935295, 3935298, 3935299, 3935300, 3935305, 3935316, 3935317, 3935320, 3935321, 3935322, 3935323, 3935324, 3935325, 3935326, 3935327, 3935328, 3935329, 3935330, 3935331, 3935332, 3935333, 3935334, 3935335, 3935336, 3935337, 3935338, 3935339, 3935341, 3935342, 3935345, 3935351, 3935352, 3935353, 3935354, 3935355, 3935356, 3935360, 3935361, 3935362, 4600270, 4600272, 4600273, 4600274, 4600275, 4600280, 4600281, 4600282, 4600283, 4600284, 4600288, 4600291, 4600293, 4600295, 4600296, 4600297, 4600298, 4600299, 4600307, 4600335, 4600336, 4600338, 4600347, 4600352, 4600353, 4600360, 4600361, 4600362, 4600363, 4600371, 4600372, 4600373, 4600374, 4600375, 4600377, 4600378, 4600379, 4600382, 4600383, 4600387, 4600392, 4600394, 4600405, 4600429, 4600432, 4600433, 4600435, 4600438, 4600440, 4600442, 4600447, 4600450, 4600454, 4600456, 4600458, 4600459, 4600460, 4600461, 4600472, 4600473, and 4600474.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 196-8

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065,

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900595, 3900596, 3900597, 3900599, 3900603, 3900640, 3900641, 3900646, 3900648, 3900649, 3900655, 3900660, 3900665, 3900668, 3900671, 3900675, 3900695, 3900696, 3900700, 3900750, 3900775, 3900776, 3900796, 3915541, 3915543, 3915545, 3915547, 3915550, 3915552, 3915600, 3915603, 3915611, 3915612, 3915614, 3915615, 3915647, 3915650, 3915652, 3915660, 3915666, 3915669, 3915675, 3930209, 3930210, 3930211, 3930212, 3930213, 3930215, 3930216, 3930217, 3930220, 3930225, 3930227, 3930228, 3930229, 3930231, 3930232, 3930234, 3930235, 3930237, 3930238, 3930239, 3930240, 3930241, 3930242, 3930243, 3930246, 3935365, 3935366, 3935367, 3935368, 3935371, 3935372, 3935373, 3935374, 3935375, 3935376, 3935377, 3935380, 3935382, 3935384, 3935386, 3935388, 3935391, 3935392, 3935393, 3935394, 3950115, 3950116, 3950117, 3950119, 3950120, 3950121, 3950124, 3950131, 3950135, 3950136, 3950139, 3950140, 3950141, 3950145, 3950147, 3965000, 3965015, 3965025, 3965040, 3965043, 3965044, 3965045, 3965075, 3965080, 3965094, 3965190, 3965193, 3965195, 3965205, 3965207, 3965208, 3965210, 3965213, 3965230, 3965235, 3965320, 3965325, 3965330, 3965400, 4600750, 4600760, 4600761, 4600763, 4600780, 4600788, 4600789, 4600810, 4600820, 4600860, 4600862, 4600875, 4600877, 4600882, 4600884, 4600888, 4600889, 4600895, 4600903, 4600905, 4600915, 4600931, 4600937, 4600939, 4600945, 4600947, 4600950, 4600960, 4600975, 4600978, 4600979, 4600990, and 4600993.

(Individual)

Comment: 232-1

The Forest Service failed to take a hard look at the following roads: 7700950, 7700980, 6700000 and all of the other spurs roads off the 7700000 road.

(Individual)

Comment: 253-2

believe that no roads should be closed to the public, but the roads I am most concerned about are the 6200, 6220, 6210, 6205, 8270, and all spur roads coming off of these roads.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 259-1

I am giving you a list of the road number and areas that we still travel.

We have to trust that you will do your best to protect our rights.

Sincerely,
Jane Wagoner Yockey

Mt Emily: 3100, 3106, 2110, 4300, 4316, 4320

Catherine Creek: 7787, 7700, 7600

Plus all spur road and trails off of these roads.

(Individual)

Comment: 328-2

The United States Forest Service acted arbitrary and capricious in their decision by not taking a "hard look" at these following roads:

4600-615, 4695-140, 4600-937, 4695-190, 3930-360, 3940-190, 4625-150

4600-616, 4600-618, 3930-193, 3930-194, 3930-195, 3930-220, 4625-456

4600-270, 3940-640, 3940-805, 3940-140, 3940-058, 3910-025

(Individual)

Comment: 363-1

The Forest Service failed to take a hard look at the following roads that need to remain open: 5532, 040, 045, 1010, 10, 6325, 7380, 1090, 1080, 1070, 1065. Actually all trails around Sumpter.

(Individual)

Comment: 404-2

I request the Forest Service remand their decision on closing road numbers 1090105, 1090110, 1090120, 1090152, 1090155, 1090158 and 1090160. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action.

(Individual)

Comment: 410-6

I feel all roads should be left opening 51554001, 3156000, 7300130, 7300131, 4305000, 4320000, 4320170, 4320210, 4320090, 4300, 4300188, 4300160, 5120040, 5120500, 5155110, 5155080, 5155310, 5155300, 5156190, 6700000, 6700800, 6700883, 6700830, 6700839, 7785100, 2036, 2036070, 2038100, 7220, 1160, 7000450, 7000000, 7000400, 7000390, 7000350, 7000358, 7000364, 6700550, 6700580, 6700582. These are just some of the roads that I drive on.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 475-6

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3935015, 3935017, 3935019, 3935020, 3935025, 3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085, 3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165, 3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207, 3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232, 3835233, 3835234, 3935235, 3935236, 3935241, '3935243, 3935245, 3935250, 3935251, 3935252, 3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273, 3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289, 3935290, 3935291, 3935292, 3935295, 3935298, 3935299, 3935300, 3935305, 3935316, 3935317, 3935320, 3935321, 3935322, 3935323, 3935324, 3935325, 3935326, 3935327, 3935328, 3935329, 3935330, 3935331, 3935332, 3935333, 3935334, 3935335, 3935336, 3935337, 3935338, 3935339, 3935341, 3935342, 3935345, 3935351, 3935352, 3935353, 3935354, 3935355, 3935356, 3935360, 3935361, 3935362, 4600270, 4600272, 4600273, 4600274, 4600275, 4600280, 4600281, 4600282, 4600283, 4600284, 4600288, 4600291, 4600293, 4600295, 4600296, 4600297, 4600298, 4600299, 4600307, 4600335, 4600336, 4600338, 4600347, 4600352, 4600353, 4600360, 4600361, 4600362, 4600363, 4600371, 4600372, 4600373, 4600374, 4600375, 4600377, 4600378, 4600379, 4600382, 4600383, 4600387, 4600392, 4600394, 4600405, 4600429, 4600432, 4600433, 4600435, 4600438, 4600440, 4600442, 4600447, 4600450, 4600454, 4600456, 4600458, 4600459, 4600460, 4600461, 4600472, 4600473, and 4600474.

(Individual)

Comment: 475-14

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900595, 3900596, 3900597, 3900599, 3900603, 3900640, 3900641, 3900646, 3900648, 3900649, 3900655, 3900660, 3900665, 3900668, 3900671, 3900675, 3900695, 3900696, 3900700, 3900750, 3900775, 3900776, 3900796, 3915541, 3915543, 3915545, 3915547, 3915550, 3915552, 3915600, 3915603, 3915611, 3915612, 3915614, 3915615, 3915647, 3915650, 3915652, 3915660, 3915666, 3915669, 3915675, 3930209, 3930210, 3930211, 3930212, 3930213, 3930215, 3930216, 3930217, 3930220, 3930225, 3930227, 3930228, 3930229, 3930231, 3930232, 3930234, 3930235, 3930237, 3930238, 3930239, 3930240, 3930241, 3930242, 3930243, 3930246, 3935365, 3935366, 3935367, 3935368, 3935371, 3935372, 3935373, 3935374, 3935375, 3935376, 3935377, 3935380, 3935382, 3935384, 3935386, 3935388, 3935391, 3935392, 3935393, 3935394, 3950115, 3950116, 3950117, 3950119, 3950120, 3950121, 3950124, 3950131, 3950135, 3950136, 3950139, 3950140, 3950141, 3950145, 3950147, 3965000, 3965015, 3965025, 3965040, 3965043, 3965044, 3965045, 3965075, 3965080, 3965094, 3965190, 3965193, 3965195, 3965205, 3965207, 3965208, 3965210, 3965213, 3965230, 3965235, 3965320, 3965325, 3965330, 3965400, 4600750, 4600760, 4600761, 4600763, 4600780, 4600788, 4600789, 4600810, 4600820, 4600860, 4600862, 4600875, 4600877, 4600882, 4600884, 4600888, 4600889, 4600895, 4600903, 4600905, 4600915, 4600931, 4600937, 4600939, 4600945, 4600947, 4600950, 4600960, 4600975, 4600978, 4600979, 4600990, and 4600993.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 527-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing roads 8405-000 trail 1856 (The Whitman Trail R52477 Trail) as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 536-6

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, and 4650170.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 536-13

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900595,3900596, 3900597, 3900599, 3900603, 3900640, 3900641, 3900646, 3900648, 3900649, 3900655, 3900660, 3900665, 3900668, 3900671, 3900675, 3900695, 3900696, 3900700, 3900750, 3900775, 3900776, 3900796, 3915541,3915543, 3915545, 3915547, 3915550, 3915552, 3915600, 3915603, 3915611, 3915612, 3915614,3915615, 3915647, 3915650, 3915652, 3915660, 3915666, 3915669, 3915675, 3930209, 3930210,3930211, 3930212, 3930213, 3930215, 3930216, 3930217, 3930220, 3930225, 3930227, 3930228,3930229, 3930231, 3930232, 3930234, 3930235, 3930237, 3930238, 3930239, 3930240, 3930241,3930242, 3930243, 3930246, 3935365, 3935366, 3935367, 3935368, 3935371, 3935372, 3935373,3935374, 3935375, 3935376, 3935377, 3935380, 3935382, 3935384, 3935386, 3935388, 3935391,3935392, 3935393, 3935394, 3950115, 3950116, 3950117, 3950119, 3950120, 3950121, 3950124,3950131, 3950135, 3950136, 3950139, 3950140, 3950141, 3950145, 3950147, 3965000, 3965015,3965025, 3965040, 3965043, 3965044, 3965045, 3965075, 3965080, 3965094, 3965190, 3965193,3965195, 3965205, 3965207, 3965208, 3965210, 3965213, 3965230, 3965235, 3965320, 3965325,3965330, 3965400, 4600750, 4600760, 4600761, 4600763, 4600780, 4600788, 4600789, 4600810,4600820, 4600860, 4600862, 4600875, 4600877, 4600882, 4600884, 4600888, 4600889, 4600895,4600903, 4600905, 4600915, 4600931, 4600937, 4600939, 4600945, 4600947, 4600950, 4600960,4600975, 4600978, 4600979, 4600990, and 4600993.

(Individual)

Comment: 557-3

You the Forest Service acted arbitrarily and capriciously in your decisions by eliminating roads in the following areas: (These roads are a sample of the many that have violated the NEPA Process.)

Salt Creek: 3915/3910
3910-031 Owl Creek
3910--025 Upper Big Sheep
3910--035 Upper Big Sheep
3915--640 Carol Creek
3915--100 Echo Canyon
3915--525-3910 Loop to Carol Creek

Lick Creek: 3950
3950-075 Loop to Skookum Creek
3925--075 Loop to Skookum Creek
3950--080 Lower Skookum Creek
3950--115 Lower Skookum Creek
3950--147 Loop Ride to Blackhorse
3950-135 Loop Ride to Blackhorse

Pine Creek: Mountain Loop Road
Mt. Loop Road--543 Access to overlooks on Doe Creek & Imnaha River

Harl Butte: 3930
3930--210 Morgan Butte Area
3930--195 Morgan Butte Area
3930--455 Access to Squaw Creek/Had Butte
3930--210 Access to Squaw Creek/Harl Butte

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Janes Ridge: 3935
3935-260 Upper Gumboot and Mahogany Creek
3935-255 Upper Gumboot and Mahogany Creek
3935-250 Upper Gumboot and Mahogany Creek
3935--283 East Mahogany Cretlk
3935--405 Shadow Canyon

Sled Springs: 3040
3040--125 Kuhn to Day Ridge Drainage
3040--150 Kuhn to Day Ridge Drainage
3040--175 Kuhn to Day Ridge Drainage
3049-250 Mud Creek
3049-335 Lower Mud

Sled Area: 3035
3035-100 Loop Access
3035-030 Loop Access
3035--038 Evans Creek
3035-185 Evans Creek
3035--190 Evans Creek
3035-060 Evans Creek
3035-067 Evans Creek
3035-185 Loop to North Hwy 3
3035--187 Loop to North Hwy 3

(Individual)

Comment: 561-2

I turned in my road numbers and they were ignored. My roads are everything from the 5120 downhill to the FS 51 Rd.

(Individual)

Comment: 571-19

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 a-f, namely
3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285,
3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107,
3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125,
3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144,
3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067,
3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110,
4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214,
4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208,
4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081,
4690083, 4690084, 4690091, 4690095, 4690097, 3935015, 3935017, 3935019, 3935020, 3935025,
3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085,
3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165,
3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207,
3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232,

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

3835233, 3835234, 3935235, 3935236, 3935241, 3935243, 3935245, 3935250, 3935251, 3935252,
3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273,
3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289,
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3935320, 3935321, 3935322, 3935323, 3935324, 3935325, 3935326, 3935327, 3935328, 3935329,
3935330, 3935331, 3935332, 3935333, 3935334, 3935335, 3935336, 3935337, 3935338, 3935339,
3935341, 3935342, 3935345, 3935351, 3935352, 3935353, 3935354, 3935355, 3935356, 3935360,
3935361, 3935362, 4600270, 4600272, 4600273, 4600274, 4600275, 4600280, 4600281, 4600282,
4600283, 4600284, 4600288, 4600291, 4600293, 4600295, 4600296, 4600297, 4600298, 4600299,
4600307, 4600335, 4600336, 4600338, 4600347, 4600352, 4600353, 4600360, 4600361, 4600362,
4600363, 4600371, 4600372, 4600373, 4600374, 4600375, 4600377, 4600378, 4600379, 4600382,
4600383, 4600387, 4600392, 4600394, 4600405, 4600429, 4600432, 4600433, 4600435, 4600438,
4600440, 4600442, 4600447, 4600450, 4600454, 4600456, 4600458, 4600459, 4600460, 4600461,
4600472, 4600473, 4600474, 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207,
3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410,
3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465,
3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066,
3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010,
3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043,
3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062,
3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107,
3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118,
3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149,
3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020,
3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041,
3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085,
3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100,
3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505,
4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585,
4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603,
4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619,
4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053,
4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155,
4650157, 4650160, 4650170, 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207,
3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410,
3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465,
3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066,
3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010,
3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043,
3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062,
3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107,
3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118,
3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149,
3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020,
3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041,
3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085,
3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100,
3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505,
4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585,
4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603,

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, 4650170, 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, 4650170, 3930325, 3930360, 3930365, 3930372, 3930380, 3930392, 3930403, 3930417, 3930450, 3930451, 3935405, 3935407, 3935408, 3935409, 3935410, 3935412, 3935413, 3935414, 3935415, 3935418, 3935419, 3935421, 3935422, 3935423, 3935424, 3935425, 3935426, 3935427, 3935428, 3935430, 3935431, 3935432, 3935433, 3935435, 3935438, 3935444, 3935450, 3935451, 3935452, 3935453, 3950160, 3950170, 3950180, 3950181, 3950182, 3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325, 4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073, 4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347, 4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120, 4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018, 4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101, 4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112, 4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143, 4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275, 4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4695179, 4695181, 4695184, 4695188, 4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 593-3

REMAND REQUEST #1: The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 1145270, 1145290, 1145292, 1145296, 1160600, 1090026, 1090800, 1090050, 1170052, 1170070, 1170071, 1170100, 1170120, 1135275, 1135277, 1135279, 7395207, 7395255 in this plan.

(Individual)

Comment: 599-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 1145270, 1145290, 1160600, 1170052, 1170070, 1170071, 1170100, 1170102, 1170120, 1170160, 1170195, 1170196, 1170212, 1090000, 1090026, 6210000, 5140000, 5140600, 4260000, 73950000, 3900000, 1100700, 553000 and many, many more.

(Individual)

Comment: 666-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 7035020, 7035025, 7035030, 7035041, 7035050, 7035070, 7035075, 7035200, 7035230, 7035235, 7035237, 7035245, 7035300, 7035310, 7035320, 7035351, 7035355, 7035360, 7035370, 7035375, 7035380, 7035381, 7035382, 7035385, 7035387, 7035388, 7035390, 7035395, 7035397, 7035400, 7035410 and many, many more.

(Individual)

Comment: 667-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 5536000, 6555000, 6540000, 7745000, 1145000, 1150000, 4625000, 4630000, 4635000, 4615000, 4605000, 4695000, 2220000, 4690000, 4605000, 4610000, 4602000, 3040000, 3025000, 3030000, 3021000, and many, many more.

(Individual)

Comment: 669-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 1042960, 1100778, 1035496, 7220385, 1100350, 7220300, 1055425, 1120235, 1118124, 7301000, 110125, 550500, 1200692, 5505200, 1165047, 7750130, 1240700, 7750100, 1230355, 7750300, 1900061 and many, many more.

(Individual)

Comment: 1-11

I am appealing your removal of trails 1678, 1611, 1660, 1860, 1658 and roads 2100385, 2110220, 3120450, 3120450, 3120470, 4605100, 5427078, 5427085, 5505030, 7220100, 7220200, 7700225, 7700700, 7700900, 7715060, 7725, 8405.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 3-1

The roads I use often are roads:

6220, 6200, 6241, 6250, 6280, 6380, 6400, 6396, 6360, 6300, 6343, 6332, 6325, 6357, 6356,
6490, 6500, 6510, 6550, 51, 5040, 5050, 4305, 4652, 4664, 5140, 5195, 5960, 5125, 5130, 5138,
5021, 5015, 5365, 5135, 5100, 5110, 5080, 5050, 2120, 2105, 2460, 2301, 2980, 2095, 2021

(Individual)

Comment: 22-6

I have also attached copies of your provided maps with the roads we use highlighted in yellow. Again the numbers listed below are main areas we travel, however, several of the offshoot roads not numerically listed are equally important. See attached maps.

Areas Towards Catherine Creek and Balm Creek area: 2036 2038 7785 7785-700

7785-730 7785-810 7787 7700 7700-950 7700-900 7700-4 70

7740-580 7740-582 7740-550 7740-535 7740-839 7740-830

6700 7055 7000 7000-475 7000-300 7035 7040 7000-500 7035-300

7035-350 7035-030 7035-045 7065-175 4682-190

Mt Emily area: 2100 2100-800 2155 3100 3106 3120 3120-450 4805

4805-090

Starkey area: 5160 5160-500 5155 5166 5182

Ladd Canyon Area:

4316-220

4300 4300-700 4316 4315 4320 4316-800 4316-060

4305 4305-270

(Individual)

Comment: 150-1

The Forest Service failed to take a hard look at the following Rds. Rd # 6700000 "Big Creek Rd," Rd # 700000 "Collins Rd," Rd # 7750-130 "Bennett Peak Rd," Rd #7045 Road from 7 Rd to 70 Rd near Balm Creek Reservoir.

(Individual)

Comment: 195-4

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930255, 3930259, 3930263, 3930265,
3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305,
3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115,
3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135,
3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030,
3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125,
3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170,
4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025,
4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250,
4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084, 4690091, 4690095, and
4690097.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 196-4

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084, 4690091, 4690095, and 4690097.

(Individual)

Comment: 204-1

Are the roads into Fish Lake going to be closed due to the recent legislation. I'm talking about if you go up the mountain from the Snake River side, and also the "good" road up out of Halfway. I look forward to hearing from you.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 246-6

ROAD'S LISTED BELOW ARE THE ROADS WE ARE APPEALING TO BE LEFT OPEN

Wallowa County:

Starvation Ridge:

090, 080, 092, 094

Roberts Butte: 4605

4605109, 4605062, 4605074

McCubbin 3021:

3021094, 3021925, 3021921, 3021923, 3021960, 3021094, 3021097, 3021099, 3021260, 3021089,
3021088, 3021070, 3021814, 3021811, 3021085, 3021034, 3021030, 3021026, 3021053, 3021025,
3021023, 3021032, 3021036, 3021072, 3021083, 3021190, 3021050, 3021074, 3021076, 3021155,
3021110, 3021115, 3021040, 3021051, 3021048, 3021049, 3021055, 3021042, 3021063, 3021090,
3021079, 3021077

McCalister 3025:

3025020, 3025025, 3025026, 3 025062, 3025060, 3025068, 3025090, 3 025128, 3025120,
3025125, 3025122, 3025150, 3025153, 3025163, 3025217, 3025219, 3025215, 3025221, 3025223,
3025235, 3025213, 3025210, 3025205, 3025197, 3025193, 3025195, 3025180, 3025039, 3025038,
3025037, 3025030, 3025033, 3025103, 3025100

Washboard 3030:

3030015, 3030016, 3030018, 3030105, 3030035, 3030045, 303 0025, 3030048, 3030046,
3030050, 3030052, 3030075, 3030036, 3030038, 3030055, 3030078, 3030076, 3030074, 3030106,
3030112, 3030115, 3030085, 3030123, 3030124, 3030122, 3030125, 3030129, 3030135, 3030461,
3030457, 3030455, 3030453, 3030451, 3030145, 3030147, 3030149, 3030159, 3030179, 3030169,
3030171, 3030167, 3030165, 3030157, 3030158, 3030153, 3030127, 3030117, 3030109, 3030107

(Individual)

Comment: 410-11

I am appealing your removal of trails 1678, 1611, 1660, 1860, 1658 and roads 2100385, 2110220,
3120450, 3120450, 3120470, 4605100, 5427078, 5427085, 5505030, 7220100, 7220200, 7700225,
7700700, 7700900, 7715060, 7725, 8405.

(Individual)

Comment: 436-1

REMAND REQUEST # 1: The United States Forest Service acted arbitrarily and capriciously in their
decision to close Motherload 7035250, 7035355, 7040000, 7055455, 7050000, 7010000, 7000000
Balm Creek area and many, many more.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 475-11

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900485, 3900520, 3900525, 3900534, 3900535, 3900537, 3900540, 3900543, 3900551, 3900555, 3900559, 3900560, 3900562, 3900563, 3900565, 3900580, 3930172, 3930173, 3930174, 3930175, 3930178, 3930190, 3930191, 3930193, 3930194, 3930195, 3930196, 3930198, 3930199, 3930200, 3930203, 3930204, 3930206, 3930207, 3930208, 3935460, 3935462, 3935464, 3935465, 3935470, 3935471, 3935472, 3935473, 3935474, 3935475, 3935476, 3935477, 3935478, 3935479, 3935480, 3935481, 3940050, 3940052, 3940056, 3940063, 3962000, 3962015, 3962025, 3962027, 3962029, 3962035, 3962040, 3962041, 3962042, 3962043, 3962044, 3962045, 3962046, 3962047, 3962048, 3962050, 3962053, 3962056, 3962059, 3962060, 3962061, 3962062, 3962063, 3962065, 3962068, 3962070, 3962072, 3962074, 3962076, 3962078, 3962079, 3962080, 3962081, 3962082, 3962083, 3962084, 3962085, 3962090, 3962093, 3962103, 3965160, 3965163, 3965164, 3965165, 3965166, 3965167, 3965168, 3965169, 3965170, 3965171, 3965172, 3965173, 3965174, 3965175, 3965176, 3965177, 3965178, 3965181, 3965182, 3965183, 3965184, 3965185, 3965186, 3965187, 4600640, 4600644, 4600653, 4600657, 4600660, 4600664, 4600670, 4600673, 4600675, 4600678, 4600680, 4600687, 4600689, 4600698, 4600700, 4600703, 4600706, 4600708, 4600718, 4600730, 4600736, 4600737, 4600739, 4600740, 4600742, 4600743, 4655025, 4655026, 4655027, 4655048, 4655049, 4655051, 4655054, 4655056, 4655060, 4655061, 4655065, 4655070, 4655075, 4655080, 4655085, 4655090, 4655098, 4655105, 4655110, 4655117, 4655120, 4655155, 4655160, 4655165, 4670029, 4670030, 4670031, 4670055, 4670123, 4670126, 4670127, 4670128, 4670129, 4670131, 4670133, 4670135, 4670153, 4670155, 4670180, 4670310, 4670350, 4670351, 4670353, 4670357, 4670359, 4670362, 4670375, 4670380, and 4670381.

(Individual)

Comment: 475-17

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930325, 3930360, 3930365, 3930372, 3930380, 3930392, 3930403, 3930417, 3930450, 3930451, 3935405, 3935407, 3935408, 3935409, 3935410, 3935412, 3935413, 3935414, 3935415, 3935418, 3935419, 3935421, 3935422, 3935423, 3935424, 3935425, 3935426, 3935427, 3935428, 3935430, 3935431, 3935432, 3935433, 3935435, 3935438, 3935444, 3935450, 3935451, 3935452, 3935453, 3950160, 3950170, 3950180, 3950181, 3950182, 3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325, 4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073, 4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347, 4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120, 4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018, 4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101, 4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112, 4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143, 4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275, 4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4696179, 4695181, 4695184, 4695188, 4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 536-16

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930325, 3930360, 3930365, 3930372, 3930380, 3930392, 3930403, 3930417, 3930450, 3930451, 3935405, 3935407, 3935408, 3935409, 3935410, 3935412, 3935413, 3935414, 3935415, 3935418, 3935419, 3935421, 3935422, 3935423, 3935424, 3935425, 3935426, 3935427, 3935428, 3935430, 3935431, 3935432, 3935433, 3935435, 3935438, 3935444, 3935450, 3935451, 3935452, 3935453, 3950160, 3950170, 3950180, 3950181, 3950182, 3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325, 4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073, 4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347, 4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120, 4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018, 4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101, 4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112, 4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143, 4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275, 4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4695179, 4695181, 4695184, 4695188, 4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Comment: 536-21

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 a-e and section 3, namely 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084, 4690091, 4690095, 4690097, 3935015, 3935017, 3935019, 3935020, 3935025, 3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085, 3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165, 3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207, 3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232, 3835233, 3835234, 3935235, 3935236, 3935241, 3935243, 3935245, 3935250, 3935251, 3935252, 3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273, 3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289, 3935290, 3935291, 3935292, 3935295, 3935298, 3935299, 3935300, 3935305, 3935316, 3935317, 3935320, 3935321, 3935322, 3935323, 3935324, 3935325, 3935326, 3935327, 3935328, 3935329, 3935330, 3935331, 3935332, 3935333, 3935334, 3935335, 3935336, 3935337, 3935338, 3935339, 3935341, 3935342, 3935345, 3935351, 3935352, 3935353, 3935354, 3935355, 3935356,

Appendix "D"
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Response To Comment Report

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Appendix "D"
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(Individual)

Appendix "D"
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Response To Comment Report

Comment: 563-2

You the Forest Service acted arbitrarily and capriciously in your decisions by eliminating roads in the following areas: (These roads are a sample of the many that have violated the NEPA Process.)

Sled Springs: 3040

3040--to following: 125-150-175-335

Sled Springs: 3035

3035-to following: 100-030-038-185-190-060-067

Miller Ridge: 4615 + 4605

4605--to following: 100-250

4615--to following: 200-300-065-056

Carrol Creek: 3915+3910

3915-to following: 600-541-542-100

3910--to following: 033-035-031

(Individual)

Comment: 571-6

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3935015, 3935017, 3935019, 3935020, 3935025, 3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085, 3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165, 3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207, 3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232, 3835233, 3835234, 3935235, 3935236, 3935241, 3935243, 3935245, 3935250, 3935251, 3935252, 3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273, 3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289, 3935290, 3935291, 3935292, 3935295, 3935298, 3935299, 3935300, 3935305, 3935316, 3935317, 3935320, 3935321, 3935322, 3935323, 3935324, 3935325, 3935326, 3935327, 3935328, 3935329, 3935330, 3935331, 3935332, 3935333, 3935334, 3935335, 3935336, 3935337, 3935338, 3935339, 3935341, 3935342, 3935345, 3935351, 3935352, 3935353, 3935354, 3935355, 3935356, 3935360, 3935361, 3935362, 4600270, 4600272, 4600273, 4600274, 4600275, 4600280, 4600281, 4600282, 4600283, 4600284, 4600288, 4600291, 4600293, 4600295, 4600296, 4600297, 4600298, 4600299, 4600307, 4600335, 4600336, 4600338, 4600347, 4600352, 4600353, 4600360, 4600361, 4600362, 4600363, 4600371, 4600372, 4600373, 4600374, 4600375, 4600377, 4600378, 4600379, 4600382, 4600383, 4600387, 4600392, 4600394, 4600405, 4600429, 4600432, 4600433, 4600435, 4600438, 4600440, 4600442, 4600447, 4600450, 4600454, 4600456, 4600458, 4600459, 4600460, 4600461, 4600472, 4600473, and 4600474.

(Individual)

Comment: 571-21

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 a-f and section 3, namely 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050,

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3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030,
3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079,
3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100,
3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325,
4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073,
4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347,
4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120,
4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018,
4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101,
4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112,
4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143,
4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275,
4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4695179, 4695181, 4695184, 4695188,

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4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Comment: 571-23

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 a-f, section 3, and section 4, namely 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084, 4690091, 4690095, 4690097, 3935015, 3935017, 3935019, 3935020, 3935025, 3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085, 3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165, 3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207, 3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232, 3835233, 3835234, 3935235, 3935236, 3935241, 3935243, 3935245, 3935250, 3935251, 3935252, 3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273, 3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289, 3935290, 3935291, 3935292, 3935295, 3935298, 3935299, 3935300, 3935305, 3935316, 3935317, 3935320, 3935321, 3935322, 3935323, 3935324, 3935325, 3935326, 3935327, 3935328, 3935329, 3935330, 3935331, 3935332, 3935333, 3935334, 3935335, 3935336, 3935337, 3935338, 3935339, 3935341, 3935342, 3935345, 3935351, 3935352, 3935353, 3935354, 3935355, 3935356, 3935360, 3935361, 3935362, 4600270, 4600272, 4600273, 4600274, 4600275, 4600280, 4600281, 4600282, 4600283, 4600284, 4600288, 4600291, 4600293, 4600295, 4600296, 4600297, 4600298, 4600299, 4600307, 4600335, 4600336, 4600338, 4600347, 4600352, 4600353, 4600360, 4600361, 4600362, 4600363, 4600371, 4600372, 4600373, 4600374, 4600375, 4600377, 4600378, 4600379, 4600382, 4600383, 4600387, 4600392, 4600394, 4600405, 4600429, 4600432, 4600433, 4600435, 4600438, 4600440, 4600442, 4600447, 4600450, 4600454, 4600456, 4600458, 4600459, 4600460, 4600461, 4600472, 4600473, 4600474, 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081,

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3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, 4650170, 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, 4650170, 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, 4650170, 3930325, 3930360, 3930365, 3930372, 3930380, 3930392, 3930403, 3930417, 3930450, 3930451, 3935405, 3935407, 3935408, 3935409, 3935410, 3935412, 3935413, 3935414, 3935415, 3935418, 3935419, 3935421, 3935422, 3935423, 3935424, 3935425, 3935426, 3935427, 3935428, 3935430, 3935431, 3935432, 3935433, 3935435, 3935438,

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3935444, 3935450, 3935451, 3935452, 3935453, 3950160, 3950170, 3950180, 3950181, 3950182, 3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325, 4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073, 4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347, 4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120, 4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018, 4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101, 4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112, 4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143, 4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275, 4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4695179, 4695181, 4695184, 4695188, 4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Comment: 594-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 1075010, 1075014, 1075020, 1075050, 1075057, 1075060, 1075065, 1075068, 1075069, 1075070, 1075082, 1075084 and many, many more.

(Individual)

Comment: 611-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 7750130, 7750100, 7750300, 7045030, 7045550, 7370100, 7370150 7395152, 7225010, 7225015, 7225050, 7225060, 7225070, 7225075, 7225080, 7225082, 7225086, 7225088, 7225093, 7225095, 7225120, 7225125, 7225126, 7225127, 7225130, 7225136, 7225140, 7225150, 7225152, 7225153, 7225201, 7225213, 7225217, 730100, 550500, 5505200, as well as many more that I could not for sure list because of the confusing nature of different maps and roads with no numbers on the maps or roads in this plan.

(Individual)

Comment: 632-1

The Forest Service failed to take a "hard look" at the trail systems off highway – Fish Lake, FS Road 77, the Hess Cabin Road, the Spring Creek area.

(Individual)

Comment: 670-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close 5530000, 5540031, 5540100, Elk Haven Mine, 2536100, 2536152, all RS2477 roads, 1118020 to 1118127, 1115002 to 1115115 and many, many more.

(Individual)

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All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 7-3

Road Number

295, 261.70, 261.12, 261.15, 251.112, 251.18, 251.15, 251.14, 212.55, 212.54, 212.53, 212.52, 212.51, 212.50, 212.5, 212.1

Bald Mt. Road and spurs

2036, 4300, 4315, 4320, 5125, 5100, 5110, 5100, 5182, 2036 and many more

Catherine Creek

7785, 7787, 2034 and many more

F__Wallawa

4600797, 4600787, 460086, 4600500, 335 046 and many more

Shame on you

(Individual)

Comment: 9-2

I suggest that you leave:

77 hundred road and all spurs open

7787 road and all spurs open

4300 hundred road and all spurs open

3100 hundred road and all spurs open

(Individual)

Comment: 136-1

All roads off 6200 and 6220

(Individual)

Comment: 161-3

7700-900 Summit Rd. - 2036 - Bald Mt. 5130 – Lumber Jim – 4308 – 4315 – 4320 – Ladd Canyon

7787 – Buck Crk – 7785 – So Fork Catherine 2034 – Frazier Rd. and spur rds

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 196-12

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930325, 3930360, 3930365, 3930372, 3930380, 3930392, 3930403, 3930417, 3930450, 3930451, 3935405, 3935407, 3935408, 3935409, 3935410, 3935412, 3935413, 3935414, 3935415, 3935418, 3935419, 3935421, 3935422, 3935423, 3935424, 3935425, 3935426, 3935427, 3935428, 3935430, 3935431, 3935432, 3935433, 3935435, 3935438, 3935444, 3935450, 3935451, 3935452, 3935453, 3950160, 3950170, 3950180, 3950181, 3950182, 3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325, 4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073, 4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347, 4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120, 4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018, 4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101, 4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112, 4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143, 4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275, 4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4695179, 4695181, 4695184, 4695188, 4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Comment: 224-2

All road off 6200 & 6220

(Individual)

Comment: 247-2

Here is a list of some of the roads and all there spur roads I do not want to see closed: 4300, 4320, 4305, 4315, 4316, 3100, 3107, 3106, 3104, 2100, 2135, and 2125 and all the spur roads for above mentioned.

(Individual)

Comment: 250-2

We are requesting that you make sure that these roads # 3100, 3106, 3104, 2110, 4300, 4316, 4320, 7787, 7700, 7600 and all the spur roads and trails off of these roads be left open for our use and all other peoples.

(Individual)

Comment: 364-1

The Forest Service failed to take a hard look at the following roads that need to remain open: 5532, 040, 045, 1010, 10, 6325, 7380, 1090, 1080, 1070, 1065. Actually all trails around Sumpter.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 427-1

Your decision to close Forest roads 4320, 4330 and 4380 is arbitrary

(Individual)

Comment: 475-8

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, and 4650170.

(Individual)

Comment: 477-1

The Forest Service failed to take a hard look at: all the trails around Sumpter, Oregon trails 1065, 1070, 1080, 1090, 7380, 6325.10, 1010, actually all the trails around Baker City, Grant County, and Sumpter, Oregon.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 536-4

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084, 4690091, 4690095, and 4690097.

(Individual)

Comment: 536-18

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 a-e, namely 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084, 4690091, 4690095, 4690097, 3935015, 3935017, 3935019, 3935020, 3935025, 3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085, 3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165, 3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207, 3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232, 3835233, 3835234, 3935235, 3935236, 3935241, 3935243, 3935245, 3935250, 3935251, 3935252, 3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273, 3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289, 3935290, 3935291, 3935292, 3935295, 3935298, 3935299, 3935300, 3935305, 3935316, 3935317, 3935320, 3935321, 3935322, 3935323, 3935324, 3935325, 3935326, 3935327, 3935328, 3935329, 3935330, 3935331, 3935332, 3935333, 3935334, 3935335, 3935336, 3935337, 3935338, 3935339, 3935341, 3935342, 3935345, 3935351, 3935352, 3935353, 3935354, 3935355, 3935356, 3935360, 3935361, 3935362, 4600270, 4600272, 4600273, 4600274, 4600275, 4600280, 4600281, 4600282, 4600283, 4600284, 4600288, 4600291, 4600293, 4600295, 4600296, 4600297, 4600298, 4600299, 4600307, 4600335, 4600336, 4600338, 4600347, 4600352, 4600353, 4600360, 4600361, 4600362, 4600363, 4600371, 4600372, 4600373, 4600374, 4600375, 4600377, 4600378, 4600379, 4600382, 4600383, 4600387, 4600392, 4600394, 4600405, 4600429, 4600432, 4600433, 4600435, 4600438, 4600440, 4600442, 4600447, 4600450, 4600454, 4600456, 4600458, 4600459, 4600460, 4600461, 4600472, 4600473, 4600474, 3900170, 3900180, 3900200, 3900201, 3900203, 3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015,

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Appendix "D"
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(Individual)

Comment: 536-23

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 a-e, section 3, and section 4, namely 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084, 4690091, 4690095, 4690097, 3935015, 3935017, 3935019, 3935020, 3935025, 3935030, 3935035, 3935037, 3935038, 3935050, 3935053, 3935059, 3935066, 3935075, 3935085, 3935090, 3935105, 3935115, 3935120, 3935130, 3935139, 3935154, 3935156, 3935160, 3935165, 3935170, 3935192, 3935195, 3935196, 3935201, 3935202, 3935203, 3935204, 3935205, 3935207, 3935209, 3935211, 3935213, 3935214, 3935215, 3935216, 3935217, 3935219, 3935231, 3935232, 3835233, 3835234, 3935235, 3935236, 3935241, 3935243, 3935245, 3935250, 3935251, 3935252, 3935253, 3935254, 3935255, 3935260, 3935262, 3935269, 3935270, 3935271, 3935272, 3935273, 3935274, 3935275, 3935276, 3935277, 3935280, 3935283, 3935285, 3935287, 3935288, 3935289, 3935290, 3935291, 3935292, 3935295, 3935298, 3935299, 3935300, 3935305,

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3900205, 3900207, 3900209, 3900230, 3900231, 3900232, 3900233, 3900234, 3900235, 3900236, 3900400, 3900410, 3900420, 3900421, 3900440, 3900442, 3900450, 3900452, 3900453, 3900455, 3900460, 3900465, 3915027, 3915030, 3915033, 3915035, 3915043, 3915049, 3915051, 3915053, 3915065, 3915066, 3915068, 3915069, 3915070, 3915072, 3915080, 3915085, 3915100, 3915102, 3915107, 3930010, 3930015, 3930020, 3930024, 3930028, 3930032, 3930034, 3930040, 3930041, 3930042, 3930043, 3930044, 3930045, 3930046, 3930047, 3930048, 3930049, 3930050, 3930053, 3930061, 3930062, 3930065, 3930070, 3930085, 3930086, 3930090, 3930095, 3930102, 3930103, 3930104, 3930107, 3930108, 3930109, 3930110, 3930111, 3930112, 3930114, 3930115, 3930116, 3930117, 3930118, 3930122, 3930130, 3930133, 3930134, 3930137, 3930140, 3930143, 3930146, 3930148, 3930149, 3930150, 3930152, 3930153, 3930154, 3930155, 3930159, 3930160, 3950000, 3950015, 3950020, 3950023, 3950025, 3950026, 3950027, 3950029, 3950035, 3950036, 3950039, 3950040, 3950041, 3950047, 3950048, 3950049, 3950050, 3950063, 3950079, 3950080, 3950081, 3950083, 3950085, 3950095, 3950096, 3950097, 3960000, 3960045, 3960055, 3960065, 3960081, 3960083, 3960100, 3960200, 3960300, 3960393, 3960395, 3960400, 4600477, 4600478, 4600490, 4600495, 4600505, 4600510, 4600511, 4600513, 4600520, 4600526, 4600545, 4600555, 4600560, 4600583, 4600585, 4600591, 4600594, 4600595, 4600596, 4600597, 4600598, 4600599, 4600601, 4600602, 4600603, 4600604, 4600605, 4600607, 4600608, 4600613, 4600614, 4600615, 4600616, 4600618, 4600619, 4600620, 4600622, 4600625, 4600626, 4600627, 4650020, 4650021, 4650027, 4650045, 4650053, 4650055, 4650057, 4650065, 4650081, 4650125, 4650140, 4650142, 4650144, 4650145, 4650155, 4650157, 4650160, 4650170, 3930325, 3930360, 3930365, 3930372, 3930380, 3930392, 3930403, 3930417, 3930450, 3930451, 3935405, 3935407, 3935408, 3935409, 3935410, 3935412, 3935413, 3935414, 3935415, 3935418, 3935419, 3935421, 3935422, 3935423, 3935424, 3935425, 3935426, 3935427, 3935428, 3935430, 3935431, 3935432, 3935433, 3935435, 3935438, 3935444, 3935450, 3935451, 3935452, 3935453, 3950160, 3950170, 3950180, 3950181, 3950182, 3950183, 3950185, 3950186, 3950187, 3950189, 3950191, 3950196, 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160, 4630185, 4630190, 4630230, 4630287, 4630295, 4630303, 4630312, 4630325, 4630327, 4630329, 4630360, 4630367, 4665055, 4665057, 4665060, 4665065, 4665071, 4665073, 4665075, 4665082, 4665205, 4665250, 4665260, 4665265, 4665300, 4665344, 4665345, 4665347, 4665349, 4680000, 4680035, 4680040, 4680050, 4680075, 4680080, 4680090, 4680110, 4680120, 4680123, 4680126, 4680135, 4680140, 4680145, 4680150, 4680170, 4690016, 4690017, 4690018, 4690019, 4690020, 4690025, 4690041, 4690050, 4690051, 4690053, 4690055, 4690059, 4690101, 4690102, 4690103, 4690104, 4690105, 4690106, 4690107, 4690109, 4690110, 4690111, 4690112, 4690113, 4690114, 4690115, 4690116, 4690117, 4690119, 4690138, 4690139, 4690141, 4690143, 4690150, 4690156, 4690160, 4690165, 4690259, 4690260, 4690263, 4690269, 4690272, 4690275, 4695050, 4695100, 4695140, 4695146, 4695175, 4695178, 4695179, 4695181, 4695184, 4695188, 4695190, 4695191, 4695192, 4695195, 4695196, 4695199, 4695201, 4695203, 4695206, 4695209, 4695215, 4695217, 4695225, 4695227, 4695230, 4695240, 4695243, 4695273, 4695274, 4695290, 4695296, 4695300, 4695311, 4695315, 4695320, 4695396, and 4695399.

(Individual)

Comment: 566-1

The Forest Service failed to look at proposed closure of roads 1230, 12, 1210, 2640, 70 and 50.

(Individual)

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Comment: 571-4

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3930255, 3930259, 3930263, 3930265, 3930266, 3930267, 3930268, 3930270, 3930275, 3930285, 3930287, 3930288, 3930292, 3930305, 3930307, 3930310, 3965100, 3965105, 3965107, 3965110, 3965111, 3965113, 3965114, 3965115, 3965116, 3965117, 3965119, 3965120, 3965125, 3965127, 3965130, 3965131, 3965134, 3965135, 3965137, 3965140, 3965141, 3965143, 3965144, 3965145, 3965147, 3965155, 3985000, 3985030, 3985035, 3985040, 3985050, 3985065, 3985067, 3985080, 3985100, 3985111, 3985112, 3985125, 3985170, 3985260, 4630100, 4630105, 4630110, 4630150, 4630155, 4630160, 4630162, 4630170, 4630175, 4630177, 4660210, 4660212, 4660214, 4660230, 4660235, 4665020, 4665021, 4665025, 4665027, 4665029, 4665030, 4680200, 4680208, 4680212, 4680215, 4680219, 4680220, 4680250, 4680500, 4680580, 4690070, 4690080, 4690081, 4690083, 4690084, 4690091, 4690095, and 4690097.

(Individual)

Comment: 571-14

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close roads 3900595, 3900596, 3900597, 3900599, 3900603, 3900640, 3900641, 3900646, 3900648, 3900649, 3900655, 3900660, 3900665, 3900668, 3900671, 3900675, 3900695, 3900696, 3900700, 3900750, 3900775, 3900776, 3900796, 3915541, 3915543, 3915545, 3915547, 3915550, 3915552, 3915600, 3915603, 3915611, 3915612, 3915614, 3915615, 3915647, 3915650, 3915652, 3915660, 3915666, 3915669, 3915675, 3930209, 3930210, 3930211, 3930212, 3930213, 3930215, 3930216, 3930217, 3930220, 3930225, 3930227, 3930228, 3930229, 3930231, 3930232, 3930234, 3930235, 3930237, 3930238, 3930239, 3930240, 3930241, 3930242, 3930243, 3930246, 3935365, 3935366, 3935367, 3935368, 3935371, 3935372, 3935373, 3935374, 3935375, 3935376, 3935377, 3935380, 3935382, 3935384, 3935386, 3935388, 3935391, 3935392, 3935393, 3935394, 3950115, 3950116, 3950117, 3950119, 3950120, 3950121, 3950124, 3950131, 3950135, 3950136, 3950139, 3950140, 3950141, 3950145, 3950147, 3965000, 3965015, 3965025, 3965040, 3965043, 3965044, 3965045, 3965075, 3965080, 3965094, 3965190, 3965193, 3965195, 3965205, 3965207, 3965208, 3965210, 3965213, 3965230, 3965235, 3965320, 3965325, 3965330, 3965400, 4600750, 4600760, 4600761, 4600763, 4600780, 4600788, 4600789, 4600810, 4600820, 4600860, 4600862, 4600875, 4600877, 4600882, 4600884, 4600888, 4600889, 4600895, 4600903, 4600905, 4600915, 4600931, 4600937, 4600939, 4600945, 4600947, 4600950, 4600960, 4600975, 4600978, 4600979, 4600990, and 4600993.

(Individual)

Comment: 591-1

REMAND REQUEST #1: The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 3980000, 3980020, 3980030, 3980035, 3980050, 3980060, 3980061, 3980062, 3980070, 3980075, 3980076, 3980077, 3980079, 3980080, 3980082, 3980087, 3980090, 3980092, 3980093, 3980095, 3980096, 3980098, 3980100, 3980102, 3980160

(Individual)

Comment: 595-1

The United States Forest Service acted illogically, and erratically in their decision to close roads 7220100, 7220102, 7220103 and many, many more.

(Individual)

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Comment: 606-1

The United States Forest Service acted illogically and erratically in their decision to close roads 7220100, 7220102, 7220103, and many, many more.

(Individual)

Comment: 608-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 7370016, 7370025, 7370026, 7370027, 7370028, 7370029, 7370030, 7370031, 7370032, 7370035, 7370037, 7370038, 7370039, 7370040, 7370045, 7370050, 7370060, 7370062, 7370065, 7370100, 7370120, 7370122, 7370123, 7370125, 7370126, 7370130, 7370132, 7370133, 7370142, 7370147, 7370148, 7370149, 7370151, 7370160, 7370162, 7370163, 7370165, 7370167, 7370171, 7370180

(Individual)

Comment: 610-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close roads 7740339, 7740400, 7740440, 7740450, 7740451, 7740459, 7740469, 7741000, 7741125, 7741126, 7741132, 7741133, 7741175, 7741180, 7741182, 7741185, 7741190, 7741200, 7745015, 7745041, 7745042, 7745043, 7745044, 7745045, 7745050, 7745059, 7745060, 7745061, 7745065, 7745070, 7745550, 7745551, 7040305, 7040310, 7040315, 7040400, 7040500, 7040590, 7040600, 7040602, 7040603, 7040610, 7040612, 7040615, 7050000, 7050005, 7050010, 7050012, 705013, 7050014, 7050015, 7050016, 7050017, 7050018, 7050019, 7050020, 7050026, 7050027, 7050028, 7050029, 7050030, 7050031, 7050032, 7050033, 7050034, 7050036, 7050040, 7050041, 7050049, 7050050, 7050054, 7050055, 7050056, 7050060, 7050080, 7055000, 7055100, 7055101, 7055130, 7055131, 7055132, 7055133, 7055135, 7055140, 7055150, 7055180, 7055200, 7055210, 7055220, 7055230, 7055232, 7055233, 7055234, 7055236, 7055237, 7055238, 7055240, 7055290, 7055300, 7055400, 7055430, 7055440, 7055442, 7055444, 7055450, 7055451, 7055500, 7715020, 7715022, 7715023, 7715024, 7715025, 7715026, 7715027, 7715028, 7715029, 7715030, 7715305, 7715040, 7715043, 7715045, 7715049, 7715055, 7715060, 7715070, 7715080, 7715085, 7715100, 7715101, 7715120, 7715122, 7715126, 7715130, 7715134, 7715136, 7715140, 7715145, 7715146, 7715160, 7715180, 7715210, 7715215, 7715220, 7715230, 7715240, 7715300, 7720010, 7720090, 7725000, 7725013, 7725030, 7725042, 7725044, 7725045, 7725046, 7725047, 7725048, 7725049, 7725055, 7725056, 7725065, 7725070, 7725078, 7725079, 7725090, 7725094, 7725125, 7725150, 7725160, 7725170, 7725200, 7730019, 7730020, 7730022, 7730024, 7730025, 7730030, 7730040, 7730225, 7730227, 7730250, 7730260, 7730261, 7730265, 7730271, 7730272, 7730300, 7730305, 7730360, 7730400, 7730405, 7730410, 7730415, 7730510, 7735015, 7735018, 7735020, 7735025, 7735035, 7735040, 7735045, 7735048, 7735076, 7735080, 7735084, 7735086, 7735087, 7735090, 7735091, 7735095, 7735097, 7735125, 7735130, 7735135, 7735136, 7735137, 7735175, 7735182, 7735185, 7735190, 7735200, 7735203, 7735205, 7735207, 7735210, 7735220, 7735275, 7735285, 7735286, 7735287, 7735305, 7735310, 7735320, 7735325, 7735328, 7735350, 7735455, 7735465, 7735475, 7735477, 7735508, 7735515, 7735516, 7735517, 7739000, 7739025, 7739035, 7739050, 7739055, 7739075, 7739080, 7739100, 7739105, 7739110, 7739112, 7739120, 7739122, 7739124, 7739126, 7739135, 7739137, 7739140, 7739169, 7739174, 7739175, 7739180, 7739185, 7739205, 7739250 and many, many more.

(Individual)

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Response To Comment Report

Comment: 635-2

Trails 7312019-4330000-4330030-5520380-1170070-3915065 are just a few specific instances of unreasonable cruel closures.

(Individual)

Comment: 707-4

Also, the Forest Service failed to recognize the importance of the following roads/areas:

Road 11 (Skyline Road) from Ebell Creek to Dooley Mtn. Hwy. 245 to Bald Mtn. to Sheep Rock to Hwy. 7 by Huckleberry Mtn. south of Baker City.

Road 1920 off of road 11 that goes between 2nd and 3rd creeks. And roads 060, 115, 150, & 280 off of the 1920 road.

Road 1910 (China Creek) off of road 11. And road 025 off of the 1910 road.

Road 1165 off of road 11 (that goes between China Creek and Big Creek). And roads 020, 030, 050, 052, 060, 070, & 080 off of road 1165.

Roads 325 & 500 off of road 11 by Black Mtn.

Road 2220.1 behind Phillips Lake. Road 1160 (Dean Creek). And road 300 off of road 1160.

Road 1145 by Mason Dam that goes up Black Mtn. And roads 140, 265, & 270 off of road 1145.

Roads 1125, 1130, 1135, & 1137 off of road 11 by Bald Mtn., Stices Gulch, and Cornet Creek areas. And roads 265, 273, 277, & 282 off of road 1135.

Road 1140 (Denney Creek).

Road 500 off of road 11 near Sheep Rock.

Road 1150 by Black Mtn. towards Hereford and Hwy. 245. And roads 300 (Rattlesnake Gulch), and 500 off of road 1150.

Roads 1115, & 1118 (Glasgow Gulch), and road 1110 (Auburn Creek), near Dooley Mtn.

Roads 020, 150, 030, 045, 070, & 1110 off of road 11 near Ebell Creek, Stump Springs, Dark Canyon areas.

Road 1940 (Mosquito Creek), 1925 (Petticoat Creek), and 1900 (Sheep Creek) all off of the North Fork Burnt River Road between Whitney and Unity Hwy. 245. And road 118 near Pogue Point.

Road 1900 (Camp Creek) off of Hwy. 7 north of Whitney. And roads 400 and 325 off of road 1900.

Roads 300 & 350 off of Hwy. 7 past Whitney.

Roads 1090 & 1040 (Patrick Creek) near Whitney.

Appendix "D"
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Response To Comment Report

Roads 1080, 1075, & 1055 off of Hwy. 7 by Huckleberry Mtn. towards Sawmill Gulch.

Roads 7390, 1060, & 1065 west of Sumpter near Buck Gulch.

Road 553 north of Sumpter going to Boume. Road 5536 011 of road 553. And road 030 off of road 553 (Little Cracker Creek).

Road 160, 170, & 200 off of road 5536 near Pole Creek.

Road 6540 & road 110 off of road 6540. And road 030 off of road 6540, & 060 & 095 off of the 030 road near Crevice Creek & Lake Creek.

(Individual)

Concern: 2:

The Forest Service should review the decision to close roads.

- To be consistent with the original vision of the Forest Service
- To avoid the appearance of the Forest Service serving an extreme agenda
- Because closing the roads to motor vehicles will essentially close the area to most users

Response:

[Sample Statement] Comment: 25-9

I am 77 years old and have lived in homes heated with wood for 70+ of those years. For an equal number of years we have used huckleberries. I live at the edge of the national forest and continue to be amazed at the change in management over the last 30 years. We have moved from a sustained yield, multiple use economic engine for rural Oregon to a Walt Disney "Bambi" approach to management.

I live at the end of the electrical grid and taught in a semi-related science field at the college level for 27 years. At the same time I have been a small time cattle rancher since 1969. Management by the Fed Forest Service and Oregon ODFW have been largely responsible for the severe decline in the rural population for NE Oregon. Leadership has to be in collusion with the pseudo-environmental movement or seem to be attempting to make all national forests recreation areas for the people in the cities who "have the votes." [...] I fully realize that management of a very complex ecosystem is difficult. I equally understand the many divergent forces the forest service must face. However, you should have been educated to do that job. Sadly, many of the forestry school graduates of the 70s, 80s have a preservationist ideal that results in economic destruction for forest based economies. Your plan is such a plan and in the long run is very hard on the entire U.S. We need persons of courage and divergent science background, which we don't have, so we seem doomed.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 312-1

Let this email register my opposing the road closures on the bases of your reasons printed in the Oregonian on March 17, 2012. Excuse me, but ranchers, loggers, wood cutters, hunters and recreational riders are a LOT more important than any so called fish! Take your extremist wacko environmental ideas elsewhere!

(Individual)

[Sample Statement] Comment: 65-3

The USFS employees have a radical environmentalist agenda. Reference: www.fsee.org Forest Service Employees for Environmental Ethics, approximately 7500 members of which, we hope you are not a member of.

(Multiple Use or Land Rights Organization)

[Sample Statement] Comment: 446-4

This proposed road closure plan was ill conceived, and is ruthless overstepping by a United States Government Agency that has poorly managed our forest let alone the Forest Service budget. I call into question the payment of \$230,000.00 for 2 miles of repair to a gravel road and two gates on this road in Grant County several years ago.

(Individual)

[Sample Statement] Comment: 281-1

Please add my name to the list opposing the proposed closure of 4,000 mile of roads in the Wallowa-Whitman National Forrest. I have used these roads for many years to access hunting, fishing and sight-seeing. This type of restrictions by closing roads would make these areas totally inaccessible to all except for a very few individuals.

(Individual)

[Sample Statement] Comment: 284-5

I believe it is a breach of contract due to the original agreement upon which the national forests were set up.

(Individual)

[Sample Statement] Comment: 313-5

I have hunted and hiked the last 50 years in National Forest lands and have seen the changes in the Forest Service attitude toward the general public from being one of support and and welcoming gatekeepers of our lands to self-serving public employees who brush aside common sense and have an attitude of disregard for the public. We all want our public lands preserved and the game in Oregon abundant, but if you close access to the lands, who gets to enjoy it except you? This is not the right direction to take.

How do you expect the general public to have any respect for the forestry department when the interests of the ordinary person are so blatantly disregarded? Hunters, hikers, people with disabilities, families, etc. who have enjoyed these lands should be able to continue to enjoy them unobstructed. We hope you hear the voices of the public and respond in a way that restores your credibility.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 362-4

Theodore Roosevelt, our 26th President of the United States, had a great love of this countries natural forests and grasslands. His active support of the original USFS and desire to protect our great natural resources was intended to be for all the people, and their descendants.

The USFS seems completely headed into a dictatorial direction to be policed by armed USFS officials. USFS has failed its founders intentions by developing their own particular agenda. This situation cannot be considered or tolerated in a country founded by our original forefathers.

(Individual)

Comment: 340-2

The USFS employees have a radical environmentalist agenda. Reference: www.fsee.org Forest Service Employees for Environmental Ethics, approximately 7500 members.

(Individual)

Comment: 564-6

The United States Forest Service acted arbitrary and capriciously in their decision to close the thousands of miles of roads thru their TMP.[...]It will have a significant change to how the public can recreate on the WWNF because of the significant adverse affect of the TMP.

(Individual)

Comment: 607-6

I feel that this plan is an encroachment on my freedom by systematically taking land from me to enjoy.

(Individual)

Comment: 475-24

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 (a-f).[...]The decision states that the proposed Forest Service roads will only be closed to motor vehicles. However, the expanse and terrain of the affected Wallowa County areas in the Wallowa-Whitman National Forest, that have up to now been accessible to all with the use of motor vehicles, will be completely closed for all use to most citizens. It is absurd for the Forest Service to believe otherwise.

(Individual)

Comment: 626-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

Limiting access on forest roads already in place to the majority of the people who use and enjoy our forest, including me, instead of penalizing the few who abuse the forest and its roads is not the way our government should conduct itself.

Also to burden tax payers with more Forest Service law enforcement is a bad idea.

(Individual)

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Comment: 668-3

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]The Forest Service has taken my children and grandchildren's rights to property we all own.[...]Section 1508.8A violation of rights.

- Section 1508.25-Scope.

(Individual)

Comment: 146-5

It would seem that the government would love to be able to restrict us just in areas that they can keep us under control in any way possible.

(Individual)

Comment: 179-6

Don't insult the intelligence of people with junk science to justify shoving all of the people who use the forest in a small area and say you are protecting the resource as well as doing the right thing in managing the forest. Whoever came up with this idea needs to move on again. NIMFS said the same thing in their report, yet it was ignored too. People are not stupid. They see right through this destructive agenda. It satisfies the special interest groups, not that of the majority.

(Individual)

Comment: 323-1

Closing 4,000 miles of roads in the forest is excessive in my opinion. Also using the concept that any road not marked is closed is abusive to the public. What gives the Forest Service - unelected people the right to close the forest to most people - except the selected few? These are supposed to be public lands. Not reserved as a plaything for the extreme environmental lobby. Of course I realize the forest service is now inhabited by these same types so any sensible solution such as multiple use purpose is now out of the question.

You are taking the public out of the public lands.

(Individual)

Comment: 371-4

I see this wonderful and beautiful country going in the wrong direction. I thought we fought the British to get away from the suppression.

(Individual)

Comment: 402-5

Closing more of the existing roads is closing access to private land, mining claims, grazing lands, historic camping sites, good fire wood areas, and water right access both private and municipal.

(Individual)

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Comment: 479-13

I would like to comment on the folly of the top down no use biases for a "plan" that has been already decided and having the local forest service charged with making the "plan" appear fair to all users.

Winston Churchill commented on American follies in 1929, "No folly is more costly than the folly of intolerant idealism. When standards of conduct or morals which are beyond the normal public sentiment of a great community are professed and enforced, the results are invariably evasion, subterfuge, and hypocrisy. In the end a lower standard is reached in practice than would have followed from a commonsense procedure." He was referring to the Eighteen Amendment (Prohibition) but I feel the environmental movement has the same characteristics.

(Individual)

Comment: 612-2

In regards to your decision on the Wallowa-Whitman Forest Travel Management Plan. I would like to state that my concerns with your road closures are in the past.

I don't know where you have been or what your records show but this was all settled years ago. [...]We understand your concern with maintaining roads in the forest but in turn you need to understand that we have respected that over the years. Without the right of way to travel these roads we would not be able to do our job in maintaining and taking care of the land.

So as far as I can see this should not even be a topic for us to discuss.

(Individual)

Concern: 3:

The Forest Service should avoid closing roads.

- To ensure the preservation of recreational opportunities consistent with state-wide goals
- To preserve freedom and public access to public lands
- Because enough land is already non-motorized and unavailable to motorized recreation
- To preserve access for senior and disabled citizens and veterans
- To preserve access to recreation, forest products and hunting

Response:

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Response To Comment Report

[Sample Statement] Comment: 302-1

All of my year round activities and traditions in WWNF that I have enjoyed my entire life just got limited. Family camping, shed antler hunting, morel picking, huckleberry picking, scouting, and hunting. I used those back roads and have never damaged or abused the forest. This year will be youngest son's first chance to go to elk camp where my party has camped under the same pine trees for 30 years. Now he will never get to camp there.

One of my hunting partners is 65 with a broken back, but he loves to just be in camp with us even though he can rarely make it out to hunt. For 30 years we have camped off of 2110 in Ukiah unit about 300 yards down a dead end spur road. Now we will have to move and park along a high traffic gravel road and get dusted out and lose the solitude we had previously enjoyed.

This will not change the amount of time I spend in the woods, but it will be cumbersome and less enjoyable for the oldest and youngest forest users.

(Individual)

[Sample Statement] Comment: 658-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]Section 1508.8A Effects-You are violating my rights for hunting and fishing.

(Individual)

[Sample Statement] Comment: 36-1

The area of the forest was stated at 2.4 million acres and that the area involved was 1.3 acres. That is half the forest.

(Individual)

[Sample Statement] Comment: 197-6

I have enjoyed hunting for over 20 years in this area and by closing more of the roads my ability to retrieve my game before a predator does will be questionable. How will I be able to provide for myself and my family if the forest service roads are closed and access to my beloved forest is very limited?

(Individual)

[Sample Statement] Comment: 218-1

My husband and I own 80 acres of forest land in the Wallowa Whitman National Forest. We are extremely disappointed that the United States Forest Service is continually limiting our access to our forest lands. It is the Forest Service's responsibility to maintain our forest roads, keep the lands healthy, and open for the public to use. If you are not meeting those responsibilities then I see no reason for the United States Forest Service to exist. I pay my federal and state taxes but the services you say you are offering are being eliminated.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 299-3

You have effectively shut down access to areas that people would not want to walk into because there is nothing there to see that is worth the effort. These roads are accessed by people who enjoy driving around looking at the wildlife, hunters or wood cutters. There's not a hiker in the world who would plan a trip into these areas.

(Individual)

[Sample Statement] Comment: 479-12

I think you get my point. Let's get out of the horse and buggy recreation, stone age timber management (fire), and embrace some motorized use on the few public acres it is still legal. I have nothing against hiking and horse use but they do have over 105 million acres of Wilderness 70 million of National Parks and I would guess 50 million acres of National Monument for their use alone.

(Individual)

[Sample Statement] Comment: 20-2

The Wallowa-Whitman National Forest is already more that 50% wilderness area. Well managed public and private lands provide productive benefits for habitat, animals and people far beyond unmanaged resources and land. To render even more of the forests useless to a majority of the public is a travesty and puts too much pressure on an even more limited area. Our family, along with most in the area, have enjoyed berry picking, mushrooming, hunting and fishing, camping and wood cutting as a part of life. Please do not remove any roads. They are important for cultural, social and economic values plus fire control.

(Individual)

[Sample Statement] Comment: 197-5

Closing more of the roads in the WNNF is not preserving the recreational opportunities for the citizens of the state as stated in the state wide planning goals.

(Individual)

[Sample Statement] Comment: 420-1

I do not agree with your decision to close some of the roads on the Wallowa-Whitman National Forest. At 70 years old I can't get around like I use to so many of these areas would be closed to me and many of my friends my age. I don't think closing these roads have anything to do with game management but is placating the environments which have much to much power over the control of our National Forest soon it will be no access at all.

(Individual)

[Sample Statement] Comment: 461-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I am unable to walk a great deal so I look forward to camping and riding our ATV in the forest and trails in the Wallowa-Whitman Forests. We don't damage anything or if we see anyone breaking the law we will report them. These are our forests and we try to help. Please don't close us out.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 502-2

As a hunter, fisherman, and outdoorsman my access to the forest road system is very important to me so that I am able to gain access to the Public lands and waters that my family and friends have ever been able to make use of for these purposes. These lands are owned by the public and are intended to be available for the enjoyment of all citizens of the country.

3. I am also a trapper and as such it is vital that I am able to access the public lands, in season, to accomplish the harvest of fur bearing and predatory animals. I and other trappers have done this for decades and the monies derived are sometimes a vital part of my personal income, usually coming at a time of year when work can be hard to find. Sometimes it can be what keeps the power on.

(Individual)

[Sample Statement] Comment: 502-4

The last thing that I am going to write on my list is that I do not think that the Forest Service gave a very good consideration to the ability of people to be able to just and do things and be places. When the original designers of this country set the whole thing up the right of The People to access the Public land is why it was made public to start with. The ability of every citizen to be able to access the land that they, as a whole own, is the most important part of this whole argument to me. My ability to access these lands, whether I want to harvest berries, dead wood, or just sit and look, is supposed to be my undeniable right as a citizen of this country. This has always been so and it should always be so. I have always been able to go to the mountains when my life needed some balance and I cannot even imagine what it would be like not to be able to do so, this would be the greatest loss of all.

I do not think that the Forest Service gave ample thought of consideration to any of these points, or to many more that I have not named. I believe that the Forest Service is acting arbitrarily and capriciously and not in the bounds given them to manage the public lands for the good and in the interest of the People of the country.

(Individual)

[Sample Statement] Comment: 695-1

This is exactly the same thing that my father and uncles fought against and died for in 1941 they called it freedom.[...]This is not the American way, this is the way of several little communistic countries that we look down on.[...]Let's think about the GI that lost his mobility fighting against this exact thing and now his own government wants to deny him his freedom to enjoy land he fought for.

(Individual)

[Sample Statement] Comment: 18-9

Closing more of the roads in the WWNF is not preserving the recreational opportunities for the citizens of the state as stated in the state wide planning goals

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 45-3

By closing most of the triple digit forest roads to motorized vehicles, you will be effectively shutting the door of our National Forest to the overwhelming majority of Forest visitors. Hikers and backpackers are a small minority and they are already provided hundreds of thousands of roadless acres. Most people, like myself, love the outdoor Forest experience, but simply cannot hike the ten or fifteen miles per day that is required for the kind of solitude and beauty we have come to enjoy. Again, please do not close any more roads.

(Individual)

[Sample Statement] Comment: 307-1

I was disappointed to hear about the closure of roads in the Wallowa National Forest.

A lifelong Oregonian, I enjoy the forest very much. However, as I age I am not able to get around as I used to and a horse or bike is not a practical way for me to enjoy the forest.

I suggest you scale back the plan substantially to give people better access to these public lands.

(Individual)

[Sample Statement] Comment: 479-16

It is time for the USFS to join the twenty first century and start looking ahead instead of back. Horse and foot travel may have been the only mode of transportation when the FS was created but we now have roads and motorized vehicles. I feel they should be given the same opportunities as the former. The ORV can fit in. It gives the average person an opportunity [to] use the forest without the cost and time required for horse and hiking. Noise and erosion has been used as an excuse to exclude. This can only be isolated incidents and can only be considered minor when compared to the so called "decommissioning of roads". Already 25,000 miles have been ripped up, making it impossible to walk comfortably, opening up raw soil, taking years to return to the stabilized condition they were in, and they are destroyed with no impact statements, now that is noise and erosion!

(Individual)

Comment: 2-5

Some of my family has ATVs and the will not be able to ride their ATVs.

(Individual)

Comment: 19-1

The Forest Service management plan concerns me in a lot of ways. I am an avid outdoors person, I live to hunt, fish, pick mushrooms, pick huckleberries and just ride around on my ATV and enjoy everything in the outdoors. I am getting up there in age and can't hike like I used to, so I use my ATV to share what I have seen and done in the outdoors with my grandchildren which we spend most of the summers doing, we like getting our grandchildren away from watching TV and playing computer games as much as possible.[...]There are several of the spur roads off the main roads that make excellent loop roads you can make out of them. We only use the main roads and spur roads that have been made by our USFS, so let's use them all, we have lots of Wilderness for the none ATV people that they can enjoy, let us enjoy what's left.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 24-4

Too much of the Wallowa-Whitman National Forest is shut down for travel or is in wilderness with limited access or for resources now. Please don't shut down more.

(Individual)

Comment: 45-2

As examples, I have attached a list of just a few of the triple digit roads that I have used regularly over the years in pursuit of some of the above mentioned activities. Access via these types of roads to remote forest areas has given me and my family thousands of hours of inexpensive family recreation as well as an economic boost with firewood gathering for our personal use, berry picking, and all the health benefits that go with outdoor, physical activity.

(Individual)

Comment: 72-2

The US Forest Service announce via the Oregonian, then the New Review that 4,000 miles of road and 1.3 million acres of land will be restricted in access to the public in the Wallowa-Whitman National Forest June 1, 2012. Access will still be allowed on foot, on bicycles or on horseback, but 4-wheeler access or other motor vehicles will be denied with potential \$5000 fine for violation. The guise for these restrictions are for fish habitat preservation. I feel that I am at least a fractional owner of this land as an American citizen and that my rights are being abused by these restrictions. We have elk hunted in the same area near Hwy. 244 in the Starkey unit for 30 years and have observed our access continually further restricted over the years by federal "Experimental Forest" fences (10 feet tall), fences erected around seasonal streams and roads being cat ripped to prevent motor vehicle use

(Individual)

Comment: 128-1

This letter is being sent to give our opinion and concerns relating to the closure of nearly 4,000 miles of roads in the Wallowa-Whitman National Forest, and the use restrictions being planned for the area.

The Public Land in NE Oregon is an area very dear to use. We love the wild and natural areas, the mountains and the scenic beauty this area has to offer. We are most concerned about the changes being made that limit our access to roads and trails systems that we now enjoy. We do not support closures and restrictions of any kind.

We generally enjoy our public lands on foot using existing trails/road systems, but we still need to drive to these areas and so need vehicular access to all areas. We also are concerned that not everyone can enjoy the forest and wild areas on foot. As our population ages, all areas need to remain available to the responsible tax paying public.

(Individual)

Comment: 183-9

There are many areas that already have restricted travel management, with gated or burned closed roads. There are seasonal closures, wilderness areas and areas closed because of game management.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 183-11

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]There are many areas that already have restricted travel management, with gated or closed roads. There are seasonal closures, wilderness areas and areas closed because of game management.

(Individual)

Comment: 230-2

The fact that approximately 50% of the National Forest is already classified as "Wilderness Areas" that prohibit travel by motorized vehicle in fact even prohibits the use of a motorized device of any sort – chain saw, generator, etc. This would seem to be enough land to be locked away from access by most people/general public, who like to enjoy the National Forest without the expense and "specialization" of having horses, mules, goats, etc.

(Individual)

Comment: 306-1

I have hunted, camped, and off roaded this forest area for the past 40 years. I feel you are taking much of this area away from most of us that love it and use it. With all the new restrictions high gas prices my friends and myself are thinking about selling our quads and giving up hunting.

(Individual)

Comment: 321-4

I am very sad to think that as I grow older, I will only be able to visit busy, designated trails. Your plan is limiting the forest access to the very few who hike or have horses. Unfair!

(Individual)

Comment: 340-6

Other impacts to this plan are cumulative, the snowball effect. Condensed areas lead to devastation of resources and roads. When we have room to spread out, our trace is less visible. Condensed you will see traces of people in numbers, in the same areas. It could come to the point that neighbors will go against neighbors for firewood, berries, mushrooms, camping, fishing and hunting spots. USFS law enforcement will have to increase which leads to citizens against the USFS enforcement. All around, a no win situation.

(Individual)

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Response To Comment Report

Comment: 385-1

The Forest Service decision to close roads in Wallowa-Whitman National Forest means the end of elk hunting as we know it for our party in Oregon. This action affects the majority of the Oregon general season hunting! When our party is not lucky in the draw process we revert to the available general season units to hunt in. Not anymore. I am 67 years old and like the rest of our party we can't get around easily as before. Closing the roads closes an enjoyable hunting experience for us. Leave them open as they are now.

Eliminating road access eliminates the hunting experience for us and it's our land! As a tax payer I pay for national and state forest public land use and expect it to be open and available when hunting season comes.

(Individual)

Comment: 387-1

Why are you closing our roads? This is just not right! Closing the roads would be all well and good if all of us were in top physical condition. But we're not! If you close the roads you're planning to then people who are of reduced health, and physically handicapped will no longer have access to these forests! Not to mention the lack of hunting access. We have a right to use our forests!

(Individual)

Comment: 479-3

The USFS has already eliminated "Multiple Use" on 60% of their lands. The lands left can support timber, traditional recreation, wildlife and associated communities. Handouts from Congress, and more lockouts are not the answer.

(Individual)

Comment: 488-5

In closing, take these words of Gifford Pinchot into account as you go forward:

"The earth and its resources belong of right to its people." Refresh your memories with this passage from "The Fight for Conservation", written by Pinchot in 1910:

"The first great fact about conservation is that it stands for development. There has been a fundamental misconception that conservation means nothing but the husbanding of resources for future generations. There could be no more serious mistake. Conservation does mean provision for the future, but it means also and first of all the recognition of the right of the present generation to the fullest necessary use of all the resources with which this country is so abundantly blessed."

We know I, along with thousands of others who wish to use what remains of our public lands, and we know the forces that have shaped your current autocratic policies. If you set yourselves free from that influence, dare to ask how you are justified in continuing them.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 634-3

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]The National Forests were set apart and aside and protected for the people, for the good of the people and best use.[...]Also hunting access is very important to hunters statewide.

(Individual)

Comment: 638-1

SUBJECT: CLOSING of ADDITIONAL 3835 MILES OF ROADS in the WALLOWA- WHITMAN NATIONAL FOREST.

This is my first letter in 77 years as an Oregon native resident, addressing a decision by ANY government body, controlling HOW we live.

PLEASE, bear with me: Appeal against.

1. The Forest is a National Forest, belonging to the people of this state and nation.
2. I have watched you destroy the lumber industry and the lives of hundreds of people. You have said this is for the good of the people and health of the forest.
3. Now, the spotted owl mess did not work, and we have Barred Owls killing Spotted Owls, so you are going to kill one to save another.
4. You have closed roads all over this great state, with YOUR great idea that you are saving the State from destruction by the very people who support and use its gifts.
5. NOW! You want to close additional areas to PROTECT these areas from the People who enjoy and use these areas.
6. NOTE! Mr. NICK MYATT, makes a statement that this closure will lessen the migration of Elk onto private property, does he not realize that ELK will move down hill in the winter and up hill in the summer!
7. PLEASE: Will you people USE a bit of COMMON SENSE when you are addressing OUR STATE, and the residence who PAY your salaries, You do not have a PRIVATE STATE to close or change as you see fit, just because YOU think (OH MY, this will be so grand when we can CONTROL ALL of these STUPID PEOPLE!
8. PLEASE, Consider what you are proposing, and FOR ONCE, CONSIDER YOUR TRACK RECORD, on paper you feel you are great, your record does not support YOU.

(Individual)

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Response To Comment Report

Comment: 667-4

Traditionally, my hunting is done with my family and this plan could kill that tradition. Especially as my dad grows older and the need for a vehicle may become more important for him to make the trip.

(Individual)

Comment: 723-11

The Forest Service failed to take a hard look at: the effects of their actions where "greed" have taken over where "conscience" used to be...

The Forest Service failed to take a hard look at: or to realize that a much higher power will someday give you a "wakeup call."

The Forest Service failed to take a hard look at: the time now is to do the right thing while there is time.

The Forest Service failed to take a hard look at: Themselves...God help them.

(Individual)

Comment: 7-4

I use all these roads at one time or another and my fellow man, including "you" and "yours" for sightseeing, camping in solitude, mushrooming, berry picking, wood cutting, picture taking, bird watching, fishing and hunting and just general enjoying the great American forest land that belongs to us all.

If we don't take care of what we have in freedoms "Now" we will lose more than we can possibly realize at this time, there are many roads that I hunt of travel are for many enjoyable reasons. I don't think you are looking at the whole picture while trying to close roads.

(Individual)

Comment: 29-2

By closing most of the triple digit forest roads to motorized vehicles, you will be effectively shutting the door of the people's National Forest to the overwhelming majority of Forest visitors. Hikers and backpackers are a small minority and they are already provided hundreds of thousands of roadless acres. Most people, like myself, love the outdoor Forest experience, but simply cannot hike the ten or fifteen miles per day that is required for the kind of solitude and beauty we have come to enjoy. Again, please do not close any more roads

(Individual)

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Response To Comment Report

Comment: 33-2

Additionally: Because the Forest Service has failed to take a "Hard Look" at the impact to trails and roads by reducing the area of travel in the Wallowa-Whitman Forest. This concentration of travel to a relatively small area precludes people like myself from exploring the "outback" areas of Northeastern Oregon that is the Wallowa-Whitman National Forest and will probably increasing damage to these area thru increased and concentrated use by the public that here to for had been able to travel in a much larger area of the Wallow-Whitman National Forest. Which reduces the overall impact to the Forest by spreading the areas of travel over a larger area. The fact that approximately 50% of the National Forest is already classified as "Wilderness Areas" that prohibit travel by motorized vehicle in fact even prohibits the use of a motorized device of any sort - - chain saw, generator etc. This would seem to be enough land to be locked away from access by most people/general public, who like to enjoy the National Forest without the expense and "specialization" of having horses, mules, goats etc.

(Individual)

Comment: 66-1

Roads need to be open for people with disability. TO hunt, take picture of nature. And go from point A to point B. As gas prices are high.
My understanding of a court order that any roads that were used for commerce and any public taxes money use on roads are to be kept open for the public to use. And if tax money was used on private road will remain open to the public. I have heard of this law over 50 years.

(Individual)

Comment: 142-1

I am a 70-year resident of Union County and I am writing to request your help in opposing the attack that is being waged on the citizens of Union County by the US Forest Service.

In 2005 Bosworth (head of the US Forest Service) issued a directive that all National Forests develop a travel management plan that would limit the number of roads in their area. His reasoning was that one of the 4 biggest disasters that could happen would be a massive fire and by limiting the access into those area's would eliminate that threat. It is a well known fact that the major cause of a forest fire comes from mother nature but to dispel this common sense knowledge and still comply with the directive, the local rangers have come up with ever conceivable reason - running from, the spreading of noxious weeds, game disturbance, stream siltation' Lack of funds for road maintenance and just about everything else, the latest I have heard is they want to establish a quite zone with vehicle's limited to certain roads. They tried to enlist the counties to help But thanks to the (county commissioners) Union County told them they were satisfied with the way things were and to leave things alone.

(Individual)

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Response To Comment Report

Comment: 149-3

Restricting vehicles on these roads will prohibit people with small children and older citizens like myself from accessing these areas for berry picking, mushrooming, photography, wood gathering, shed hunting, camping, mining, hiking, hunting, fishing and general enjoying and exploring. With limited access to the woods by vehicles over 50 inches these and many other activities will be concentrated into smaller areas thus making them less attractive, over crowded, less productive or non-existent. This will have a negative effect on the environment, economy, and overall health of the area, wildlife, and human population.

(Individual)

Comment: 218-2

I use forest lands to get wood to heat my home, recreate with my family, and travel the roads to get to and from my private forest property. I live in a remote area so I can enjoy the big open spaces without seeing a lot of people. As the forest lands become more restricted I am going to lose more freedoms but continue to pay more taxes as you now have to police your new rules. I hope that you can find better solutions to your problems without limiting public access.

(Individual)

Comment: 226-1

The Forest Service failed to take a hard look at my rights to enjoy my 4 wheeler and go berry picking, mushrooming, camping.

(Individual)

Comment: 257-1

I use the Wallowa-Whitman Forest for camping, hunting, mushrooming, huckleberrying. I am 71 years old and need to use these roads because I can't walk for miles to carry my game or do my recreation, etc.

(Individual)

Comment: 275-1

You folks are going in the wrong direction in regards to closing 3835 miles of roads in the Wallowa-Whitman National Forest (W-WNF). You need to understand that the W-WNF is a publicly owned forest not your personal playground.

You folks have lost contact with what your job really is supposed to accomplish. You should be doing everything you can to invite more people into the forest, not making it more difficult for people to enjoy the forest.

(Individual)

Comment: 277-1

I have been unable to locate a map showing the road closures, but from what I have been told by those with maps many of the roads to be closed are used by many of us who hunt this country. I am very much against closing these roads that have been open for 50+ years and allow access to beautiful view points as well as access to canyons with game in them.

(Individual)

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Response To Comment Report

Comment: 284-3

My own comment is: You can do this short sighted action, but: by the time my grandchildren are grown, they will be electing legislatures who's platform is to introduce legislation to sell the national forest lands to pay for things that they value. There will be a generation of people who have never used public land and could care less about it. I think the term is "you are destroying the very thing you supposedly are trying to protect." You are a bunch of fools!!!!

(Individual)

Comment: 284-8

I believe it is discriminatory to motorized vehicle users who want a wilderness experience that does not put them into a parking lot type area when they go to the woods.

(Individual)

Comment: 294-1

We have enough restricted access to our public lands we don't need anymore. The government is turning our public lands into lands for just the privilege few that have money or special interest, not for all people to enjoy. There are better ways to protect our wildlife than to totally close roads, such as gate closures during birthing times to protect the newborn. This will have a negative impact on a lot of our aging population that have paved the way for our great outdoors experience.

(Individual)

Comment: 308-1

I am strongly opposed to the road closure that is being purposed for the Wallowa-Whitman National Forest. As someone that has always enjoyed the outdoor activities and have at one time covered most of the areas that are currently open it is getting harder every year as the years go by. If the road closure goes into effect I will be forced out of the areas that I have always enjoyed. Please consider keeping the roads in our forests open for all to enjoy.

(Individual)

Comment: 382-1

I strongly oppose shutting down the 4,000 miles of roads in the Wallowa-Whitman National Forest. This is OUR land and we demand access to it. There are already many wilderness areas that folks can visit if they wish to experience the "untouched" scenery.

(Individual)

Comment: 459-1

The number of road closures planned, 3850 mi, is way too many miles of closure. I don't have a problem with walk/hiking in a ways, but we as hunters need to be able to at least get close to the area we are planning to hunt. Modifications to this plan are needed to keep the peace and to keep honest people honest. If we can't get close to our areas there will be no need to purchase new forest service passes.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 479-7

The USFS has already restricted most of their land to prevent motorized vehicle use, wilderness, road less, winter range, special study areas, old growth, etc. I would guess that gives the non-motorized users about 160 million acres of the 192 million to play on.

(Individual)

Comment: 513-5

I and my wife are senior citizens who have ??? two 4-wheers, camp trailers, have a 1969 Honda trail and 4-wheel drive vehicles. These were acquired in anticipation of utilizing public lands that have been accessible for generations by family and friends.

(Individual)

Comment: 517-3

I and my family have used these roads/trails I don't know the actual numbers of all the side roads in the Catherine Creek area and the other areas in Spring Creek, Ladd Canyon etc. but I do know that roads we use to use are slowing closing and we wondered why.

(Individual)

Comment: 649-3

By closing these roads it will adversely affect my ability to take my family camping or hunting. I also will not have the ability to enjoy going out hunting with my kids and when I have grandkids I will not be able to enjoy or have the privilege of taking them out into the forest like I have done with my kid.

(Individual)

Comment: 654-7

Increased big game hunting seasons have lengthened and hunting units have increased with hunting occurring from August through January of the following year. At one time in the recent past there were two big game seasons in the fall for elk and deer. Local families depended on these opportunities to fill the family larder. Now Fish and Wildlife agencies look for new means to increase costs and funding from America's love of hunting.

(Individual)

Comment: 696-4

To many acres set aside now!

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 732-1

The closure of more forest roads is a terrible and unforgivable idea. I know that I don't speak for everyone; but the people in general that live anywhere within visiting distance of the Wallowa-Whitman NF would all suffer from the closure of more public roads. It is quite a way of life to be in our great mountains whenever possible for not only myself, but for anyone who appreciates nature. To further limit access to public lands is shameful. To list my losses from drivable access would take too long to detail but would sound like many other letters you are sure to receive. The further limiting of our great forest would be tragic.

(Individual)

Comment: 97-1

This letter is being sent to give our opinion and concerns relating to the closure of nearly 4,000 miles of roads in the Wallowa-Whitman National Forest, and the use restrictions being planned for the area.

The Public Land in NE Oregon is an area very dear to us. We love the wild and natural areas, the mountains and the scenic beauty this area has to offer. We are most concerned about the changes being made that limit our access to roads and trail systems that we now enjoy. We do not support closures and restrictions of any kind.

We generally enjoy our public lands on foot using existing trails/road systems, but we still need to drive to these areas and so need vehicular access to all areas.

(Individual)

Comment: 117-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Wallowa-Whitman National Forest is already more than 50% wilderness area. Well-managed public and private lands provide productive benefits for habitat [illegible] and people far beyond unmanaged resources lands. To undermine [?] other forested lands to a majority of the public is a travesty and puts too much [illegible] on an ever more limited area. Our family, along with most in this area, have enjoyed berry picking, mushrooming, hunting and fishing, camping and wood cutting as a path of life. Please do not remove any roads. They are important for cultural, social and economic values plus fire control.

(Individual)

Comment: 177-8

The Forest Service failed to take a hard look at the definition of DISCRIMINATION, "TO MAKE A DIFFERENCE IN TREATMENT ON THE BASIS OF PERSONNEL MERIT". Or to put it more simple, TREATING PEOPLE DIFFERENT. This plan needs to be Remanded on Discrimination alone, Because if there ever was a case of Discrimination this is it. The United States Forest Service is DISCRIMINATING, against it's Elder, Handicapped, Low Income, and Small Children. This Plan does not allow these Groups of people the full access to the forest ,that the younger people have because they can walk for miles they can get out and hike the forest as they wish, but the Elderly, Handicapped Small Child and Low-Income person's cannot. If ever there was a reason for Remand, this is it.

(Individual)

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All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 186-3

My grand kids are of hunting age. It would be nice to take them hunting and fishing wood cutting and show them the history that I have known for 55 years. I am not able to reach these areas without motor access.

(Individual)

Comment: 196-3

The appellant will be affected aesthetically by no longer being able to access many areas of Wallowa County (where he has lived his entire life) to enjoy the scenery and beauty of this publicly owned land.

(Individual)

Comment: 235-2

All the road closures that will be preventing me from using the national forest. This closure will shut out my being able to go berry picking, nature watching, camping and hunting.

(Individual)

Comment: 237-6

Management by closure. Closing roads will not enhance my forest experience.

(Individual)

Comment: 239-3

request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am a mother and grandmother. My husband is disabled. We love to go to Catherine Creek, camp and ride our ATVs.

My children and grandchildren love to meet us, pick huckleberries and mushrooms.

(Individual)

Comment: 317-1

In regards to your proposed road closures in and around the Wallowa Whitman US Forest lands I would like to express my views. Not just to bring to your attention the fact that there are a lot of middle 60's and older hunters and campers alike that still love these areas and visit despite being unable to get around as easily anymore as far as our health concerns go, and with the proposed closures it would make this near impossible. I'm also wondering what about the logging industry and the way that they tear up the land and leave plenty of messes with their heavy equipment? And yet these people, who want to close down the roads and the land around the Wallowa Whitman US Forest lands, are trying to claim that pickups and ATVs are going to hurt our forest?

(Individual)

Comment: 365-3

These roads were built and paid for by the taxpayers of this country and to destroy them now serves no purpose except to restrict the freedoms and self-sufficiency of said taxpayers.

(Individual)

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Response To Comment Report

Comment: 380-3

We hunt, camp, go huckleberry picking, do our wood cutting, shooting and many drives just for the pleasure of it. We have chosen to live in this area for many of those reasons.

Although we are still able to hike into some of these areas, we realize that as we are getting older these days are numbered. We also want our grandchildren to have the same opportunities that we and our children have enjoyed.

I ask that you reconsider these road closures and would ask you to refer to the following articles:

261.15 – Use of vehicles off road

212.51 – Vehicle use for camping and game retrieval

295 – Motor vehicles off Forest Service roads (all roads.)

(Individual)

Comment: 408-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I like to hunt and camp in the Catherine Creek area on roads, areas you want to close.

(Individual)

Comment: 425-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]If this happens it seems that 90% of forest people could be limited as there won't be much to do. I really don't know what they do know other than go and get lost for the day, as there is no logging, new roads to be built, no road or trail maintenance. A lot of money could be saved by joining this could be eliminated a lot of vehicles and expenses, and also I thought the people of the US owned the forest not Wallowa-Whitman.

So I plan to keep going in the forest and enjoy four wheeling.

(Individual)

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Response To Comment Report

Comment: 479-14

According to the proposed action plan 57% of the forest is now off limits to ATV use consideration.

I visited the local district office and asked for a current transportation plan. They don't have any available. I have one copy just like them. The above acres do not include Starky Exp. Station (27,051 ac) and various area closures and road restriction to ATV travel. I will list them as on the current travel plan.

Map Code	Closure Period	Purpose	Name of areas
A	Yearlong	Reduce wildlife disturbance	LaGrande Watershed
C	Dec 15-Mar 31	Big game winter range	McCarty Winter Ra
D	Yearlong	Rds Protect Scientific experiments	Starkey Exp Stat
E	Yearlong	Protect Oregon Trail	Oregon Trail
F	Rifle Bull	Provide nonmotorized hunting	Trail Cr, Gorham
M	Yearlong	Area Protect Scientific experiments	Starkey Exp Stat
O	Dec 15-April 30	Winter Range	Spring Creek
P	Archery & Rifle	Provide nonmotorized hunting	Ladd Canyon

In addition there are four yearlong closures and two intermittent closures, by road map designation, to "provide foot and equestrian recreation, provide nonmotorized recreation, public safety, and Oregon trail protection.

If this is unmanaged recreation, as ex Chief Bosworth has suggested, I can understand the Wallowa Whitman proposal of 3,570 miles of open ATV roads. This is roughly 1% of the forest in acres. This is not management, this is thoughtless closure.

(Individual)

Comment: 567-4

It seems strange that you can work all your life and pay taxes, then when you can enjoy yourself hunting, fishing and cutting wood, some government agency can take it all away from you.

(Individual)

Comment: 568-4

I am very concerned about the decision of closing the many roads in our forest and the effects it will have.[...]WHY???? When you travel through the forest lands in other States... the forests look nice, the down trees are cleaned up, trails are useable & marked and USER FRIENDLY.[...]I hope that the USDA Forest Service will reverse the decision to close the many miles of roads in the Wallowa Whitman National Forest.

(Individual)

Comment: 610-5

I disagree with this whole travel management plan. The roads are already there. I see no need to maintain them. I see no need to close them. They were all built for logging and it was no big deal when they wanted to log this and build the roads. Keep them open and wave the liability of stupid people that have accidents and want to sue.

(Individual)

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Response To Comment Report

Comment: 629-2

I could go about the social, economic, cultural, historical, traditional, and private access issues that are intertwined with this road closure issue. I am sure you are aware of all the above issues, so me hashing them over will probably do no good. What really troubles me is how you ignore the people who live in and love this area. The government and their agencies have restricted our freedoms to the point that law abiding citizens who love this country are confused and disappointed - not to mention frustrated.

Anyway, I am categorically opposed to the road closures. It is just another way for the government to control us and deny us one more freedom that we have. We live in the greatest country in the world, with the greatest people. We do not deserve to be treated this way!!!

Concerned citizens, as myself are all hoping that)(OU will reconsider this 1MP so we can enjoy OUR national forest and the great outdoors where we choose to live as honest, law abiding concerned citizens.

(Individual)

Comment: 670-10

I disagree with losing our public lands. It is lands of the people, for the people, by the people. We the people can't afford to lose our freedom to enjoy the forest. If it wasn't for us voting government officials in, you wouldn't have a job to take away our freedoms. We don't need you to tell us that we can't use our land.

(Individual)

Comment: 677-7

For the USFS to conclude that because a given road is not "maintained" it should be closed to the public is arrogant. The plan alienates and angers taxpayers who have been legal, responsible users of the public land for decades.

(Individual)

Comment: 686-3

This land belongs to "We the People" and I cannot for the life of me see how you have the right to close of the roads and the forest to the people. This is a beautiful country and we have every right to enjoy it. I enjoy camping, riding the ATV and just getting out into the woods I take great care in not destroying what God gave us to enjoy.

(Individual)

Comment: 696-1

1. The forest should be for the people first!

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 735-1

There are many reasons I am against closing so many Forest Service roads, but I am writing for personal reasons and the way it affects me. I am 78 years old and still like to bird hunt in the National Forest. I hunted deer for many years and for the last few had to use my ATV to get to my favorite mushroom places and for huckleberries, too.

(Individual)

Comment: 8-9

B-6 The Quite Zone. The wallow Whitman has over a million acres of designated wilderness all the hikers would have to worry about is the sounds of the Wolves, Cougars and Bears and guess what would be called in to save there behind.

(Individual)

Comment: 15-4

Currently 91% of the people are using 25% of the Wallowa Whitman National Forest without severe restriction. Enough of our land is protected.

(Individual)

Comment: 36-3

In recent years I have been shut out of areas that have long been areas of berry picking, hunting camps and some spectacular scenery. You mention roads that are grown over that you want to close. I would suggest there are two reasons they are over grown. One is previously locked gates installed the other is they are in places people don't go or use. We already have enough roadless areas in the set aside wilderness areas we don't need more.

(Individual)

Comment: 77-3

Nearly half of the forest already limits vehicle access.
Nearly 1 million acres are not included in the analysis because they already have travel management restrictions. We don't believe public use and access should be arbitrarily limited or restricted everywhere else on the forest, particularly without sufficient justification. National forests are for multiple uses. We are concerned that there may be an agenda to make the entire forest a quasi-wilderness.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 114-1

I am adamantly opposed to closing any USFS roads, the WWNF already has 1/3 of the roads closed due to wilderness and wild and scenic designation.

My family and friends spend most of our summers living near and playing in the National Forest, please do not take away our way of life.

The USFS failed to take a hard look at the significance of this action as required under 40 USC Sec.1508.27. The USFS was arbitrary and capricious in their decision by ignoring the significance of this action. I request that the USFS remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 167-5

The forest already has thousands of acres of wilderness most of us cannot use in this forest and the Eagle Cap Wilderness and the Hells Canyon Wilderness.

(Multiple Use or Land Rights Organization)

Comment: 219-3

I am 79 years old. I am raising two great grandchildren, now I 2 and 13 years old. I use a great many roads. My kids now have Hunter Safety cards and we are hunting turkeys. We hunted grouse last year. I will be taking them deer, maybe elk hunting this fall. They have to go fishing. We pick huckleberries, we hike to high country from the ends of some of these roads now scheduled to be closed.[...]I own four-wheel drives for the purpose of driving these mountain roads. I'm trying to make the point that my vehicle purchases in the past, most made long before my husband's death, were made in consideration of our perpetual use of roads in this forest, many of which are scheduled for obliteration under the TMP. I own 40 acres of private land in East Eagle, 30 miles inside the Forest boundary, a popular spot for younger people who are enjoying a first experience of living "outdoors."

(Individual)

Comment: 237-3

Balance – The entire WWNF is open to the hikers. Motorized miles continue to decline with every decision. Wilderness totally excluding motorized travel (390,043 ac)

(Individual)

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Response To Comment Report

Comment: 255-1

Are we losing our rights as American Citizens?

I have been informed that the US Forest Service is trying to close off the roads to our hunting and camping area (Imnaha Unit). My family and I have camped at Harl Butte with the Makin family for over 60 years.

My father was born in Imnaha, my husband's ashes are on Harl Butte and I would like to be able to visit his resting place at least once a year.

Warnock's Cow Camp is also on Harl Butte, how will they get up there to tend their cattle?

I beseech you to please reconsider this idea!

(Individual)

Comment: 261-1

Please don't agree to this...roads to nowhere are a lot of fun to explore and you can never get lost!

(Individual)

Comment: 325-1

I am writing to you about the Whitman National Forest and any other forest land you want to close to motorize vehicles. As a citizen of this country I should have the right in enter my forest land. You have since I was a young man closed more roads of that I can enter. This is 100 percent wrong since this supposedly my land as a US citizen but you keep closing motorized roads as a US citizen. I strongly suggest that you put a stop to this hypocrisy to motorize vehicles.

(Individual)

Comment: 330-1

Why restrict access to our public land? As a 50 year resident of Oregon able now to enjoy more diverse areas want to make prohibitively expensive for me to visit large areas by restricting access to modes that are no longer comfortable for my wife and I. We both walk but mostly on flat ground, neither able to load a back pack with supplies and hike 10 miles to an area without water an enjoy ourselves. We do use a Motor home and drive a Pickup to visit rock collecting areas or for very bad road areas we go by ATV. At 80 I'm not sure how much longer even that will be viable for my wife. We currently enjoy SW Arizona in the winter. But your plans will stop us from enjoying Oregon. The 16 to 35 year olds will be working more to pay for taxes an health care for all and not able to visit unless for very short periods, so who will visit the forests? Quite a bit of land is already preserved if Wilderness areas for the Elites to fly over. Please permit seniors on restricted budgets to enjoy the forests during the week we will gladly share with youth on weekends.

(Individual)

Comment: 383-1

Being relatively fit and mobile I can bet these road closures will have little effect on me but remember: my wages were confiscated in the form of taxes to build these roads so either keep the access or refund my taxes. If a road must be closed to protect a stream them remove it entirely and replant it. Forbid even firefighters from using them. Forbidding wide access to the already accessible areas is just wrong. Perhaps a shuttle system would reduce traffic, but forbidding access to what should be public lands is plain wrong.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 441-1

I am writing to express my concern with the proposed Travel Management Plan. I am quite conflicted about this issue. I care very much about good stewardship of our national forests. I also fear the proposed plan may lock access to the national treasure that your forests contain.

I am a native Oregonian. I have lived most of my life in Portland. Now, happily living on the Oregon Coast. Over the years, I have spent many wonderful experiences camping, backpacking, fishing and just looking at the wonders of the forests. I am 67 now, so a 5 day trek into Sisters Wilderness is no longer possible. Now, my favorite getaway is to head for the John Day Fossil Bed National Monument, the Strawberry Mountains and the surrounding area. I drive, take short hikes. I also just sit by a river; get up early for sunrise at the Painted Hills.

I would urge your caution in limiting access to these beautiful places. Heading an old man towards an interpretive center will not suffice. I might as well stay home. A very subtle reaction to no access may be a loss of the constituency that advocates for natural habitat and good stewardship. Thank you for your time and careful consideration of this plan.

(Individual)

Comment: 664-2

I feel that my ability to hunt, fish, camp, Jeep and cut wood is in jeopardy.

(Individual)

Concern: 4:

The Forest Service should leave the following roads and trails open to motorized vehicle use for

- Hunting, fishing, berry picking, mushrooming
- Firewood gathering
- Camping
- Viewing scenery and history
- Fire suppression
- Motorcycle Riding
- Maintaining the quality of the human environment
- Social, economic, and recreational purposes which are a part of the local culture, businesses, and economies
- Access for the elderly and disabled citizens
- Future generations and to preserve educational opportunities
- Mining
- Access to private inholdings

Response:

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Response To Comment Report

[Sample Statement] Comment: 17-3

We access Mt Fanny area for most of our needs (all spur roads off 6220). We also camp along the Grande Ronde River off 5125 and 5135 (an all spur roads). And, we acquire fishing permits and access 2036 and 2038 (and all spur roads) along Little Catherine Creek and 7785 and 7787 (and all spur roads) along the South Fork of Catherine Creek. There are several creeks we require vehicle access in the Catherine Creek area.

(Individual)

[Sample Statement] Comment: 219-10

The Forest Service should take a hard look at how much money they are costing the taxpayers by wasting so many of the "environmentally friendly" roads the Forest was constructing during the 1970s that cost up to \$1,000 a mile. These are low profile, land conforming, sloped banks, gentle dips, have a filter strip between the road and any creek, and still do not need maintaining. Many of these roads are in the Goose Creek, Balm Creek, Sanger Mine area. These were built for fire suppression and are used heavily by four wheelers and every road has a high value for fire protection. There is minimal potential for road erosion on these roads and a great need for these roads to access wildfires

(Individual)

[Sample Statement] Comment: 297-1

I've been hunting on Pedro Mountain for 50 + years, and my dad (who died last month) since 1920. These road closures will stop people like me from accessing this land. Only the outfitters and rich people will be able to hunt this. I am a 70% disabled Vietnam veteran and my wife and I bought a Polaris to drive to the top of the mountain so we can hunt. The billionaire that owns the land has his friends come up to use his lop tags, and he leases the hunting rights to an outfitter. Mostly BLM and FS land. Very sad to me, maybe I will just stop hunting as this will be impossible to walk the 6 or so miles uphill to hunt this and try to drag a deer or elk that far. Why? There are only 3 or 4 quads that use this big country I would like a response but I think I know what will be said. You know better.

(Individual)

[Sample Statement] Comment: 722-6

I and my family have used these roads/areas all roads in Union County for generations for berry picking, fire wood collections, hwtting, mushroom picking, fishing, 4 wheeling, social gatherings, camping, photography, wedding ceremonies, rock hounding, gold panning, motorcycling, skiing, etc.

(Individual)

[Sample Statement] Comment: 406-2

Our property located in/at T10S R35E W. M. tax lot 600 in the Green Horn Area will be affected greatly by this closure. SEE EXHIBIT "A 1 ". These roads have been used for four generations to access mining, timber and recreation on our property.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 517-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing off roads in Catherine Creek area Ladd Canyon area Spring Creek area I don't know the numbers of each road but you get the idea and you know which roads that are intended to be closed to me as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. These roads are important to me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes.

(Individual)

[Sample Statement] Comment: 671-2

I object to the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012, by the Wallowa Whitman National Forest Supervisor and Deciding Officer, Monica J. Schwalbach, Supervisor. I request that the decision on the Wallowa-Whitman National Forest Travel Management Plan be remanded for the following reasons:

While camping last Memorial Day in the Mount Emily District of the Wallowa-Whitman National Forest, Road 31, Secondary Roads 06 and 05, I asked forest service personnel about proposed road closures near the Fox Prairie Meadows, and was told the Travel Management Plan would close secondary roads off of the Mt. Emily Summit Road. Our family has camped, hunted mushrooms, rode ATV's, cut firewood, and horse-backed and hiked for three generations (over 35 years) in the forest of Eastern Oregon on many of the secondary roads planned for closure. We have always been good stewards of the forest we love and enjoy.[...]The impact to our families to enjoy the outdoors will be adversely affected.

(Individual)

Comment: 32-2

One of those specific restrictions is Forests Service road 7700 and the spur roads from it. The limitations of this road affects my family's cultural experience and historical use by limiting our access for hunting, mushroom picking, berry picking and scenic drives in the Wallowa Whitman National Forest, which has been part of our cultural experience by my family for at least four generations.

(Individual)

Comment: 62-2

The area that I am targeting is near Lick Creek on the Wallowa Mtn Road, specifically the Hart Butte/ Jaynes Ridge Roads. These "main roads need to be left open for all recreational users". I believe other areas of this Nat' I Forest have similar situations and can implement like actions to satisfy the various constituent's needs.

(Individual)

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Response To Comment Report

Comment: 74-3

We use the 4300, 4320, 4315 in Ladd Canyon Area and all the spur roads off of these roads. We use the 77 Road and all the spur roads off of that road in the Catherine Creek area. The 2100 road and all the spur roads off of it in the Spring Creek area. These are some of the roads we use.

(Individual)

Comment: 116-2

7750 and 7750-025.

People use the 7750 road to gain access to the branch roads, for berry picking, mushrooming, wood cutting, as well as just taking a ride.

I have to use the 7750 road to my cell phone. In order to communicate with my supervisor after hours as well as make emergency calls, keeping in con tact with doctors, family, etc. Otherwise, the closest place I can get a signal is an additional 9 miles one way. The only roads I support closing are the 7750-170, and the 7750-025 where they leave the 7750 and the 025 to start up the hill. The plan you have proposed does not take into consideration the majority. You are punishing them for the actions of a few.

(Individual)

Comment: 130-3

Road I use proposed to be closed that I use

5200

5200-989

7300

7300-020

7300-030

7300-031

7300-612

7300-610

7300-015

7300-012

7300-011

7300-070

7300-456

7300-430

7300-420

7335

1035

4520

(Individual)

Comment: 149-1

The USFS failed to take a hard look at Road #5505 to be left open to all motor vehicles more than 50 inches. This road makes it possible to reach the trail head to Summit Lake in the Elkhorns. The USFS also arbitrarily and capriciously closed roads 7220-075-088, 7220-082-045, 7220-300, 7220-200, and 7220-100 to motor vehicles, especially ones greater than 50 inches.

(Individual)

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Comment: 156-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

- The United States Forest Service violated 40 USC Sec 1508.8 by not taking a hard look at the cumulative effects of the massive road closures.
- The United States Forest Service acted arbitrary and capricious in their decision by not taking a hard look at the following roads:

4600-615, 4695-140, 4600-937, 4695-190, 3930-360, 3940-190, 4625-150

4600-616, 4600-618, 3930-193, 3930-194, 3930-195, 3930-220, 4625-456

4600-270, 3940-640, 3940-805, 3940-140, 3940-058, 3910-025

Of which these roads have a cultural impact and have been historically used by me and my family for generations. Therefore, the U.S.F.S has violated 40 USC Sec 1508.8a

(Individual)

Comment: 168-2

Need 7700 Rd and all spurs open. Mount Emily Rd 3100 and all spurs.[...]The forest service has not evaluated the social and economic effect on my family for closing these roads. Road 4300 and all side spurs up Ladd Canyon. We wood cut and mushroom pick

(Individual)

Comment: 181-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons: The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers:

7700952,7700950,7700940,7700945,770091 0, 7700905, 7700904, 7700890, 7700080, 7700860, 7700850, 7700600, 7700560, 7700571, 7700573, 7700570, 7787700, 7787793, 7787720, 7787795, 7787635, 7787640, 7787620, 7785110, 7785100, 7785150, 2036125, 2036200, 2036225, 203820, 2038260.

(Individual)

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Response To Comment Report

Comment: 200-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The USFS failed to take a hard look at the proposed actions effect upon the quality of the human environment, by closing the following road numbers, that are important to me and affect my quality of life. (list below)

6700-550, 6700-580, 6700-582, 6700-800, 6700-830, 6700-839, 6700-885, 7000-015, 7000-020, 7000-045, 7000-075, 7000-076, 7000-137, 7000-250, 7000-252, 7000-300, 7000-315, 7000-318, 7000-325, 7000-350, 7000-358, 7000-364, 7000-390, 7000-400, 7000-450, 7000-475, 7005-081, 7005-082, 7005-150, 7005-225, 7010-040, 7010-045, 7010-060, 7010-075, 7010-080, 7010-125, 7010-130, 7010-150, 7010-175, 7010-250, 7025-020, 7025-030, 7025-075, 7025-105, 7025-120, 7035-020, 7035-070, 7035-252, 7035-260, 7040-300, 7040-315, 7700-550, 7700-580, 7700-581, 7700-584, 7700-600, 7710-125, 7710-210, 7710-215, 7710-220, 7730-220, 7730-265, 7730-350, 7730-375, 7740-056, 7740-300, 7740-323, 7740-565, 7740-567, 7740-570, 7740-571, 7740-572, 7740-573, 7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585, 7745-040, 7745-041, 7745-042, 7745-050, 7750-025, 7750-042, 7750-044, 7750-046, 7750-047, 7750-048, 7750-050, 7750-052, 7750-055, 7750-57, 7750-075, 7750-078, 7750-080, 7750-081, 7750-082, 7750-083, 7750-084, 7750-095, 7750-096, 7750-100, 7750-110, 7750-115, 7750-120, 7750-122, 7750-125, 7750-129, 7750-130, 7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 7750-250, 7750-259, 7750-300, 7750-400,

This is a list of roads that are important to me to be kept open, I also recommend that roads 6700, 7000, and 7700 should be kept open year around and not seasonally.

(Individual)

Comment: 202-2

I am also appealing the removal of the following roads which I use as they were not evaluated in relation to the (social and economic) impacts to our family. 7785 and all spur roads, 7700 and all spur roads, 7746 and all spur roads, 7740 and all spur roads, 7787 and all spur roads, 4330 and all spur roads, 4165 and all spur roads, 4300 and all spur roads, 4350 and all spur roads, 5185 and all spur roads, 5185 and all spur roads, 5182 and all spur roads.

(Individual)

Comment: 219-8

Under the proposed RMP the public is losing access roads to the our most scenic views points as Bennett Peak and the ridge to Two Color Lake, accessed by a network of Indian trails, Road numbers #7750130, #7750181, #7750134, #7750300, #7750160, #7750129 (fire suppression) #7750086, (Indian Trail) Dixie, #775116, #7750110, #7750122, #7750057, (extremely important fire suppression roads.) #7750057- fire, #7750085, fire suppression, all needed to protect very inflammable habitat. O Brien Creek Indian Trail 7750259. Eagle Creek, #775060, Indian trail, fire suppression.

The handicapped and elderly are totally dependent on motorized vehicles to get to these places.

(Individual)

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Response To Comment Report

Comment: 234-4

- Road 140 off of County Road 39 in Wallowa Comity and all Forest roads that branch off of CR 39 in the Tye Butte area.

3930
040
065
045

- In the Big Canyon area in Wallowa County FR 8270 and Forest Roads.

8270
050
075
140
145

(Individual)

Comment: 242-2

I am disabled (pg. 188498) and I enjoy riding my ATV on Bald Mtn. Road 2036 and all the spur roads off it. All the spur roads off the 7785 (North Catherine Creek Rd.) all the spur roads off the 7700, the 7700900 and all the spur roads off it.

(Individual)

Comment: 258-2

You want people to hike into Two Color Lake. However, you want to close the access roads, 7750 & 7750-025.

People use the 7750 road to gain access to the branch roads for berry picking, mushrooming, wood cutting, as well as just taking a ride.

I have to use the 7750 road to use my cell phone. In order to communicate with my supervisors after hours as well as make emergency calls, keeping in contact with doctors, family, etc. Otherwise, the closest place I can get a signal is an additional 9 miles one way. The only roads I support closing are the 7750-130 and the 7750-025 where they leave the 7750 and the 025 to start up the hills.

(Individual)

Comment: 338-3

The Forest Service has failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers, 7325469,7300225, 7300230,7300238,73,7300410,7300460,7300470,and the gated end of the 7325400, as required by 40 USC Sec. 1500.2 and 40 USC Sec.1508.14. These roads are important for me and my family for recreation and enjoyment of the federally managed public lands.

(Individual)

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Response To Comment Report

Comment: 343-4

The Forest Service has failed to take a hard look at the social and cultural effects that closing trails #1810, #1823, #1800, #1873, and #1876 will have on myself and my family and my friends pursuant to 40 USC Sec. 1508.8. These trails have been used by me, my family, and my friends for single track motorcycle use for several decades.

(Individual)

Comment: 352-5

These roads and trails 3920 and unmarked spur roads; 3915, 3915-025, 3910,3905,3905-600,3905-610,3940,3930,3930-195,3930-150,3930-170,3930-290,and unmarked spur roads, 3935, 3935-200, 3935-250, 3935-390, 3539-320, 3935-390, 3935-330, and unmarked spur roads, 3950, 3950-075, 3950-080, 3950-115, 3950-180, 3925, 3925-015 and unmarked spurs roads, 3960 and unmarked spur roads, 3980, 3980-66, 3985, and unmarked spur roads, 3965,3965-065,3965-060,3965-110,3965-160,3965-175, and unmarked spur roads have been used for generations by my family for big-game hunting, bird hunting, fishing, mining, mushroom picking, berry picking, wood cutting, camping, photography, bird watching, wildlife watching, skiing, snowshoeing, hiking, motorcycling, four wheeling, gold panning, rock hounding family gatherings, and as such have become a culture established for generations.[...]The historic value of these roads and trails 3920 and unmarked spur roads; 3915, 3915-025, 3910, 3905, 3905-600, 3905-610, 3940, 3930, 3930-195, 3930-150, 3930-170, 3930-290, and unmarked spur roads, 3935, 3935-200, 3935-250, 3935-390, 3539-320, 3935-390, 3935-330, and unmarked spur roads, 3950, 3950-075, 3950-080, 3950-115, 3950-180, 3925, 3925-015 and unmarked spurs roads, 3960 and unmarked spur roads, 3980, 3980-66, 3985, and unmarked spur roads, 3965, 3965-065, 3965-060, 3965-110, 3965-160, 3965-175, and unmarked spur roads to me and future generations of my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 377-3

The Forest Service failed to take a hard look at the importance of the following roads 6220, 6220/300, 6205, 8405, 3106, 3106/100, 3104, 3120 and how they affect the culture of my family as required under 40 USC 1508.8. These roads & trails have been used for generations by my family as The United States Constitution guaranteed and as such have become a culture established for generations. The historic value of these roads and areas to me and future generations of my family must be considered. The Forest Service failed to take a hard look at the effect these closures will have it is an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 377-5

The Forest Service failed to take a hard look at the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered. I and my family have used these roads 8405, 3106, 3106/100, 3104, 3120 for generations for berry picking, fire wood collections, hunting, mushroom picking, fishing, 4 wheeling, social gatherings, camping, photography, wedding, rock hounding, motorcycling, and skiing.

(Individual)

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Comment: 378-6

I and my family have used these roads 8405, 3106, 3106/100, 3104, 3120 for generations for berry picking, fire wood collections, hunting, mushroom picking, fishing, 4 wheeling, social gatherings, camping, photography, wedding, rock hounding, motorcycling, and skiing.

(Individual)

Comment: 403-2

I am asking for an appeal because the following roads which I use for hunting, mushrooming, wood cutting, berry picking and sightseeing and hunting were not evaluated to determine their cultural, social and economic value: 5120040, 5120500, 5155110, 5155080, 5155310, 5155300, 5156190, 6700000, 6700800, 6700883, 6700830, 6700839, 7785100, 2036, 4320090, 4300.

(Individual)

Comment: 406-3

The Forest Service failed to take a hard look at the importance of the following roads/areas, SEE EXHIBIT "A 1 thru 24" attached hereto; to the culture of our family as required under 40 CFR 1508.8. These roads/trails SEE EXHIBIT "A 1 thru 24" attached hereto; have been used for four generations by our family to look at old mining areas, recreation, buy and sell mines and timber. Being taught by our father and in return teaching our children and their children on how Baker County came to be and as such have become a culture established for four generations. The historic value of these roads/areas SEE EXHIBIT "A 1 thru 24" attached hereto; to us and future generations of our family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 415-2

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road #s Ex. – Mt Emery – 3120-450, 3120-470, Whitman trail 1855. Many more. As required by 40 USC Sec 1500.2 and 1508.14. These roads have been a vital part of my family's history thru many [illegible] have used federally managed public lands all across the state. Me and my families future depends on this decision being remanded.

(Individual)

Comment: 415-3

The Forest Service failed to take a hard look at the importance of road spurs off 7787, 2036, 7785, 7750, 6205 and 6220 for my families use past, present, and future as required under 40 USC 1508.8. These roads and many more [illegible] spurs and adjacent roads and trails have been and need to stay open are the culture on my family for ATVs, hunting, camping, picnicking, berry picking, biking, Christmas tree hunting, fishing, sightseeing and picture taking to enjoy this with my [illegible]

(Individual)

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Comment: 424-2

The following roads are frequently used by our family.

2100952 – Starkey Area

2100993 – Starkey Area

2105119 – Starkey Area

2105203 – Starkey Area

2105254 – Starkey Area

2105267 – Starkey Area

(Individual)

Comment: 426-3

The Forest Supervisor, and the Forest Service has FAILED TO TAKE A HARD LOOK AT THE IMPACT THEIR PROPOSED ROAD CLOSURES WILL MAKE ON MY FAMILY AND ALL THE FAMILIES LOCALLY AND OTHERWISE, Particularly on roads 4695-135 4695-140, 4695-145, 4695-150, 4695-165, 4695-225,4695-230,4695-550,4600-933, 4690-090, 4670-350, and on 4695-570 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on many people. I request the Forest Service remand the decision until a supplemental EIS is completed.[...](4695-140) that goes to my Dad's favorite camping spot and where some of his ashes are now scattered. I am glad he is at peace. The Forest Supervisor should be too, because he would not be happy with her decision!

(Individual)

Comment: 434-3

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]The Two Color road from at or near Tamarack Park main eagle, up to Two Color Lake is very important to me and my family for 4-wheeling, berry picking, hunting, picture taking and is one of a few roads that can help introduce young kids and disabled folks to the eagle cap wilderness, without trekking miles on foot or horse back to get the same view. This closure would harm the cultural, historic value that under 40 USC 1508.8 secures.

(Individual)

Comment: 444-1

The forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers 156, 189, 185, 050, 061, 025, 038, 035, 125, 200, 514, 175, 225, 250, 253, 300, 325, 335, 325, 350, 360, 359, 550, 3025, 160, 122, 150, 090, 060, 3030, 025, 048, 040, 035, 085, 036, 115, 153, 163, 169, 145, 125, 035, 025, 100, 150, 055, 143, 145, 150, 500, 215, 243, 240, 205, 058, 223, 236, 230, 256, 250, 269, 275, 280, 286, 290, 370, 390, 400, 415, 445, and 455 as required by 40 USC Sec. 1500.2 and 40 USC sec 1508.14.

(Individual)

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Comment: 445-2

In addition I feel that the Forest Service failed to take a hard look at the importance of the following roads 156, 189, 185, 050, 061, 025, 038, 035, 125, 200, 514, 175, 225, 250, 253, 300, 325, 335, 325, 350, 360, 359, 550, 3025, 160, 122, 150, 090, 060, 3030, 025, 048, 040, 035, 085, 036, 115, 153, 163, 169, 145, 125, 035, 025, 100,150,055,143,145, 150, 500, 215, 243, 240, 205, 058, 223, 236, 230, 256, 250, 269, 275, 280, 286, 290, 370, 390, 400, 415, 445, and 455 to the culture of my family as required under 40 USC 1508.8.

(Individual)

Comment: 465-1

For the past 17 years I have used Forest Service road 050 and some spur roads off it for cutting our firewood to heat our home. It's all we have for heat. We (I) can't afford alternative petroleum types of heat.

(Individual)

Comment: 480-4

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]The Two Color Road from at or near Tamarack Park and Main Eagle, up to Two Color Lake is very important to me and my family for four-wheeling, berry picking, and picture taking. It is one of the few roads that help introduce young kids and disabled people to the Eagle Cap Wilderness, without walking for miles on foot or horseback to get the same view. This is a very special place to my husband and I to go and spend our days off for quiet and relaxation. Last fall my husband suffered and near fatal heart attack and the only thing he has been wanting to do is get back up Two Color Trail and see the breath taking Eagle Cap Wilderness. Please don't take that away from him as walking for days to get to that area is out of the question and would not be beneficial to his health. This closure would harm the cultural historic value that under 40 USC 1508.8 secures.

(Individual)

Comment: 485-2

I am listing several roads of importance to me, but I would request that none of these roads be closed to public travel.

Road #'s – Starkey Unit
4320, 4330, 4380

(Individual)

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Comment: 499-6

I would like to see these roads kept open as they are the ones that we use for all our activities from berry picking, mushrooming, firewood, camping and hunting. We now have a 5th generation to teach all these things to, so please help us by keeping these areas open: Starvation Ridge - 090, 080, 092, 094

Roberts Butte 4605109-4605062-4605074

McCubbin 3021094-3021925-3021921-3021923-3021960-3021097-3021099-3021260-3021089-3021088-3021070-3021814-3021811-3021085-3021034-3021030-3021026-3021053-3021025-3021023-3021032-3021036-3021072-3021083-3021190-3021050-3021074-3021076-3021155-3021110-3021115-3021040-3021051-3021048-3021049-3021055-3021042-3021063-3021090-3021079-3021077

Macalister 3025020-3025025-3025026-3025062-3025060-3025068-3025090-3025128-3025120-3025125-3025122-3025150-3025153-3025163-3025217-3025219-3025215-3025221-3025223-3025215-3025235-3025213-3025210-3025205-3025197-3025193-3025195-3025180-3025039-3025038-3025037-3025030-3025033-3025103-3025100

Washboard 3030015-3030016-3030018-3030105-3030035-3030045-3030025-3030048-3030046-3030050-3030052-3030075-3030036-3030038-3030055-3030078-3030076-3030074-3030106-3030112-3030115-3030085-3030123-3030124-3030122-3030125-3030129-3030135-3030461-3030457-3030455-3030453-3030451-3030145-3030147-3030149-3030159-3030179-3030169-3030171-3030167-3030165-3030157-3030158-3030153-3030127-3030117-3030109-3030107

(Individual)

Comment: 511-1

The Forest Service has failed terribly at the effect on our family and friends. The closing of these roads in this area are devastating to our way of life. Roads are listed below:

4305247, 4305248, 4305250, 4305252, 4305255, 4305256
4305260, 4305262, 4305270, 4305275, 4305277, 4305278
4305279, 4305280, 4305281, 4305560, 430562, 4305514
4305570, 4305571, 4305572, 4305580, 4305586, 4305590

(Individual)

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Comment: 512-7

In the North Catherine Creek Area, the South Catherine Creek Area, and the Buck Creek Area of the Wallowa-Whitman National Forest, the Forest Service failed to both thoroughly and responsibly consider the effects that the proposed closures will have on the appropriate human use of the environment and its natural resources by many tax-paying members of the public by closing portions or all of road numbers 100, 110, 112, 116, 140, 144, 150, 620, 700, 705, 708, 709, 710, 719, 730, and 736 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

These roads are essential to me and my family for the legal gathering of firewood, and closing them will greatly limit our ability to heat our homes as firewood is our only heat source. The above mentioned roads have also been used by me and my family for generations for the legal hunting of big game, the legal harvesting of mushrooms and berries, and other responsible recreational activities.[...]The roads listed above have not been maintained by the Forest Service for decades, and by closing said roads the Forest Service will not save any money. These roads are in no way disruptive to any fish habitat, especially since many of the streams in this area are too small to support fish, and closing them will not necessarily impact local wildlife.

(Individual)

Comment: 514-2

The Forest Service failed to take a hard look at the importance of the following roads 77, 85, 060, 710, 708, 700, 701, 702, 7755, 7745 to the culture of my family as required under 40 USC 1508.8.

(Individual)

Comment: 520-2

The United States Forest Service acted Arbitrary and capricious in their decision by not taking a "hard look" at these following roads:

4600-615, 4600-616, 46600-270, 4695-140, 4600-618, 3940-640, 4600-937, 3930-193, 3940-805, 4695-190, 3930-190, 393-194, 3940-140, 3930-360, 3930-195, 3940-058, 3940-190, 3930-220, 3940-058, 4625-150, 4625-456, 3910-025

of which these roads have a cultural impact and have been historically used by me and my family for generations. Therefore, the USFS has violated 40 USC Sec 1508.08.

(Individual)

Comment: 578-2

The forest Service failed to take a hard look at the importance of the following roads/areas 6205-057, 6205-055, 6205-050, 6205-100, 6210-105, 6210-110, 6210-170, 6210-150, 6210-165 to the culture .of my as required under 40 USC 1508. These roads/trails TR19031 and TR19161 have been used for generations by my family for motorcycle riding and as such have become a culture established for generations.

(Individual)

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Comment: 580-2

Just to mention a few areas where we normally get wood: In the West Union County area, 4300-220 Map error 220-going dead end into 228. The 220 needs to tie the 43 and 4305 together. Very important for hunting, woodcutting, you name it.

(Individual)

Comment: 582-1

The Forest Service failed to take into consideration how the proposed action will effect those of us who are retired and have disabilities from enjoying the quality of life of our public lands by cutting off access to nearly all spur roads and trails for ATV or OHV travel such as all side roads off of The Skyline road number 1100 from Whitney road to the east to Highway 245 to the west such as Roads Numbered 920, 800, 775, 778, 720, 680, 818, 1910, 1190, 1165, 515, 500, & 521.

All spur roads and trails off the 1920 Road that runs between Whitney road and the 1100 road such as 150, 156, 159, 158, 195, 196, & 197.

All spur roads and trails off the Old Auburn road connecting to Union Creek road between points on US Highway 7 commonly referred to as road 7220, such as roads 010, 020, 360, 300, 420, 450, 090, 080, 045, 046.as required by 40 USC Sec. 1500.2 and 40 USC managed public lands.

(Individual)

Comment: 592-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing roads number 7785-702 South Catherine Creek, Road number 7785-700. All of Road 7700 open for travel year round. All of Road 2036 Hess Cabin Rd. The Merry Go Round Road.

(Individual)

Comment: 631-2

The Forest Service has failed to take a look at the importance of many of these roads; these roads include but are not limited to 2200114, 2200116, 2200118, 2200119, 2200113, 2440054, 2440062, 2105353, 2105366, 2105468, 21055600.

(Individual)

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Comment: 653-2

The Forest Service failed to take a hard look at the following:

(A) 7750/130 and 7750/100. These roads should be left open for access for hunting and recreation such as rock hounding and prospecting, berry picking and access to Two Color Lake.

(B) 7700 and 7000 should remain open year around as conditions allow because restricted access negatively impacts turkey and bear hunters and wood cutters. Additional negative impact on private property accessed by these roads.

(C) 7745/041, 040, 042 these roads provide access to Sheep Rock and Bradley Mines. This is a popular hunting and prospecting area and is one of the few areas to access a cell tower.

(D) 7750 O'Brien extension should be open to all OHV, not 50" or less.

(E) 7035/300 ties into 7000/320 and that ties into 7000/250 and ends at 7000. This is a very popular ATV loop and is a popular hunting, wood cutting and berry picking area.

(F) 6700. This road should be open to all vehicles because it ties to many loops.

(G) 7000/500 connects to many popular hunting, berry picking and recreation areas.

(H) 7005 to 7005/150 to 7010 to 7000 roads access mines and private property and is a popular hunting and ATV area and should remain open. This area is also popular with wood cutters.

(Individual)

Comment: 677-9

In the North Catherine Creek Area, the South Catherine Creek Area, and the Buck Creek Area of the Wallowa-Whitman National Forest, the Forest Service failed to both thoroughly and responsibly consider the effects that the proposed closures will have on the appropriate human use of the environment and its natural resources by many tax-paying members of the public by closing portions or all of road numbers 100, 110,112, 116, 140, 144, 150, 620, 700, 705, 708, 709, 710, 719, 730, and 736 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 707-1

The Forest Service failed to recognize the proposed actions effect upon the quality of the human environment by closing the following roads:

Road 11 (Skyline Road) from Ebell Creek to Dooley Mtn. Hwy. 245 to Bald Mtn. to Sheep Rock to Hwy. 7 by Huckleberry Mtn. south of Baker City.

Road 1920 off of road 11 that goes between 2nd and 3ed creeks. And roads 060, 115, 150, & 280 off of the 1920 road.

Road 1910 (China Creek) off of road 11. And road 025 off of the 1910 road.

Road 1165 off of road 11 (that goes between China Creek and Big Creek). And roads 020, 030, 050, 052, 060, 070, & 080 off of road 1165.

Roads 325 & 500 off of road 11 by Black Mtn.

Road 2220.1 behind Phillips Lake. Road 1160 (Dean Creek). And road 300 off of road 1160.

Road 1145 by Mason Dam that goes up Black Mtn. And roads 140, 265, & 270 off of road 1145.

Roads 1125, 1130, 1135, & 1137 off of road 11 by Bald Mtn., Stices Gulch, and Cornet Creek areas.

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And roads 265, 273, 277, & 282 off of road 1135.

Road 1140 (Denney Creek).

Road 500 off of road 11 near Sheep Rock.

Road 1150 by Black Mtn. towards Hereford and Hwy. 245. And roads 300 (Rattlesnake Gulch), and 500 off of road 1150.

Roads 1115, & 1118 (Glasgow Gulch), and road 1110 (Auburn Creek), near Dooley Mtn.

Roads 020, 150, 030, 045, 070, & 1110 off of road 11 near Ebell Creek, Stump Springs, Dark Canyon areas.

Road 1940 (Mosquito Creek), 1925 (Petticoat Creek), and 1900 (Sheep Creek) all off of the North Fork Burnt River Road between Whitney and Unity Hwy. 245. And road 118 near Pogue Point.

Road 1900 (Camp Creek) off of Hwy. 7 north of Whitney. And roads 400 and 325 off of road 1900.

Roads 300 & 350 off of Hwy. 7 past Whitney.

Roads 1090 & 1040 (Patrick Creek) near Whitney.

Roads 1080, 1075, & 1055 off of Hwy. 7 by Huckleberry Mtn. towards Sawmill Gulch.

Roads 7390, 1060, & 1065 west of Sumpter near Buck Gulch.

Road 553 north of Sumpter going to Bourne. Road 5536 off of road 553. And road 030 off of road 553 (Little Cracker Creek).

Road 160, 170, & 200 off of road 5536 near Pole Creek.

Road 6540 & road 110 off of road 6540. And road 030 off of road 6540, & 060 & 095 off of the 030 road near Crevice Creek & Lake Creek.

(Individual)

Comment: 715-1

I am appealing the closures of roads 7735, 7737, 7741 for the reasons listed below.

(Individual)

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Comment: 720-1

I would like to register my appeal to not go forward with this proposal which is scheduled to go into effect June 1, 2012.

We have historically archery hunted the area accessed via the Russell Mountain lookout Road in the S.E. Wallowa Mountains. We are not road hunters...we park near the top and hike out 2-3 miles to hunt for both deer and elk. By closing off this road, you will add an additional two miles to our hike, essentially putting the area off-limits to hunting...you cannot pack out an elk fast enough from 5 miles out, in warm Fall weather, in rough terrain, on your back, to keep meat from spoiling...it is just not possible.[...]We are moral and ethical hunters and do not believe this closure is needed or necessary.

(Individual)

Comment: 726-2

210086, 2100967, 2105102, 210513, 2105147, 2105215, 2105252, 2105257, 2105421. Starkey Area

(Individual)

Comment: 733-1

The Forest Service failed to take a hard look at the proposed actions effected upon the quality of the human environment by closing all roads in and near Sumpter Granite, Baker City, Halfway, Richland as the people we ourselves can't give all road numbers, but a few are 1065, 1070, 1080-109, 7380, 6325, 10-1010.

(Individual)

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Comment: 45-4
Road Suggestions

Catherine Creek and Medical Springs Area
Forest Road 6700 including 350/400/450
Forest Road 7040 including 315/300
Forest Road 7035 including 300/350
Forest Road 7000 including 500

Forest Road 7700 to 77 46 including 080
Forest Road 7700 including 550 to 830/839 to 6700

Taylor Green Area
Forest Road 7700 including 600/560/570
Billy Small Meadow Area
Forest Road 2036 including 101/125/070
North Fork Catherine Creek and Buck Creek Area
Forest Road 7787 including 130/133/ and 700 series roads
Pilcher Reservoir Area towards Ladd Canyon Area

Forest Road 4330 including 090 to 4350
Forest Road 4300 including 020 and 030

(Individual)

Comment: 65-15

Our group has engaged in talks with the Baker County Commissioners about the Historic North Powder River Road.[...]This road was used to transport men and supplies to mines before the USFS had any control over this land. This road has been neglected and we came forward, asking to divert water from the road, preventing further deterioration. We have the support of our county commissioners as well as the County Road Master, Ken Helgerson but the WWNF has plans to close a portion of this road. The middle of this road. I invite you to come with us and experience this road with our group. See it for the beauty that it is, for the history and the head to many trails, lakes and scenery that it offers. It is currently a road, not a trail, passable in limited 4x4 vehicles and ATV's.

(Multiple Use or Land Rights Organization)

Comment: 82-1

The following roads I use oftern (total 12 times a year) to experience nature
Roads

6220, 6200, 6241, 6250, 6280, 6380, 6400, 6396, 6360, 6300, 6343, 6332, 6325, 6357, 6356,
6490, 6500, 6510, 6550, 51, 5040, 5050, 4305, 4652, 4664, 5140, 5195, 5960, 5125, 5130, 5138,
5021, 5015, 5365, 5135, 5100, 5110, 5080, 5050, 2120, 2105, 2460, 2301, 2980, 2095, 2021

(Individual)

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Comment: 114-2

The USFS failed to take a hard look at the proposed actions effect upon the quality of the human environment, by closing the following road numbers, that are important to me and affect my quality of life. (list below)

670Q-550, 6700-580, 670Q-582, 670Q-800, 6700-830, 6700-839, 6700-685, 7000-015,7000-020, 7000-045, 700Q-075, 7000-076, 7000-137, 7000-250, 7000-252, 7000-300, 7000-315, 7000-318, 7000-325, 700Q-350, 7000-358, 7000-364, 700Q-390, 7000-400, 7000-450, 7000-475, 7005-061, 7005-082, 7005-150, 7005•225, 7025-Q20, 7025-030, 7025-075, 7025-105, 7025-120, 7035-020, 7035-070, 7035-252, 7035-260, 7040-300, 7040-315, 770Q-550, 7700-560, 7700-581' 770Q-584, 7700-600, 7710-125, 7710-210, 7710-215, 7710-220, 7730-220, 7730-265, 7730-350, 7730-375, 7740-056, 7740-300. 7740-323, 774Q-565, 7740-567, 7740-570, 7740-571, 7740-572, 7740-573, 7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585, 7745-040, 7745-041, 7745-042, 7745-050, 7750-025, 7750-042, 7750-044, 7750-046, 7750-047, 7750-048, 7750-050, 7750-052, 7750-055, 7750-57, 7750-075, 7750-078, 7750-080, 7750-081' 7750-082, 775Q-083, 7750-084,7750-095,7750-096,7750-100,7750-110,7750-115,7750-120, 775Q-122, 7750-125, 775Q-129, 7750-130, 7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 775Q-250, 7750-259, 775Q-300, 7750-400.

This is a list of roads that are important to me to be kept open. I also recommend that roads 6700, 7000, and 7700 should be kept open year around and not seasonally ..

The above roads are important to me because the closure of these roads not only effect our family today, but for generations to come. These roads are also used by our family to cut firewood, hunt and pick berries and mushrooms.

(Individual)

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Comment: 153-1

The USFS failed to take a hard look at the proposed actions effect upon the quality of the human environment, by closing the following road numbers, that are important to me and affect my quality of life. (list below)

6700-550, 6700-580, 6700-582, 6700-800, 6700-830, 6700-839, 6700-885, 7000-015, 7000-020, 7000-045, 7000-075, 7000-076, 7000-137, 7000-250, 7000-252, 7000-300, 7000-315, 7000-318, 7000-325, 7000-350, 7000-358, 7000-364, 7000-390, 7000-400, 7000-450, 7000-475, 7005-081, 7005-082, 7005-150, 7005-225, 7010-040, 7010-045, 7010-060, 7010-075, 7010-080, 7010-125, 7010-130, 7010-150, 7010-175, 7010-250, 7025-020, 7025-030, 7025-075, 7025-105, 7025-120, 7035-020, 7035-070, 7035-252, 7035-260, 7040-300, 7040-315, 7700-550, 7700-580, 7700-581, 7700-584, 7700-600, 7710-125, 7710-210, 7710-215, 7710-220, 7730-220, 7730-265, 7730-350, 7730-375, 7740-056, 7740-300, 7740-323, 7740-565, 7740-567, 7740-570, 7740-571, 7740-572, 7740-573, 7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585, 7745-040, 7745-041, 7745-042, 7745-050, 7750-025, 7750-042, 7750-044, 7750-046, 7750-047, 7750-048, 7750-050, 7750-052, 7750-055, 7750-57, 7750-075, 7750-078, 7750-080, 7750-081, 7750-082, 7750-083, 7750-084, 7750-095, 7750-096, 7750-100, 7750-110, 7750-115, 7750-120, 7750-122, 7750-125, 7750-129, 7750-130, 7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 7750-250, 7750-259, 7750-300, 7750-400.

This is a list of roads that are important to me to be kept open. I also recommend that roads 6700, 7000, and 7700 should be kept open year around and not seasonally.

The USFS failed to take a hard look at giving adequate notice of this action to me as required and suggested under 40 USC Sec.1506.6. My families private property is located at FS Road 7000, mile marker 8, Eagle Cap Ranger District.

(Individual)

Comment: 217-3

The Forest Service failed to take a hard look at the importance of the following roads – 3120-450 and 3120-470 to the culture of my family as required under 40 USC 1508.8. These roads 3120-450 and 3120-470 have been used for years by me and my family for hunting, camping, berry picking, recreation, etc. and have become part of our culture.

(Individual)

Comment: 225-2

I hunt the 7700 and all spur roads. I am getting older and my knees and ankles are in bad shape.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 343-3

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the importance of the following roads/ trails and their significance in my family's culture as required by 40 USC Sec. 1508.8. Trail #1658, #1660, #1678, #16788, and forest road #4615100 and #4615250 have been used for single track motorcycle use now for three generations by my family.[...]The Forest Service has failed to take a hard look at the proposed actions effects upon the Human Environment by closing down trails #1917, #1932 and #1926 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 352-2

The Forest Service failed to take a hard look at the effect the proposed actions have upon the quality of the life experiences of the human environment and local culture by closing road number: 3920 and unmarked spur roads; 3915,3915-025,3910,3905,3905-600,3905-610,3940,3930,3930-195,3930-150,3930-170, 3930-290, and unmarked spur roads, 3935, 3935-200, 3935-250, 3935-390, 3539-320, 3935-390, 3935-330, and unmarked spur roads, 3950, 3950-075, 3950-080, 3950-115, 3950-180, 3925, 3925-015 and unmarked spurs roads, 3960 and unmarked spur roads, 3980, 3980-66, 3985, and unmarked spur roads, 3965, 3965-065, 3965-060, 3965-110, 3965-160, 3965-175, and unmarked spur roads as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 358-1

The Forest Service failed to look at proposed closures of roads 1230, 12, 1210, 2640, 70150. These roads are often used by miners, loggers and pleaurists.

(Individual)

Comment: 367-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers:
5155000, 5155146, 5551150, 5155153, 5155160, 5155190, 5155210, 5155214, 5155218, 5155300, 5155301, 5155324, 5155330, 5155332, 5155345, 5155346, 5120000, 5120160, 5120500, 5120550, 5115000, 5115100, 5115163, 5115166, 5115169, 5115177, 5115180, 5115200, 5115500, 5115530, 5115540, 5115560, 5115562, 7340000, 7340065, 7340130, 7340135, 7340140, 7340200, 7335000, 7335112, 7335240, 7335260.

(Individual)

Comment: 377-4

The Forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers Road 2036/125- "Summit Road" 77 & 77/650 & 77/7787 (Commonly Known as Buck Creek Road & Trailhead) as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 378-3

The Forest Service failed to take a hard look at giving adequate notice to me as required and suggested under 40 USC Sec. 1506.6. My property located 70942 Bates Lane is indirectly affected by the closure of road 2036/125, -"summit road" 77 & 77/650 and roads which connect road 2036/125 with the "Old Bald Mtn Rd." My property will be effected by this closure and the Forest Service should have notified me of their proposal to close access to my property by phone or direct mail. The Forest Service acted both arbitrary and capricious in their lack of consideration of me and my property in not giving proper notification to me as a person of a valid existing right I request the Forest Service remand the decision.

(Individual)

Comment: 391-1

I am the owner of some 37 acres of timberland in section 9, TWP 7S R42E, off the Balm Creek Reservoir Road, which I have owned since 1994. The only access to this property is on the #7050 Spur road, some 4.6 miles from Medical Springs. Some 3. of a mile on the right is another spur, #013. This latter is a steep rutted trail to our property, but the only access.

(Individual)

Comment: 488-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:
The Forest Service failed to take a hard look at the direct and indirect effects to my family under 40 USC 1508.8 regarding closing of the following roads in the Starkey area, and by no means are they the only roads being closed by the Forest Service under the Wallowa-Whitman Forest Travel Management Plan that my family uses. Examples include road numbers: 4316000, 5110000, 5130000, and 514000.

(Individual)

Comment: 513-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers 77, 85, 060, 710, 708, 700, 701, 7755, 7745.[...]The Forest Service failed to take a hard look at the previously mentioned roads and access required under 40 USC 1508.8.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 526-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers: 7700000, 7000450, 7000000, 7000400, 7000390, 7000350, 7000358, 700364, 6700000, 6700800, 6700805, 6700839, 7785100, 2036000, 2036070, 2038100, 6700550, 6700580, 6700582, 7740560, 7740565, 7740567, 7740570, 7740571, 7740572, 7740573, 7740574, 7740575, 7740576, 7740577, 7740578, 7740579, 7740580, 7740505, 7740300, 7740323, 4320000, 4320170, 4320210, 432090, 4300000, 4300188, 4300160, 5120040, 5120500, 5155110, 5155080, 5155310, 5155300, 5156190, 7220000, 7220200, 7220075, 2220000, 1160000, 1160380, 1160402, 5155400, 5156000, 7300130, 7300131, 430500, 7750044, 7750046, 7750047, 7750048, 7750110, 7750115, 7750120, 7750145, 7750140, 77500995, 7750096, 7750055, 7750057, 7750075, 7750080, 7750081, 7750082, 7750083, 7750084, 7750095, 7750096, 7750052, 7750050, 7750125, 7750122, 7750165, 7750078, 7750150, 7010210, 7010250, 7010215, 7005150, 7005225, 7005082, 7005081, 7035020, 7035252, 7035030, 7035070, and 7035252 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 527-2

The Forest Service failed to take a hard look at the importance of the following roads 8405-000, 8405-330, 8405-145, trail 1856 to the culture of my family as required under 40 USC 1508.8. These roads 8405-000, 8405-330, 8405-145, trail 1856 have been used for generations by my family for hunting, fishing, camping, berry picking and many other forms of recreation and as such have become a culture established for generations. The historic value of these roads 8405-000, 8405-330, 8405-145, trail 1856 to me and future generations of my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have in an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 578-1

The Forest Service failed to take a hard look at the proposed action's effect upon the quality of the human environment by closing road numbers 6205-0S7, 6205-055, 6205-050, 6205-100, 6210-105, 6210-110, 6210-170, 6210-150, 6210-165 as required by 40 USC Sec.1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 579-2

The forest Service failed to take a hard look at the importance of the following roads/areas 3100-120,3120-100,3121-400,3120-620, 3120-910, 2100-952, 2100-960, 2100-965, 2100-995, 2100-811, 2100-810, 2100-800, 2100-800, 2100-805 to the culture of my as required under40 USC 1508.8. These roads/trails 1850, TR1859, TR1860 have been used for generations by my family for motorcycle riding and as such have become a culture established for generations.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 583-1

The Forest Service failed to take into consideration how the proposed action will effect those of us who are retired and have disabilities from enjoying the quality of life of our public lands by cutting off access to nearly all spur roads and trails for ATV or OHV travel such as all side roads off of The Skyline road number 1100 from Whitney road to the east to Highway 245 to the west such as Roads Numbered 920, 800, 775, 778, 720, 680, 818, 1910, 1190, 1165, 515, 500, & 521.

All spur roads and trails off the 1920 Road that runs between Whitney road and the 1100 road such as 150, 156, 159, 158, 195, 196, & 197.

All spur roads and trails off the Old Auburn road connecting to Union Creek road between points on US Highway 7 commonly referred to as road 7220, such as roads 010, 020, 360, 300, 420, 450, 090, 080, 045, 046.as required by 40 USC Sec. 1500.2 and 40 USC managed public lands.

(Individual)

Comment: 585-2

If I have to give a road number it's U.S.F.S. Road #151

(Individual)

Comment: 614-2

In addition I feel that the Forest Service failed to take a hard look at the importance of the following roads 156, 189, 185, 050, 061, 025, 038, 035, 125, 200, 514, 175, 225, 250, 253, 300, 325, 335, 325, 350, 360, 359, 550, 3025, 160, 122, 150, 090, 060, 3030, 025, 048, 040, 035, 085, 036, 115, 153, 163, 169, 145, 125, 035, 025, 100, 150, 055, 143, 145, 150, 500, 215, 243,240, 205, 058, 223, 236,230,256, 250, 269, 275, 280, 286,290, 370, 390, 400, 415,445, and 455 to the culture of my family as required under 40 USC 1508.8.

(Individual)

Comment: 618-2

I am mainly concerned with the 4320, 4330, and 4380 roads where we deer hunt and camp each year.

(Individual)

Comment: 621-1

The Forest Service failed to take a hard look at the proposed effect on the social and cultural environment by closing roads 4240080, 4240070, 4240363, 4240315, 3935-015-020, 3035-016, 3935-035, 3935-066 as required under 40 USC Sec. 1508.8.

(Individual)

Comment: 623-1

The Forest Service failed to take a hard look at the proposed actions effect on the social and cultural environment by closing roads 4240-250, 4240-251, 4240-252, 4240-253, 4240-254, 4240-255, 4240-270.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 624-1

The Forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing all spur roads and connecting off of the 6220 road connecting the Moss Springs area to the Indian Creek area. This also includes all spur roads and connecting roads off of the 6210 and 6205 roads in the Indian Creek area. As required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 624-3

The Forest Service failed to take a hard look at the importance of any spur road or connecting road off or the 6220, 6210, or the 6205 roads in the Moss Springs and Indian Creek area, and any roads on Mt. Fanny and Mt. Harris. These roads are a vital part of the culture of my family as required under 40 USC 1508.8.

(Individual)

Comment: 630-1

I am very concerned that the Forest Service has not taken into consideration what kind of impact it will make on the quality of life for the community that I and my family live in by closing roads in our forest, some of the roads that are listed for closer include but are not limited to are, 210S365, 2105463, 21055482, 2200115, 2200117, 2200113, 2440059, 2440065.

(Individual)

Comment: 648-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing any roads in the Eagle Mountains, Dooley Mt. and the Sumpter area. As required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.[...]I have children, grandchildren and great grandchildren that enjoy camping, hunting and sometimes just driving around.

(Individual)

Comment: 710-2

The United States Forest Service acted arbitrary and capricious in their decision by not taking a "hard look" at these following roads:

4600-615, 4695-140, 4600-937, 4695-190, 3930-360, 3940-190, 4625-150

4600-616, 4600-618, 3930-193, 3930-194, 3930-195, 3930-220, 4625-456

4600-270, 3940-640, 3940-805, 3940-140, 3940-058, 3910-025

Of which there roads have a cultural impact and have been historically used by me and my family for generations. Therefore, the USFS has violated 40 USC Sec. 1508.8a.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 717-1

The Forest Service failed to take a hard look at the effects upon the quality of human environment by closing these road numbers 7340 7335 030 040 and additional roads on the next section East which is on another map that has no numbers. These roads provide access to my property The Standard Mine Claims

(Individual)

Comment: 719-1

The Forest Service failed to take a hard look at the effect of the proposed actions upon the quality of the human environment by closing road numbers 6220201, 6220203, 6220204, 6220205, 6220220,6220222, 6220224, 6220230, 6220232 and 6220234 as required by 40 USC sec.1500.2 and 40 USC sec.1508.14.

(Individual)

Comment: 730-1

The following Gov. roads were not considered. 1500.2, 1502.16, 1502.19, 1503.19, 1506.2, 1506.6, 1508.8, 1508.14, 1508.25, 1508.27

I am 68 years old have been hinting at end of road 5125, 5135, 130 since I was 15 years old.

(Individual)

Comment: 13-1

I have in my possession a map of all the roads that were built in Union Co and surrounding counties.

Most of this area has been in a road management area since the Nixon era (green dot area). The main artery roads and connecting roads had been left open. The others have been gated, barricaded or overgrown with [illegible]. This area already has a road management plan. No roads should be closed in the Starkey area.

(Individual)

Comment: 13-2

4305 and spur roads.

I have property in 6220 area and all spur roads should be left open and 622500 needs to be left open all the way there.

(Individual)

Comment: 19-2

My main ATV roads we like to ride are in the Catherine Creek and Big Creek, Eagle Creek areas. Some of the road numbers are the 2036 and 2038 roads and all the spur roads off these roads. The 7700, 7785, 7787, 7785600 and the spur roads off these roads.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 31-2

One of those specific restrictions is Forests Service road 2036 and 2038 and the adjoining spur roads from them. The limitations of this road affects my family's cultural experience and historical use by limiting our access for hunting, mushroom picking, berry picking and scenic drives in the Wallowa Whitman National Forest, which has been part of our cultural experience by my family for at least four generations.

(Individual)

Comment: 96-2

I am disabled and this would stop my ability to access the forest on the road's 2036 and all the spurs off of it. I use the 7700 Road and all the spur roads like 7700 900 for ATV's mushroom hunting, hunting wild game, and so on.

(Individual)

Comment: 176-2

I would request that the Cub Creek Road system be left open for that purpose. We also hunt the area a great deal, if that system of roads are closed I will no longer be able to hunt there because I am now at the age where I can't walk that far to do my hunting. I will no longer be able to drive within a short distance of my hunting spot, walk to it with my grandchildren and teach them the skills they need to learn to be a part of these mountains we live in.

(Individual)

Comment: 184-2

We also like to fish up in there and watch the deer and elk.

(Individual)

Comment: 186-2

These roads are behind my house and have property that borders USFS. 770 spur roads 945 – 940 – 950 roads off 7746 the spurs off that road is good for wood. 6750 the spurs off main road.

(Individual)

Comment: 191-2

Our family would be directly impacted by the road closures in Union County specifically, all spur roads off the 7700 road, spur roads off of 2036 road (Bald mountain), all spur roads off of the 7785 road, as well as the spur roads off of the 8220 road.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 198-1

The USFS failed to take a hard look at the proposed actions effect upon the quality of the human environment, by closing the following road numbers, that are important to me and affect my quality of life. (list below)

6700-550, 6700-580, 6700-582, 6700-800, 6700-830, 6700-839, 6700-885, 7000-015, 7000-020, 7000-045, 7000-075, 7000-076, 7000-137, 7000-250, 7000-252, 7000-300, 7000-315, 7000-318, 7000-325, 7000-350, 7000-358, 7000-364, 7000-390, 7000-400, 7000-450, 7000-475, 7005-081, 7005-082, 7005-150, 7005-225, 7010-040, 7010-045, 7010-060, 7010-075, 7010-080, 7010-125, 7010-130, 7010-150, 7010-175, 7010-250, 7025-020, 7025-030, 7025-075, 7025-105, 7025-120, 7035-020, 7035-070, 7035-252, 7035-260, 7040-300, 7040-315, 7700-550, 7700-580, 7700-581, 7700-564, 7700-600, 7710-125, 7710-210, 7710-215, 7710-220, 7730-220, 7730-265, 7730-350, 7730-375, 7740-056, 7740-300, 7740-323, 7740-565, 7740-567, 7740-570, 7740-571, 7740-572, 7740-573, 7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585, 7745-040, 7745-041, 7745-042, 7745-050, 7750-025, 7750-042, 7750-044, 7750-046, 7750-047, 7750-048, 7750-050, 7750-052, 7750-055, 7750-57, 7750-075, 7750-078, 7750-080, 7750-081, 7750-082, 7750-083, 7750-064, 7750-095, 7750-096, 7750-100, 7750-110, 7750-115, 7750-120, 7750-122, 7750-125, 7750-129, 7750-130, 7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 7750-250, 7750-259, 7750-300, 7750-400.

This is a list of roads that are important to me to be kept open. I also recommend that roads 6700, 7000, and 7700 should be kept open year around and not seasonally.

(Individual)

Comment: 215-1

The Forest Service failed to take a hard look at the proposed action effect upon the quality of the human environment by closing road numbers: 7785-702, 7785-700, 8405-130, 4305-260, 3120-450, 3120-470 as required by 40 USC sec. 1500.2 and 40USC sec. 1508.14

(Individual)

Comment: 219-7

Roads #7745040 and #7745041, should not be closed to the famous, but now inactive, gold mines which are historic attractions. They are safe for visitors as none are open. I use these roads frequently. They are recreation roads ideal for four wheelers to use to enjoy a fantastic view of East Eagle Canyon. They are user maintained only. Do not close #7745042, #7745060, #7745061, #7745550. Proposal to close these roads are examples of the Forest Service not taking a hard look at recreation values and opportunities.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 240-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers:

7700952,7700950,7700940,7700945, 7700910, 7700905, 7700904, 7700890, 7700080, 7700860, 7700850, 7700600, 7700560, 7700571, 7700573, 77005 70, 7787700, 7787793 , 7787720, 7787795, 7787635, 7787640, 7787620, 7785110, 7785100, 7785150, 2036125, 2036200, 2036225, 2038230, 2038260.

(Individual)

Comment: 251-2

The closure of these roads: 7700, 77945, 7785, 1916, 2036, 7787733, 77570 will affect me and my wife because of being disabled. But it will also affect the local economy.

(Individual)

Comment: 257-4

I do not want any more roads. I am especially worried about the following areas which I use the most.

All spur roads off of 6200, 6220, 6210, 6205, 8270.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 270-1

After reading the proposals for the road closures of almost 4000 miles of national forest it leaves me to believe that eventually there will be little usage if no usage for hunters and firewood cutters in these national forest areas. I have been an avid hunter for the past 6 years and have grown up hunting with my dad. It is safe to say that my dad has the longest streak of going up to the Imnaha Unit for rifle deer hunting after going for 53 consecutive years. This coming year will be my 22 year going up to the Imnaha Unit. I was literally taken up to go camping during hunting season since I was 2 month old and it has been an incredible experience and so many great memories that I have built over those years. Unfortunately I see a slippery slope that the national forest has gone down. In the past 6 years I have seen almost half of the roads in this area closed to vehicle access. Some of these roads I could see why they closed them and other roads there was no reason to close. One of these roads was located in Harl Butte and was a loop around road that connected to the other side of Harl Butte. This road saves an immense amount of time of traveling and since the closure it now takes an extra 30 to 45 minutes to travel to the other side of Harl Butte to walk around and hunt. This was one of the most popular roads and areas in the Imnaha Unit and is a special place to me since it was where I was able to take my first buck deer on a walk through the thick brush. Now because of the road closure I am not able to go back up to this location because it would take almost an hour and a half of walking which is something that my father is not able to do because of having a lung procedure that does not allow him to take long hikes like this would require. It breaks my heart that I cannot enjoy this area with my dad anymore and it is all because of a road closure that is keeping us from enjoying this place. Another instance of road closures affecting us is a road that we use to camp on every year for the past 20 years was closed this year and made it impossible to camp in this location anymore. I feel that the road closures are getting to a point where it is very hard to function yet alone trying to hunt in these conditions. Because of my dad's health there are very limited places that we are able to hunt because we can only make short walks through the forest and with more road closures this would lead us to the point where it would almost be impossible to hunt. I want to hunt with my dad and I want my kids to hunt with my father one day and with these road closures being set in place it is robbing my dad, myself, my future children and other hunters and tax paying citizens of being able to enjoy the outdoors

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 316-1

The USFS failed to take a hard look at the proposed actions effect upon the quality of the human environment, by closing the following road numbers that are important to me and affect my quality of life. (List below)

6700-550, 6700-580, 6700-582, 6700-800, 6700-830, 6700-839, 6700-885, 7000-015, 7000-020, 7000-045, 7000-075, 7000-076, 7000-137, 7000-250, 7000-252, 7000-300, 7000-315, 7000-318, 7000-325, 7000-350, 7000-358, 7000-364, 7000-390, 7000-400, 7000-450, 7000-475, 7005-081, 7005-082, 7005-150, 7005-225, 7010-045, 7010-060, 7010-075, 7010-080, 7010-125, 7010-130, 7010-150, 7010-175, 7010-250, 7025-020, 7025-030, 7025-075, 7025-105, 7025-120, 7035-020, 7035-070, 7035-252, 7035-260, 7040-300, 7040-315, 7700-550, 7700-580, 7700-581, 7700-584, 7700-600, 7710-210, 7710-215, 7710-220, 7730-220, 7730-265, 7730-350, 7730-375, 7740-056, 7740-300, 7740-323, 7740-565, 7740-567, 7740-570, 7740-571, 7740-572, 7740-573, 7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585, 7745-040, 7745-041, 7745-042, 7745-050, 7750-025, 7750-042, 7750-044, 7750-046, 7750-047, 7750-048, 7750-050, 7750-052, 7750-055, 7750-057, 7750-075, 7750-078, 7750-080, 7750-081, 7750-082, 7750-083, 7750-084, 7750-095, 7750-096, 7750-100, 7750-110, 7750-115, 7750-120, 7750-122, 7750-125, 7750-129, 7750-130, 7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 7750-250, 7750-259, 7750-300, 7750-400.

This is a list of roads that are important to me to be kept open. I also recommend that roads 6700, 7000, and 7700 should be kept open year around and not seasonally.

(Individual)

Comment: 339-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers: 4300191, 4305080, 4305191, 4316310, 4316318, 4316235, 4316248, 4316325, 4330090, 4330120, 4350, 4380100, 4380110, 5520, 6460, 6510, 7301, 7312108, 7312150, 7312200 and Trail# 1632 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 352-6

My business depends on the ability to access this region and streams therein for my fishing guide service to customers that use the proposed closed roads in this area: 3920 and unmarked spur roads; 3915, 3915-025, 3910, 3905, 3905-600, 3905-610, 3940, 3930, 3930-195, 3930-150, 3930-170, 3930-290, and unmarked spur roads, 3935, 3935-200, 3935-250, 3935-390, 3539-320, 3935-390, 3935-330, and unmarked spur roads, 3950, 3950-075, 3950-080, 3950-115, 3950-180, 3925, 3925-015 and unmarked spurs roads, 3960 and unmarked spur roads, 3980, 3980-66, 3985, and unmarked spur roads, 3965, 3965-065, 3965-060, 3965-110, 3965-160, 3965-175, and unmarked spur roads for recreation activities.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 361-2

Sec. 1508.8 a, b include effects, this directly impacts myself as I am an archery hunter who has had back surgery by closing off roads including but not limited to NFS 300 I would clearly not be able to enter this area to retrieve any animal I took during the season. I would also include NFS 310.

(Individual)

Comment: 377-2

The Forest Service failed to take a hard look at giving adequate notice to me as required and suggested under 40 USC Sec. 1506.6. My property located 70942 Bates Lane is indirectly affected by the closure of road 2036/125, -"summit road" 77 & 77/650 and roads which connect road 2036/125 with the "Old Bald Mtn Rd." My property will be effected by this closure and the Forest Service should have notified me of their proposal to close access to my property by phone or direct mail. The Forest Service acted both arbitrary and capricious in their lack of consideration of me and my property in not giving proper notification to me as a person of a valid existing right I request the Forest Service remand the decision.

(Individual)

Comment: 378-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers Road 2036/125- "Summit Road" 77 & 77/650 & 77/7787 (Commonly Known as Buck Creek Road & Trailhead) as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 378-4

The Forest Service failed to take a hard look at the importance of the following roads 6220, 6220/300, 6205, 8405, 3106, 3106/100, 3104, 3120 and how they affect the culture of my family as required under 40 USC 1508.8. These roads & trails have been used for generations by my family as The United States Constitution guaranteed and as such have become a culture established for generations. The historic value of these roads and areas to me and future generations of my family must be considered. The Forest Service failed to take a hard look at the effect these closures will have it is an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 380-2

Our family would be directly impacted by the road closures in Union County, specifically all spur roads off the 7700 road, spur roads off of 2036 road (Bald Mountain), all spur roads off of the 7785 road, as well as the spur roads off of the 8220 road.

(Individual)

Comment: 419-3

Trails 6220330, 6220325, 6200250, 6200252, 6220250, 6220234, 6220281, are just a few of the specific instances of unreasonable closures.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 434-4

The Two Color Trail for the 4-wheelers should remain open, it's easily maintained by us folks that use it, and is a great value to our family and others.

(Individual)

Comment: 435-1

The Forest Service failed to take a hard look at the importance of the following roads/areas: South of State 244, Forest Service #5160 from Umapine Campground to 5142 and additional roads/areas off Forest Service #51 including 030, 5185, 210, 185, 013, 010, 936, 7325, 325, 400, 5175, 325, 020, 800, 820, 340, 328, FS road #21, west of I-84, including the side roads # 670, 673, 672, 500, 653, 742, 700, 718, 720, 687, 685, 731, 686, 580, 2145, 485, 737, 386, 425, 530, 410, 428, 549, 730, 600, 607, 635, 630, 050, 038, 034, 105, 215, 100, 850, 605, to the culture of my family as required under 40 USC 1508.8.

(Individual)

Comment: 480-2

The Two Color Trail for four wheelers should remain open, it is easily maintained by the people that use it, and is a great value to our family and others.

(Individual)

Comment: 505-1

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The USFS did not take a hard look at the effect of the proposed actions upon the quality of the human environment, by closing the road numbers listed below, that affect my quality of life and are very important to me.

2100-101, 2100-103, 2100-104, 2100-105, 2100-106, 2100-107, 2100-109, 2100-112, 2100-130, 2100-131, 2100-133, 2100-138, 2100-139, 2100-140, 2100-141, 2100-145, 2100-146, 2100-149, 2100-150, 2100-151, 2100-152, 2100-153, 2100-154, 2100-155, 2100-156, 2100-157, 2100-800, 2100-805, 2100-806, 2100-808, 2100-810.

4300-030, 4300-080, 4300-110, 4300-120, 4300-142, 4300-144, 4300-150, 4300-160, 4300-165, 4300-168, 4300-169, 4300-170, 4300-171, 4300-178, 4300-185, 4300-187, 4300-202, 4300-230, 4300-350.

4330-085, 4330-105, 4330-110, 4330-120, 4330-171, 4330-178, 4330-200, 4330-205.

6700-550, 6700-580, 6700-582, 6700-800, 67-830, 6700-839, 6700-885.
7000-015, 7000-020, 7000-045, 7000-075, 7000-076, 7000-137, 7000-250, 7000-252, 7000-300, 7000-315, 7000-318, 7000-325, 7000-350, 7000-358, 7000-364, 7000-390, 7000-400, 7000-450, 7000-475.

7005-081, 7005-082, 7005-150, 7005-225.

7025-020, 7025-030, 7025-075, 7025-105, 7025-120.

7035-020, 7035-070, 7035-252, 7035-260.

7040-300, 7040-315.

7312-063, 7312-065, 7312-350, 7312-700, 7312-741, 7312-745.

7700-550, 7700-580, 7700-581, 7700-584, 7700-600.

7710-125, 7710-210, 7710-215, 7710-220.

7730-220, 7730-265, 7730-350, 7730-375.

7740-056, 7740-300, 7740-323, 7740-565, 7740-567, 7740-570, 7740-571, 7740-572, 7740-573, 7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585.

7745-040, 7745-041, 7745-042, 7745-050.

7750-0025, 7750-042, 7750-044, 7750-046, 7750-047, 7750-048, 7750-083, 7750-084, 7750-095, 7750-096, 7750-100, 7750-110, 7750-115, 7750-120, 7750-122, 7750-125, 7750-129, 7750-130, 7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 7750-250, 7750-259, 7750-300, 7750-400.

These are roads that I have historically used, some annually, I would also recommend that roads 6700, 7000 and 7700 be year around roads and not listed as seasonal.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 509-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the environment by closing road number 7745-041 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14

Listed below shows that there is no logical reason this road should be closed.

1. The Forest Service has never done any maintenance on this road so there has been no cost to keep it open.
2. The road is maintained by volunteers that keep it open for the public and has done so for more than 60 years.
3. The road has a rock base so there is no erosion.
4. This road is about 3 miles in length, doesn't disturb big game habitat and provides ideal recreational use.
5. This road has the trail head for a Forest Service camp area, its name is "Papoose Camp." I have camped there many times.
6. This road provides the only access to the "Sheep Rock" mine.
7. There are no creek crossings.
8. I am unable to use this road without my ATV.

(Individual)

Comment: 512-4

The USFS has closed many roads over the years, and much of the public forest is already accessible only by foot. The plan will also cut off access points into the Eagle Cap Wilderness such as Buck Creek Trailhead.

(Individual)

Comment: 512-9

The Forest Service failed to take a hard look at the importance of the following roads in the North Catherine, South Catherine and Buck Creek areas to the culture of my family as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. These roads, 100, 110, 112, 116, 140, 144, 150, 620, 700, 705, 708, 709, 710,719, 730, and 736 have been used for generations by my family gathering firewood and recreational activities and have become a part of our culture and heritage. The effects of these closures will be enormous and the Forest Service failed to consider the impact when it proposed this arbitrary and capricious action.

(Individual)

Comment: 514-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers 85 and all branches off 85; 77, 7755, 7745, 060, 710, 700, 701, 702, 708 and all branches off these roads as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 514-3

I and my family have used the roads 77, 85, 060, 7745, 7755, 77, 700, 701, 702, 708, 710 in Union Co. for generations for berry picking, firewood collections, hunting, mushroom picking, fishing, 4-wheeling, social gatherings, camping, photography, wedding ceremonies, rock hounding, gold panning, motorcycling, skiing, etc.

(Individual)

Comment: 517-4

Rule 212.52 = Involve public

Rule 295 = Analyze impacts of off road use

We use the 4300, 4320, 4315, in Ladd Canyon area and all the spur roads off of these roads. We use the 77 road and all the spur roads off of that road in the Catherine Creek area. We use the 2100 road and all the spur roads off of it in the Spring Creek area. These are some of the roads we like to use.

(Individual)

Comment: 527-3

I and my family have used these roads 8405-000, 8405-330, 8405-145, trail 1856 for generations for hunting, fishing, woodcutting, berry picking, ATV riding, camping and many other forms of recreation.

(Individual)

Comment: 579-1

The Forest Service failed to take a hard look at the proposed actions' effect upon the quality of the human environment by closing road numbers 3100-120, 3120-100, 3121-400, 3120-620, 3120-910, 2100-952, 2100-960, 2100-965, 2100-995, 2100-811, 2100-810, 2100-800, 2100-800, 2100-805 as required by 40 USC Sec.1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 580-4

The Forest Service failed to take a hard look at how the Travel Management Plan would negatively impact my ability to ride motorcycles to pick mushrooms and huckleberries (an activity I have enjoyed with my family for many years) in the West Union County Area on TR1853 Fiddler's Hell – TR1841 Evans trail to connect Long Ridge TR185a and also TR1859 and TR1860. In East Union County Area between Mt. Harris and Moss Springs, TR1917 OHV (old Indian Creek Trail) is being closed and will no longer be able to connect the 6210-110 and 6220 Roads. These are some prime huckleberry picking areas and lack of access would create a loss of nutrition and enjoyment for my family as well as being a waste of a valuable resource[...]We would like to be able to enjoy motorcycle riding and huckleberry picking with our grandkids in the future.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 614-1

The forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers 156, 189, 185, 050, 061, 025, 038, 035, 125, 200, 514, 175, 225, 250, 253, 300, 325, 335, 325, 350, 360, 359, 550, 3025, 160, 122, 150, 090, 060, 3030, 025, 048, 040, 035, 085, 036, 115, 153, 163, 169, 145, 125, 035, 025, 100, 150, 055, 143, 145, 150, 500, 215, 243, 240, 205, 058, 223, 236, 230, 256, 250, 269, 275, 280, 286, 290, 370, 390, 400, 415, 445, and 455 as required by 40 USC Sec. 1500.2 and 40 USC sec 1508.14.

(Individual)

Comment: 625-2

Roads 030, 040, 160, 167, 169, 141, 140, 100, 105, 156, 158, 154, 154, 110, 221, 090, 986, 985

(Individual)

Comment: 706-3

While camping last Memorial Day in the Mount Emily District of the Wallowa-Whitman National Forest, Road 31, Secondary Road 06 and 05, I asked forest service personnel about proposed road closures near the Fox Prairie Meadows, and was told the Travel Management Plan would close secondary roads off of the Mt. Emily Summit Road. Our family has camped, hunted mushrooms, rode ATV's, cut fire wood and horse-backed and hiked for three generations (over 35 years) in the forest of Eastern Oregon on many of the secondary roads planned for closure. We have always been good stewards of the forest we love and enjoy.

(Individual)

Comment: 721-1

The Forest Service has failed to take a hard look at the proposed actions effect upon the quality of the human environment and one of my sole purposes in life by closing road numbers 8405.341, 8405.330, 3120.450, Balm Creek Reservoir, 5155.430, 7700.900, 2100.940, 2100.710, Spring Creek drainage, Cabin Creek Ridges, Fly Creek Drainages, Ladd Canyon, 4315.750, 4310.470, 4300.250, and the list goes on, as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 723-1

Trails 1065, 1070, 1080, 1090, 7380, 6325.10, 1010, actually all the trails around Baker City, Grant County, and Sumpter, OR.

(Individual)

Comment: 734-1

The Forest Service failed to take a hard look at the proposed actions effected upon the quality of the human environment by closing all roads in and near Sumpter Granite, Baker City, Halfway, Richland as the people we ourselves can't give all road numbers, but a few are 1065, 1070, 1080-109, 7380, 6325, 10-1010.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 2-8

It has come to my attention that you are planning to close more roads and the forests. My family goes out and goes hunting, recreation, wood cutting. I am most concerned about roads 6200, 6220, 6210, 6205, 8270 and all spur roads.

(Individual)

Comment: 16-2

personally appeal the closures of forest roads numbers 3100 Mt Emily, 5100 Grande Rhoad River, 4300 Ladd Canyon and 2100 Spring Creek and all spur roads off the above mentioned roads.

(Individual)

Comment: 30-2

Hunting access, particularly roads 100 and 200 at T9S, R38E sections 34 & 35 and T10S, R38E, section 1.

Our family has hunted for at least four generations in this part of the country for deer and elk. To arbitrarily ban four wheelers from this portion of the Union Creek through Miners Creek drainages would curtail a family tradition of older relatives guiding younger ones about hunting and wildlife ethics.

Firewood. Spur roads around Black Mountain at T11S, R38E and R39E.[...]Spur roads along any main road that may have a snag or two. Areas change from year to year[...]Berry picking. Spur roads off Road 70 from Union Springs to the Collins Road-T7S, R43E. The Wallowas have always been great for huckleberries as the locals know that is where the big ones grow. If nothing else, you see older folks drive down a side road and spend hours picking berries and enjoying the peacefulness of the forest. It's an area of berries and firewood gathering.

(Individual)

Comment: 35-2

I am asking for an appeal because the following roads which I use for hunting, mushrooming, wood cutting, berry picking and sightseeing and hunting were not evaluated to determine their cultural, social and economic value: 5120040, 5120500, 5155110, 5155080, 5155310, 5155300, 5156190, 6700000, 6700800, 6700883, 6700830, 6700839, 7785100, 2036, 4320090, 4300.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 113-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The USFS failed to take a hard look at the proposed actions effect upon the quality of the human environment, by closing the following road numbers, that are important to me and affect my quality of life. (list below)

6700-550, 6700-580, 6700-582, 6700-800, 6700-830, 6700-839, 6700-885, 7000-015, 7000-020, 7000-045, 7000-075, 7000-076, 7000-137, 7000-250, 7000-252, 7000-300, 7000-315, 7000-318, 7000-325, 7000-350, 7000-358, 7000-364, 7000-390, 7000-400, 7000-450, 7000-475, 7005-081, 7005-082, 7005-150, 7005-225, 7025-020, 7025-030, 7025-075, 7025-105, 7025-120, 7035-020, 7035-070, 7035-252, 7035-260, 7040-300, 7040-315, 7700-550, 7700-580, 7700-581, 7700-584, 7700-800, 7710-125, 7710-210, 7710-215, 7710-220, 7730-220, 7730-265, 7730-350, 7730-375, 7740-056, 7740-300, 7740-323, 7740-565, 7740-567, 7740-570, 7740-571, 7740-572, 7740-573, 7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585, 7145-040, 7745-041, 7745-042, 7745-050, 7750-025, 7750-042, 7750-044, 7750-046, 7750-047, 7750-048, 7750-050, 7750-052, 7750-055, 7750-57, 7750-075, 7750-078, 7750-080, 7750-081, 7750-082, 7750-083, 7750-064, 7750-095, 7750-096, 7750-100, 7750-110, 7750-115, 7750-120, 7750-122, 7750-125, 7750-129, 7750-130, 7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 7750-250, 7750-259, 7750-300, 7750-400.

This is a list of roads that are important to me to be kept open. I also recommend that roads 6700, 7000, and 7700 should be kept open year around and not seasonally ..

The above roads are important to me because the closure of these roads not only effect our family today, but for generations to come. These roads are also used by our family to cut firewood, hunt and pick berries and mushrooms.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 134-2

I am specifically requesting that the following roads be individually evaluated as to their social, cultural and economic value as these roads that I utilize in my use of the Wallowa-Whitman National Forest.

I use these roads for family reunion.

Road

2100-742

2100-770

2100-604

2100-744

2100-107

Also use these roads for gold mining and fishing. I take my great grandchildren fishing and learning about do's and don'ts in [the] forest.

Roads

7220

7220-081

7220-049

7220-098

7220-400

7220-100

7220-210

Road 4547

Road 4794

Road 6610

Road 4964

Road 3885

(Individual)

Comment: 183-4

The Forest Service has failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers, 7325469, 7300225, 7300230, 7300238, 73, 7300410, 7300460, 7300470, and the gated end of the 7325400, as required by 40 USC Sec. 1500.2 and 40 USC Sec.1508.14.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 199-1

request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The USFS failed to take a hard look at the proposed actions effect upon the quality of the human environment, by closing the following road numbers, that are important to me and affect my quality of life. (list below)

6700-550, 6700-580, 6700-582, 6700-800, 6700-830, 6700-839, 6700-885, 7000-015, 7000-020, 7000-045, 7000-075, 7000-076,7000-137,7000-250,7000-252,7000-300, 7000-315,7000-318, 7000-325, 7000-350, 7000-358, 7000-364, 7000-390, 7000-400, 7000-450, 7000-475, 7005-081' 7005-082, 7005-150, 7005-225, 7010-040, 7010-045, 7010-060, 7010-075, 7010-080, 7010-125, 7010-130, 7010-150, 7010-175, 7010-250, 7025-020, 7025-030, 7025-075, 7025-105, 7025-120, 7035-020, 7035-070, 7035-252, 7035-260, 7040-300, 7040-315, 7700-550, 7700-580, 7700-581' 7700-584, 7700-600, 7710-125, 7710-210, 7710-215, 7710-220, 7730-220, 7730-265, 7730-350, 7730-375, 7740-056, 7740-300, 7740-323, 7740-565, 7740-567, 7740-570, 7740-571, 7740-572, 7740-573, 7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585, 7745-040, 7745-041,7745-042,7745-050, 7750-025,7750-042,7750-044, 7750-046,7750-047, 7750-048, 7750-050, 7750-052, 7750-055, 7750-57, 7750-075, 7750-078, 7750-080, 7750-081' 7750-082, 7750-083, 7750-084, 7750-095, 7750-096, 7750-100, 7750-110, 7750-115, 7750-120, 7750-122, 7750-125, 7750-129, 7750-130, 7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 7750-250, 7750-259, 7750-300, 7750-400.

This is a list of roads that are important to me to be kept open. I also recommend that roads 6700, 7000, and 7700 should be kept open year around and not seasonally.

(Individual)

Comment: 217-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers 3120-450 and 3120-470 as required by 40 USC sec. 1500.2 and 40 USC sec. 1508.14.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 219-11

roads numbered #7000475, #70451 00, #7045400, pre-dating the Original Survey in 1884, #7000471, #7035397, #7000250, #7000270, #7000252, #7035030, #7025099, #7025076, Sucker Cr, (fire suppression) #7025075, #7025097, Goose Creek, #7025140, Cougar Creek, for fire suppression, #7020049, and #7020047, and #7020045.

Other roads needed to be left open for fire suppression are number #7040500, Balm Creek, #7040612, #703397, #7025099, #7025075.

Roads needed open for protecting private property; #7000267, #7000261, #7000281, #7035300, #7000257, #7000302. LedgeCreek, #7000182, #7000190, #7000192.

Almost all of our fire roads on the South Boundary are proposed for closure and this area borders private land where the USPS should be guarding. In the 1960's the South Boundary and Gilkeson fires were some of our worst. Roads that should absolutely not be closed are #7000700, #7000720, #7050032, #705000, #700054S, #7000528, #7055000, #70553Q0, #7065185, #7065250, #7065410, #7065400, #7050005, #7050010, #7050012.

(Individual)

Comment: 239-1

Plus we ride our ATVs on all these spur roads such as 2036 and all of its spur roads. The 7700900 and all the spur roads off of it. All the spur roads off of 7785. All the spur roads off the 7700.

(Individual)

Comment: 349-2

In our view, the Forest Service n1iled to adequately analyze the proposed actions in terms of the effect on the quality of the human environment by closing the following road numbers: 4305270,4305275,4305281, 4305280, 4305278, 4305279, 4305 to the Hidden Springs intake box (road not shown on maps), 4305240, 4305234, 4305230, 4305220, 4305206, 4305202, 4305201, 4305209, 4305180, 4305181, 4305180, 4305185, 4305198, 4305200, and other roads accessing the pipeline as the access roads to the La Grande Water shed area and pipeline system as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 361-4

I primarily hunt NFS Balm Creek area and NFS 400 roads including but not limited to the 77 road and roads that connect to this road along with but not limited to 305 & 350. By taking these roads and closing them I suffer in my physical ability to retrieve an animal.

(Individual)

Comment: 377-6

My business depends on the ability to sell products and services to customers that use all the above mentioned proposed closed roads as well as 2120 to Hwy 244, 2115, 2114, 2110, 2155, 2155/034, 2155/800, RD. 21, 2145, 2135, 2136, 2138, 2125, 2123 for recreation activities.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 401-5

We have hunted for many years on Killamcue. It is not accessible by 4 wheeler. WE use a two-wheeled drive Rokon Trail breaker to haul the camp in and our game out. We do not hunt on a motorized vehicle. It is not possible, the trails are difficult for foot or horse traffic. Killamcue is also a legal water diversion and we have kept the trails cleared for many years for ourselves and the irrigators.

(Individual)

Comment: 406-1

The Forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers: SEE EXHIBIT "A 1 thru 24" attached hereto; as required by 40 CFR Sec. 1500.2 and 40 CPR Sec.

(Individual)

Comment: 444-2

In addition I feel that the Forest Service failed to take a hard look at the importance of the following roads 156, 189, 185, 050, 061, 025, 038, 035, 125, 200, 514, 175, 225, 250, 253, 300, 325, 335, 325, 350, 360, 359, 550, 3025, 160, 122, 150, 090, 060, 3030, 025, 048, 040, 035, 085, 036, 115, 153, 163, 169, 145, 125, 035, 025, 100,150,055,143,145, 150, 500, 215, 243, 240, 205, 058, 223, 236, 230, 256, 250, 269, 275, 280, 286, 290, 370, 390, 400, 415, 445, and 455 to the culture of my family as required under 40 USC 1508.8.

(Individual)

Comment: 445-1

The forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers 156, 189, 185, 050, 061, 025, 038, 035, 125, 200, 514, 175, 225, 250, 253, 300, 325, 335, 325, 350, 360, 359, 550, 3025, 160, 122, 150, 090, 060, 3030, 025, 048, 040, 035, 085, 036, 115, 153, 163, 169, 145, 125, 035, 025, 100, 150, 055, 143, 145, 150, 500, 215, 243, 240, 205, 058, 223, 236, 230, 256, 250, 269, 275, 280, 286, 290, 370, 390, 400, 415, 445, and 455 as required by 40 USC Sec. 1500.2 and 40 USC sec 1508.14.

(Individual)

Comment: 486-1

The Forest Service failed to take a hard look at the proposed actions effecting the quality of the human environment by closing road numbers 3120450, 3120550, 3120560, 3120600, 3120620, 3120610, 3120470/Trail860, 3120475, 3120475 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 486-2

The Forest Service failed to take a hard look at the importance of road 4305000 & 3120000 to not leave them open year round to the culture of my family as required under 40 USC 1508.8.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 489-1

All trails are wonders through the Wallowa-Whitman National Forest
Trail 39 – highway through WWNF – turn off to Duck Lake
Trail 3980 – it connects to Twin Creek – lots of animal observation route

(Individual)

Comment: 494-1

The USFS Wallowa Whitman failed to take a hard look at the proposed actions effect on the quality of the human environment by arbitrarily closing the following road numbers that I feel are important: 7785-100,7785-110,7785-140,7785-150, 7785-700west, 700-701,700-709,700- 710, 700-730, 7700-600, 600-570, 600-580, 600-582, 600-620, 600-630, 600-637, 600-650, 7700- 850, 7700-860,7700-900, 7700-940, 7700-945, 7700-950, 7700-958, 7787-150, 7787-630,2036- 101, 2036-125, 2038-200, 2038-210, 2038-230, 2034 entire road, as required by 40 USC Sec. 1500.2 and 40 USC Sec 1508.14.

(Individual)

Comment: 510-1

The Forest Service has failed to take a hard look at the adverse effects on me and my family. The road closures in this area are devastating to our lives.

Road as follows

8405.00, 8405.341, 8405.145
3120.450, 3120.470, 3120.600

No Access

Three Cabin Ridge

Smith Ridge

Carters Hog Ridge

As required by: 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14

(Individual)

Comment: 581-1

The Record of Decision, and the Final EIS which it is based on, indicate that the Forest Service Failed to take a hard look at the proposed actions' effect on the quality of the human environment by closing road numbers 7000321, 7000332, 7000315, 7000318, 7000333, 7000325, 7000337 and imposing limitations on the use of Forest Road 70000 as required by 40 USC Sec. 1500.2 an 40 USC 1508.14.

(Individual)

Comment: 644-7

Look for the hunters to find some where else to go. The Catherine creek area will almost be closed with the expansion of the wilderness in the east and the private land in the west.

4. most of the dispersed camping will be gone because of the 300ft rule ,one only has to look at the mess they made of the camp sites they made on the north fork road.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 651-1

I John H. Hardwick, 2305 Ash Street, Baker City OR 97814, phone 541-523-3574 submitted oral comments concerning a road near the Pyx Mine to a forest service representative at the WWNF headquarters in Baker City at the beginning of then comment period. I believe the person was Mr. Ellis who was setting up maps, posting on walls, etc. At that time he gave me a couple of maps. I did not file a written comment as I figured it being an old mining road it would not be closed.[...]I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons.

The road I refer to is shown on WWFTMP as a non-designated or non Forest Service road which I have circled and drawn a line in red on the Selected Alternate map. I am also enclosing a copy of North Burnt River Timber Sale 9/18/73 shown as OLD ROAD. This road is a mining road existing before 1872 and should be left open to public use according to the mining law of 1872.

The Pyx mine cabin was built in the 1B60s and was a post office. My dad and I hunted out of this cabin from 1947 until 1964 when it became weakening. The owner of the mining claim was Ves Schmedling, a family friend and since deceased. We then continued to hunt from our tent using the spring for water until my dad's death in 1980. I still like to hunt in that area and at 76 it would be great to be able to retrieve an animal and or drive out to one of my favorite areas. To me it is a cultural issue as well as historical and it should not be closed.

I am enclosing a portion of the SLWWNFTMP showing the road in a red circle off of road 1046 between 185 & 186 and a portion of North Burnt River Timber Sale 9/18/1973 MAP DATED 1922 road marked OLD ROAD along with a letter from Unity Ranger 1/17/77. (Jeeps did not exist in 1922). I am sure this road was used to haul equipment and supplies to the mines in this area and existed before 1872.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 655-1

A. Failed to take a hard look at 7750-130 and 7750-100. These roads are access to Bennett Peak which should be left open for hunting, recreation such as camping, berry picking, mining, etc.

B. The 7700 and 7000 should be left open year round. Seasonal closure of these roads will not leave any access to bear hunters, turkey hunters or wood cutters. Additionally, this will close access for any property owners in this area.

C. Access to 7745-040, 041 and 042 should be left opened for access to the Bradley and Sheep Rock mines because of their historic value. Also, hunting and the locals in this area use these roads to access cell towers.

D. 7750 – O'Brien extension should be appealed from the proposed 50" to include all traffic no matter what size width.

E. 7000-400 to 6700 to 6700-350 to 7000-475. This is a terrific loop for ATVs, berry pickers, hunters and wood cutters.

F. 7010-045, 060 and 125 continue on to 7005-150 to 7000 road. These roads should be opened for private property owners, hunting, access to the two mines in this area and camping.

G. 7040 to Slide Creek Rd. to 7035 to 7000 – access to the forest and a good ATV loop. Also, good for hunting and wood cutting.

H. 7035 to 7025 – This connects 7000 to 7025 (Goose Creek.) This is a good recreation route.

I. 7700 should be left open all year not seasonal. This is a main road that connects many side roads for recreation use, hunting, wood cutting, berry picking, mushrooming and camping.

(Individual)

Comment: 677-12

The Forest Service failed to take a hard look at the importance of the following roads in the North Catherine, South Catherine and Buck Creek areas to the culture of my family as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. These roads, 100, 110, 112, 116, 140, 144, 50, 620, 700, 705, 708, 709, 710, 719, 730, and 736 have been used for generations by my family gathering firewood and recreational activities and have become a part of our culture and heritage. The effects of these closures will be enormous and the Forest Service failed to consider the impact when it proposed this arbitrary and capricious action.

(Individual)

Comment: 711-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road #100 as required by 40 USC Sec. 1500.2 & 40 USC Sec. 1508.14. This road is important to me, my family & our friends for recreation such as huckleberry picking, mushroom picking, turkey hunting, ATV rides, snowmobile rides & the enjoyment of generally getting away from the mainstream traffic & people of the federally managed public lands. Life experiences shared with my family & friends today & into the future depend on access to & on this route.

(Individual)

Comment: 718-1

The Forest Service failed to take a good hard look at the effect upon the quality of the human environment by closing road numbers 1090988, 1090078, 1090020, 1090026, 4722044, 4722050 as required by 40 USC Sec, 1500.2 and 40 USC Sec, 1508.14.

(Individual)

Response To Comment Report

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Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 5:

The Forest Service should move forward with the Travel Management Plan.

A. Planning Process/Public Involvement

- To ensure that the travel planning process is respected throughout the region
- Because the process has been fair and open
- Because science rather than politics should drive the decision
- Because it protects tribal rights

B. General Support

- Because the illegal removal of road closure signs should not be rewarded
- Rather than being unduly influenced by a political minority
- Because the majority of the public prefers to limit motorized access

C. Natural Resource Protection

- To protect valuable habitat
- To protect the forest from impacts of motorized vehicles
- Because the road closures are needed to protect listed anadromous fish species
- Because it would reduce road densities

D. Recreation Management

- Because the plan balances the needs of motorized and non-motorized users
- Because sufficient open roads remain
- To promote cleaner air and quiet recreation

Response:

[Sample Statement] Comment: 21-1

I am writing to let you know I support your agency's plans to close some roads on the Wallowa-Whitman Forest. I spend a lot of time in the forest near Cove, Oregon. Our wilderness area is at a high elevation which means I am out walking in other areas most of the season.

I value clean water, wildlife habitat and a quiet place to enjoy the forest. Picking berries or mushrooms is totally possible from the roads that are open, walking a short distance or farther if one is able.

I have seen a lot of trash, littering of game carcasses and offensive stuff wherever roads are not beamed off. Now I avoid those areas and restrict my walk to off-peak hours. I do this to escape noise and shooting activities. My family is large and all of us agree with the above.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 38-1

We are writing to express our concern and dismay over your decision to withdraw the Wallowa-Whitman National Forest Travel Management Plan less than a month after it was released. We are concerned as Oregon citizens who care about the health of the Wallowa-Whitman National Forest, and as residents of Portland, OR and southwest Washington, where we have been participating in travel management planning on the Mt. Hood National Forest and Gifford Pinchot National Forest for the past four years. We would not like the situation on the Wallowa-Whitman- where pressure by a vocal minority coupled with inappropriate political influence, undid six hard years of work by the Forest Service and the public – to serve as a precedent in our community.

The Gifford Pinchot National Forest is undergoing Travel Management, Implementation of 36 CFR, Subpart A to identify the minimum road system and we are participating in a forest wide collaborative regarding the process. There is little desire to invest in the Gifford Pinchot National Forest process after seeing the hard work by the Wallowa-Whitman National Forest to complete their Travel Management Plan halted by politics.

By its nature, travel planning is controversial. Advocates for unrestrained off-road driving will fight restrictions, while those concerned with the health of the forest will advocate to protect key habitats. What is most important is that the process the Forest Service utilizes is fair and open, and that the agency considers all the comments that are submitted along the way, which was clearly done in the case of the Wallowa-Whitman National Forest Travel Planning. To ignore this demonstrates that the process can be thwarted at the end, undoing years of hard work by the Forest Service and public who participated.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 42-1

I support the Wallowa-Whitman road closures. We need more quiet recreation and less air pollution. There are many roads already and I believe road closures will put the multi-use recreation in better balance. As a person who uses the forest for multiple kinds of rec. I appreciate assuring that all folks can use the forest.

(Individual)

[Sample Statement] Comment: 59-1

I am writing to express my concern and dismay over the decision to withdraw the Wallowa-Whitman National Forest Travel Management Plan less than a month after it was released. Pressure by a vocal minority, coupled with inappropriate political influence, wasted six hard years of work by the Forest Service and the public. The decision was withdrawn during an open appeal period without any acknowledged legal defect in the planning or the decision. I recognize how complex and difficult travel management planning can be. It requires the Forest Service to find the right mix of roads and trails that provides both quality recreation and necessary protections to fish, wildlife and other resources. Although challenging, it is one of the most important decisions a forest manager will ever make, and this one is long overdue.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 63-2

Throughout the development of the TMP, the CTUIR, along with regional resource co-managers such as Oregon Department of Fish and Wildlife and the Nez Perce Tribe, engaged in government-to-government consultation with the Forest Service, provided written comments, and participated in meetings with the Forest Service regarding the TMP. The CTUIR's primary concern in this process has been to ensure that the TMP is adequately protective of our first foods, while ensuring that tribal members can exercise their treaty-reserved rights to access and harvest these resources. As you know, the first foods include, but are not limited to, water, anadromous fish, roots, berries, medicines, and big game such as elk. These resources are all negatively impacted by excessive road development and unregulated public use. We support a balance between protection of these resources and access to them, and we believe the TMP that the Forest Service has arrived at provides this balance. We hope the Forest Service's efforts to revisit their decision will not unduly delay the implementation of the TMP, leading to further unnecessary negative impacts to our first foods.

(American Indian Govt. Agency /Elected Official)

[Sample Statement] Comment: 91-6

Appeals/lawsuits - I have heard the news stories regarding local counties, motorsports organizations and firewood cutters threatening to appeal or litigate the new rules. While they have a right to do that, it is important to not cave in to the local area as the national forests are "national" and their users/owners are not just from the local area. I am convinced that the vast majority of the public does not want to see our national forests as motorized playgrounds.

(Individual)

[Sample Statement] Comment: 101-1

I am a land owner in the Wallowa Whitman National Forest, specifically with holdings within the Lostine River Corridor. I recently learned that the road closure plan for the Wallowa Whitman Forest was withdrawn. This area is a remarkable gem, frequented for generations by the likes of Roosevelt and Supreme Court Justice W O Douglas. We run the risk of losing this valuable habitat for future generations unless we all take steps, sometimes challenging steps, to make a difference. I have worked hand-in-hand with the USFS for many years to improve and protect this resource. We cannot now bow to those groups who would prefer to use up a resource than to preserve it for generations to come. Closing roads is absolutely necessary to protect old growth forests, riparian areas, critical elk habitat areas, wildlife, fisheries, and traditional recreation.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 11-3

As you're probably aware, the former Pine District of the WWNF engaged in a collaborative effort with general members of the public that began in 1988 and continued through 1994. Following a five day training session conducted by Bob Chadwick and associates, the Pine Eagle Consensus Group was formed, with the goal of developing a management plan for the Pine District which would be "balanced", i.e. one that would emphasize all aspects of forest management-wildlife habitat, recreational uses, water quality, soil protection, timber harvest, etc. That group was made up of representatives from the timber industry, the Forest Service, the business community and the general public. Twice-monthly meetings of the Consensus Group continued for the next six years. That effort culminated in the creation of a document referred to as Management Strategy 20-21 (MS 20-21), which was intended as a guide for managing the forests of the Pine District. As you can imagine, thousands of hours were invested by the ten-fifteen member Consensus Group in those meetings. In addition, individual members of the Group spent thousands of hours doing research in order to become more knowledgeable about the myriad of issues involved in a balanced forest management plan.

One of those issues was road density, specifically how the density of roads impacts all other aspects of the management plan, from water quality to soil stability to overall wildlife habitat (calving and fawning ground, thermal and hiding cover, passage corridors, etc.) Members of the Consensus Group were impressed to find that the Forest Service had done several decades of research regarding the impacts that road densities have on all elements of the forest. Based on that research, it was obvious that the road density of the WWNF far exceeded the density that was best for wildlife habitat. If we were going to attain a balanced management plan, reducing the number of miles of road per square mile of National forest land became imperative

Since the creation of the M.S. 20-21 document, and its use as a guide for manage the National Forests of the entire northwest, admirable efforts have been made by the W\WNF staff to bring the road density down to recommended levels. From my perspective, the closing of existing roads; the creation of temporary roads where needed; and the conscientious effort by the WWNF to reduce the number of permanent roads being built, have moved us closer to the goal of reducing the overall road density. The WWNF now has the third highest road density of all National forests in the U.S., rather than the highest that was the case during the Consensus Group's efforts. The proposed road closures included in the Travel Management Plan are a strong and courageous step in the right direction and I support your decision to take this necessary and important step. It's an encouraging indication that you and your staff are acutely aware of your mandate, as stewards of our national forests, to protect and conserve all aspects of those forests. I commend you for choosing to continue with the road closures and appreciate your commitment to protecting all life forms on this planet we call home.[...]r the above reasons - and many more, I'm strongly in support of your proposal for road closures that's included in the WWNF Travel Management Plan. The thousands of miles of road left open should be more than adequate for those who choose motorized means as their way to use the forests.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 26-2

I visited with the Whitman Ranger who provided audience to the public regarding the ATMP earlier this week. He indicated there was confusion about what roads were being closed. How could there not be confusion? No road signs exist on this district any longer. The closure violators tear down the signs, because they know a closure has to be posted to be enforced. I don't buy all this victimization rhetoric.

Please stick to your decision and know that you have full support from more people than you think.

(Individual)

[Sample Statement] Comment: 59-2

By its nature, travel planning is controversial. Advocates for unrestrained off-road driving will fight restrictions, while those concerned with the health of the forest will advocate for key habitats and natural resources, including access to quiet forests. What is most important is that the process the Forest Service utilizes is fair and open, and that the agency considers all valid comments. When the process is thwarted, as in the case of the Wallowa-Whitman plan, no one wins, least of all the forest that continues to be vulnerable to ORV damage.

(Individual)

[Sample Statement] Comment: 63-3

In addition to striking an appropriate balance between access and resource protection, the CTUIR believes that the TMP is consistent with the Forest Service's statutory obligations. Closure of unregulated cross country travel is a logistically essential component of the TMP based on the Travel Management Rule. This action and the closure of roads that directly impact listed anadromous fish stocks, many of which the Forest Service had no discretion under the ESA to leave open, represent the majority of change to motorized public access. Those closures, along with roads closed pursuant to previous NEP A actions, are essential to the protection of endangered species and their habitats. Further public review will not change that. The remaining closures are essential to providing elk security to address increasing elk distribution problems and impacts to adjacent private lands. The Forest Service arrived at these closures after a NEP A process that allowed the general public to voice its concerns.

(American Indian Govt. Agency /Elected Official)

[Sample Statement] Comment: 262-1

I am writing to ask the Forest Service to reconsider its recent decision to withdraw the Wallowa-Whitman Travel Plan. This plan was six years in the making and took into account a diverse set of views on how roads and off road vehicles should be managed in this ecologically important and scenic National Forest.

Closing 3,600 of the over 9,000 miles of roads on the forest is a balanced approach. Some would like to see zero roads closed and others would like to see even more of these old, decaying roads put out of commission. This plan balances those two competing interests while maintaining important access for forest users. Equally important is that the plan would limit off highway vehicle travel that occurs off of existing roads and damages resources in the forest.[...]Please move forward quickly to implement a rule similar to the proposed plan that the Forest Service exhaustively compiled over the last six years

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 262-2

The Forest Service spent the last 6 years gathering input from public meetings, letters, and online comments. There were 13 public meetings in the region and about 4,000 public comments received. Given this robust public engagement, recent comments from politicians complaining of a lack of public process seem misplaced.

(Individual)

[Sample Statement] Comment: 44-1

We are concerned that your action on the Wallowa-Whitman, where pressure by a vocal minority and what we consider inappropriate political influence, undid six hard years of work by the Forest Service and the public -- to serve as a precedent for the other National Forests we work with.

Finding right balance of roads and trails that enables enjoyable and quality recreation while at the same time provides necessary protections to fish, wildlife, and other resources is difficult and controversial. We know that advocates for unrestrained off-road driving will fight restrictions, while those concerned with the health of the forest will advocate to protect key habitats. What is most important is that the process the Forest Service utilizes is fair and open, and that the agency considers all the comments that are submitted along the way. The rumors that the Forest would be closed down by the travel management plan are untrue and we hope the Forest can work to counter those rules with maps and education. We believe that withdrawing the plan and giving in to those who are shouting from the sidelines is counter-productive to public process. It sends the wrong signal to those who did collaborate, as well as the Forest Service staff.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 90-5

it must be remembered, our National Forests are just that: National. They are owned -and paid for -by the entire population of the United States. As such, science rather than local politics should be the driving force when evaluating use levels. Recognizing our forest resources are finite and fragile, previous generations put regulations in place to protect our resources from overuse and abuse. The TMP wisely addresses that goal and should not be subverted by user groups concerned about a perceived "right" to do whatever they please on the forest.

(Individual)

[Sample Statement] Comment: 102-1

I am sorry to see you ditch a carefully made plan for the Wallowa-Whitman area. I have been in this area on hiking trips, and the last thing it needs is a bunch of noisy ATVs. We have enough noise and fumes in the cities. Many go to the wilderness to experience its peace and beauty. All you need for that is a staff and a backpack. Shall we favor those who can afford to ruin it for everyone else with their expensive, nasty, noisy, destructive vehicles? Why are you bowing to pressure from these yahoos?

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 210-1

We are writing to express our concern and dismay over your decision to withdraw the Wallowa-Whitman National Forest Travel Management Plan less than a month after it was released and during an open appeal period. We are concerned as participants in travel management planning for the past seven years on many of the other national forests in Arizona, Colorado and New Mexico that have travel management decisions pending. We would be outraged if the situation on the Wallowa-Whitman were to occur in our communities. Pressure by a vocal minority coupled with inappropriate political influence, discarded six hard years of work by the Forest Service and the public. The decision was withdrawn during an open appeal period without any acknowledged legal defect in the planning or decision. We will not accept this outcome in our region.[...]We recognize how complex and difficult travel management planning can be. It requires the Forest Service to find that right mix of roads and trails that enables enjoyable and quality recreation while at the same time provides necessary protections to fish, wildlife, and other resources. Although challenging, it is one of the most important decisions a forest manager will ever make and is long overdue.

By its nature, travel planning is controversial. Advocates for unrestrained off-road driving will fight restrictions, while those concerned with the health of the forest will advocate protection of key habitats and natural resources, including access to quiet forests. What is most important is that the process the Forest Service utilizes is fair and open, and that the agency considers all the comments that are submitted along the way. When the process is thwarted, as in the case of the Wallowa-Whitman, no one wins, least of which the forest that continues to be vulnerable to off-road vehicle damage. [...]Based on our experiences here in Arizona, Colorado and New Mexico, we know how much effort Forest Service staff put into finding workable solutions. We have put forth tremendous efforts ourselves. When the process is thwarted unfairly, it is frustrating to everyone -- Forest Service personnel and members of the public alike

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 273-1

I am completely in favor of the plan to close nearly 4,000 miles of back country roads in Wallowa-Whitman. I backpacked in that area many times, but I stopped about 20 years ago due to the intrusion of motor vehicles. Should this plan go through, I will return and I will be spending vacation dollars in the surrounding areas. When this plan goes into effect, there will still be thousands of miles of roads accessible to motor vehicles.

(Individual)

[Sample Statement] Comment: 110-1

I want to heartily endorse the proposed Travel Management Plan. It is clearly not perfect and not exactly as I might like to see and it's a great step in the right direction. After more than 40 years living in Wallowa County and working for the USFS for most of that, I've seen more kinds of abuse stemming from uncontrolled motorized access than any of us want to hear about. I voluntarily clean up all kinds of trash and messes virtually every time I get out, on the forest, simply because it hurts my feelings the disrespect it shows.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 6-3

I recognize that this is a difficult political year and that the withdrawal of the Travel Management Plan Decision in part diffuses the amazing negative energy being used against you.

I have high hopes that the Decision when resubmitted to the public will uphold the hard behind the scenes work you and your employees have done in making a difficult and multifaceted decision.

(Individual)

Comment: 104-3

I support appropriate road closures in the Wallowa-Whitman National Forest and oppose efforts to let politics influence the plan.

(Individual)

Comment: 278-2

You as a manager of a huge forest in a rural area have many issues to deal with when you make decisions that local folks don't agree with. We want you to know we appreciate your courage to stand firm and to do what's right for the land.

(Individual)

Comment: 286-1

I support the plan to reduce the number of roads open to motorized vehicles. I've been backpacking the Wallowas ever summer since 1991 and appreciate the effort to protect fish, wildlife and a wilderness experience.

(Individual)

Comment: 393-2

In the end I guess you will accomplish one of your reported objectives of reducing the effect of roads on fish streams.

(Individual)

Comment: 431-1

I am in full support of the recently released TMP. I support the closure of all but the slated 3,065 miles of road. Roads are costly to maintain. The Forest Service has had to close some campgrounds due to insufficient funds already.[...]Roads invite off-road use which again is detrimental to wildlife and is costly to repair the damage.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 455-1

I am a Union County resident, writing to share my approval and support for the more restrictive road plan I have been reading about in the paper lately.

I want to express that there are local residents--forest users that very much tire of the ATV's and more destructive types of recreation that more than dominate our area.

I grew up here, lived in Central Oregon and other places before moving back last year. Part of what I love here is the close proximity to hiking, backpacking and mountain biking. I greatly value the wildlife and solitude of getting out in the woods. Unfortunately, access to this type of experience is much harder to come by than I remembered. More commonly, my experience has been heading out to a FNS trail head, and turning right back around because of the off road vehicles and the noise, and the danger of being hiking or biking around these activities. Where can one go to find a low impact or more leisure type of access to the woods? The answer is very few places, because of all the intruding road and off-roading recreation. Honestly, the only thing I have found to do is head farther away into the designated Wilderness areas, but is that really necessary? And my mountain bike? It sits in the garage.

I very strongly support leaving a balance of access for other types of forest users, and for planning to allow users like myself to have other opportunities to use the lands that "I pay for too."

I know many others that share my opinion, however are not about to go to a public forum to try to be heard. I assure you I am not alone in saying YES to the proposed plan.

(Individual)

Comment: 479-2

The existing travel plan, while I felt too restrictive, was an honest effort to manage the various resources on the small portion of the forest still open to motorized use. Just restricting ATV off road travel and using the existing plan would have solved any indiscriminate use problem.[...]Please start listening to the local communities or they will be gone.

(Individual)

Comment: 6-7

Personally, I'm already convinced your decision was the best it could be given the circumstances, dollars, and needs you were faced with. There are folks on all sides of the issue there always are. But please - use the time to make your position more solid with your "partners and supporters - and even your adversaries." It can pay off.

Please do re-issue the decision. And PLEASE partner with potential businesses such as outfitters and organizations such as environmental groups and your own retirees to support the announcement of the decision when the time comes.

Politics always "is"- but the long term health of the forest and the value of firm friendships within your communities trumps any short term selfishness.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 70-2

I support a strong travel management plan. The forest service spent years putting together the plan that has been withdrawn. They held numerous public meetings and accepted input. It seems like a waste of taxpayer money to do this all over again. To bring political pressure on the forest service to withdraw the plan also does not seem appropriate.

I've owned a home in La Grande since the mid-1980's and worked here (I'm a teacher) with exception of working and living abroad for 15 years in Asia. I've driven, hiked, skied and cycled over vast areas of the Wallowa-Whitman. It always seemed like there were plenty of roads to recreate on, too many in my mind. The various arguments I've read people using who object to the proposed travel plan seem like smoke. Do seniors really need more open roads to get firewood and pick berries or are these arguments really have to do with the expanding demand by OHV's owners and businesses? Whatever you do hold fast to a scientific model and maintain a strong travel plan.

(Individual)

Comment: 88-1

I just wanted to commend your agency on developing what I consider an extremely balanced and forward thinking travel management plan. I'm sure there's been a barrage of criticism and I want you to know that there are many forest users out here who approve the decision and hope it holds. I enjoy the forest for quiet recreation and I cannot count the times that my experience has been compromised by the whine of engines in an otherwise tranquil place. I've hiked in Mt Hood National Forest before and after their travel plan and, after the initial storm of controversy, users largely complied with regulations. It's a better place for it.

(Individual)

Comment: 262-3

Travel management planning is not just about access, but also about protection of natural resources. Importantly, the plan would limit off highway vehicle travel that occurs off of existing roads and damages resources in the forest.

(Individual)

Comment: 265-1

Not everyone in Wallowa County is against the proposed travel management plan for the Wallowa Whitman National Forest. I live in Joseph, Oregon and recognize all of the effort that has gone into the plan. I am disappointed that the plan implementation has been delayed. There are too many roads in the forest.

(Individual)

Comment: 276-1

Great job on the TMP guys. This will be a huge step in restoring forest health. Thank you for making the tough decision in the face of opposition.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 71-4

By its nature, travel planning is controversial. Advocates for unrestrained off-road driving will fight restrictions, while those concerned with the health of the forest will advocate for key habitats and natural resources, including access to quiet forests. What is most important is that the process the Forest Service utilizes is fair and open, and that the agency considers all valid comments. When the process is thwarted, as in the case of the Wallowa-Whitman plan, no one wins, least of all the forest that continues to be vulnerable to ORV damage.

(Individual)

Comment: 90-1

I was drawn to the area by the solitude available in the region's beautiful mountains and forests and along its pristine rivers and creeks.

Unfortunately every visit to the areas that drew me reveals abuse by forest users loving the resources to death. This abuse has resulted in serious degradation of land wisely set aside for multiple use by prior generations. Fortunately, balance is returning. One of the tools being utilized is the TMP.

And, it's about time! The Wallowa-Whitman is one of the most roaded forests in the system. Some of those roads have fallen into such disrepair, they are all but useless, and for the most part, those are the roads being closed. Many are duplicated. Some are temporary logging roads. Some are illegal tracks cut into otherwise healthy landscapes by off-road vehicle users.

(Individual)

Comment: 90-7

I'm 65 years old and on a I-to-I0 scale, would rate my fitness level about 6 among my peers. I realize I'll likely never stand on the top of Burger Butte nor hike to Red's Horse Ranch. But, I sure don't want a road cut to allow me access to these gems. Chief Seattle is quoted as saying we don't inherit the earth, but rather borrow it from our children. We need to give our kids a healthy, intact planet. The TMP is one good step in that direction.

(Individual)

Comment: 94-3

I firmly support your efforts to close over 4,000 miles of roads. Please do not give in to a very vocal minority. The silent majority is behind you and we welcome this change.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 103-1

Dear Senator Merkley:

Regarding your recent meeting in Baker City Oregon, I wish to make a few comments concerning the apparent outcry against the Wallowa Whitman National Forest Travel Management Plan FEIS. I did not attend this meeting, nor was I aware that it was even taking place.

I do want you to be aware that there are many people scattered across the county who are in wholehearted approval of the current road closures to protect wildlife and the environment. Because my husband and I did attend some of the initial meetings and did some correspondence with the Forest Service concerning this issue, we were sent a packet of the decision. I feel like the USFS did an outstanding job by weighing all the opinions and differing views of this community. They also took into account the consequences of the final decisions. Not to mention the effort; The months of mapping, footwork and studies done within different divisions of the Forest Service. Please know that not all of Baker County is made up of people that are timid of being without their motors.

People that enjoy hiking, cross-country skiing and mountain biking.

(Individual)

Comment: 736-37

Our vision for the Hells Canyon-Wallowa Ecosystem.

In our November 16, 2007 comments we outlined the following vision:

1. We envision a day when our roadless lands and backyards are protected from the adverse and often significant impacts associated with motorized use.
2. We envision motorized recreation on roads where they cause virtually no damage to our streams and wildlife or disturb our fellow citizens.
3. We envision opportunities for quiet recreation that are close to home yet where the din of motors does not ruin the peace and solitude many of us seek.
4. We envision protecting critical wildlife habitat from OHV impacts for our hunting and fishing heritage and conserving biological diversity.
5. We envision an environmentally and fiscally sustainable motorized route network which is properly maintained, adequately monitored, and appropriately enforced.

(Environmental Conservation/ Preservation)

Comment: 46-1

- Closing roads is absolutely necessary to protect old growth forests, riparian areas, critical elk habitat areas, wildlife, fisheries, and traditional recreation.[...]I am writing to express my disappointment in the withdrawal of the travel management plan for the Wallowa-Whitman National Forest.[...]I support appropriate road closures in the Wallowa Whitman National Forest and oppose efforts to let politics influence the plan.

(Individual)

Comment: 52-2

The proposed number of roads still left open seem more than adequate for recreational purposes and would allow (even improve) recreational uses other than ORV.

(Individual)

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Response To Comment Report

Comment: 58-1

I am very disappointed and saddened to learn the Department has caved in to those who put their individual agendas and damaging recreational I • needs above the benefits your original order would have implemented for the good of all, now and in the future.

(Individual)

Comment: 71-3

I am writing to express my concern and dismay over the decision to withdraw the Wallowa Whitman National Forest Travel Management Plan less than a month after it was released. Pressure by a vocal minority, coupled with inappropriate political influence, wasted six hard years of work by the Forest Service and the public. The decision was withdrawn during an open appeal period without any acknowledged legal defect in the planning or the decision.

I recognize how complex and difficult travel management planning can be. It requires the Forest Service to find the right mix of roads and trails that provides both quality recreation and necessary protections to fish, wildlife and other resources. Although challenging, it is one of the most important decisions a forest manager will ever make, and this one is long overdue.

(Individual)

Comment: 90-4

My forest visits are often marred by motor noise --A TV s and dirt bikes roaring along trails, generators in campgrounds so motor home inhabitants can catch their favorite TV program -which certainly negatively impacts the quiet recreation I seek on the forest.

(Individual)

Comment: 93-1

Thanks for helping to restore the woods to wildlife, encourage recreation which is not petroleum-based and provide for more wilderness-like experiences.

(Individual)

Comment: 105-1

I took part in the years of planning that went into the WW travel planning process and totally resent the FS caving into hyped up loud mouths. I am a single elderly woman and do not go to such events. Please show some back bone. If you don't these mini mobsters will expect to force their way on all public lands. You certainly have seen their sort before.

The dog that rolls over gets kicked.

(Individual)

Comment: 264-1

Shameful – years of study and planning thrown away to quiet the crying my myopic right wingers. It's a National Forrest not a county park. I want peace and quiet, and wild life in the forest not the roar of engines. Stick with the Plan!

(Individual)

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Response To Comment Report

Comment: 278-1

My wife and I strongly support your efforts to close off roads that are not needed for management of the forest. Your efforts on behalf of the environment are very much appreciated here in the Portland area. Even though we may not live close by the forest, we do get there once and awhile and are concerned about how our public lands are managed.

(Individual)

Comment: 431-3

Please know many of us support and appreciate the time and effort that has gone into the TMP. Balancing the varied interests is a complicated and thankless job.

Please mark my vote in favor of the TMP.

(Individual)

Comment: 736-2

The withdrawing of the Travel Plan Record of Decision during the Appeal period was an extremely unusual course of action. HCPC and its partners have expressed our very serious concerns to the Forest Service and Congressional Delegation with the political interference in the NEPA process, hinging largely on the emotional reaction and false claims spread by a vocal minority, and culminating in the interruption of the established public process. In light of this "pause" in the NEPA process, we are submitting these additional comments to be considered and addressed as the Forest Service moves forward. We request these comments be included in the project file.

These are not intended to be comprehensive comments and must be viewed together with our DEIS comments which are resubmitted here. These are issues of concern that arose as we were reviewing the ROD/FEIS and we feel it important to express these issues so that they can be further addressed as the process moves forward. For key resource issues that are not addressed in these comments, such as elk security habitat areas, old growth forests, and Riparian Habitat Concentration Areas, we strongly urge the Forest Service to use this new opportunity to strengthen the Travel Plan in these key resource areas.

(Environmental Conservation/ Preservation)

Concern: 6:

The Forest Service should improve their decision making process.

Response:

[Sample Statement] Comment: 36-7

I would hope that this next time around more common sense will be used instead of let's just do this.

Some of the things that went on in the past seem to have no reasoning behind what was done.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 479-4

I appreciate this opportunity to comment on the ATV travel restrictions. I feel this is yet another top down imposition instigated by Dale Bosworth former Chief of the USFS. His directive to close all roads to ATV use not posted open, sends a clear message. The present system used on many Forests of closing problem roads and leaving unposted open has been working. (Example your present complicated travel plan matrix).

(Individual)

Comment: 477-10

The Forest Service failed to take a hard look at the effects of their actions where "greed" had taken over where "conscious" used to be....

The Forest Service failed to take a hard look at: or to realize that a much higher power will someday give you a "wake up call."

The Forest Service failed to take a hard look at: the time now is to do the right thing while there is time.

The Forest Service failed to take a hard look at: themselves....God help them....

(Individual)

Concern: 8:

The Forest Service should acknowledge that the Travel Management Plan process limits their authority.

- To control woodcutting, livestock herding, fence maintenance, and mining

Response:

[Sample Statement] Comment: 1-10

The Forest Service does not have legal authority per volume 72 NO. 85 (8) to control woodcutting, livestock herding, fence maintenance and mining. These are specifically excluded from the travel management plan per the above referenced statute.

(Individual)

Comment: 410-1

The Forest Service does not have legal authority per volume 72 NO. 85 (8) to control woodcutting, livestock herding, fence maintenance and mining. These are specifically excluded from the travel management plan per the above referenced statute.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 84-4

Federal Register May 3, 2007 says the following are not affected by this decision and are outside the scope of this project (8) permitted uses – woodcutting, livestock fence maintenance. Appeal any requirements that people have to abide by any of these rules.

(Individual)

Concern: 9:

The Forest Service should ensure that the plan reflects the nature of the local forest and the local stakeholders.

- Rather than a minority of users
- Rather than Forest Service staff who are not long-term state residents
- Rather than people from the east coast

Response:

[Sample Statement] Comment: 233-3

Managing the forests for a chosen few and not the local residents is having a negative effect on the majority of the people. These lands belong to all of people.

(Individual)

[Sample Statement] Comment: 696-2

People who live here should have more say than someone from Boston.

(Individual)

[Sample Statement] Comment: 8-13

I have lived in this area for over 70yr' s It used to be that we welcomed a visit from the local Ranger usually knowing him by name they were always helpful and knew what was going on. Now you guys show up with the Tough Guy attitude looking for something they know nothing about unless it is written in some manual that was prepared by some air head that lives east of the Mississippi. If you were able to see the light we have a very compatible environment so let's all try to enjoy it

(Individual)

[Sample Statement] Comment: 410-9

I also believe that no one should be in charge of the Forest Service unless they have lived in that state for at least 5 to 10 years. It is pretty bad when the Forest Service thinks they can shut roads down in the forest. Yes, they had a public meeting but there is one problem, the Forest Service does not listen to the public, they do what they want. It is a sad day when the Forest Service Supervisors think they have more power than our Senators and Governors. They do not own the forest, it belongs to the people.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 290-1

I wish to strongly express my opposition to the broad road closure scheduled to go into effect in June. I feel the current reasoning for the closures is minute in comparison to the areas value to all of the current recreational users of the National forest. I was born and raised in Union County and the forest is part of my home. We do not need some fool who has hardly touched the ground we so dearly love trying to force us into their vision of proper use. Please take my comments in to consideration and stop this un-needed action.

(Individual)

Comment: 338-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

After reviewing the final Travel Management decision it is very apparent there was little consideration of local concerns or input as to the requests to leave certain roads open. The Travel Management Plan is too restrictive and would be discriminatory to those who do not have the youth, health or financial capabilities to access the Wallow Whitman National Forest for mushrooming, photography, hunting, camping, mining etc. There are many areas that already have restricted travel management, with gated or closed roads; there are seasonal closures, wilderness areas and areas closed because of game management. Much of Oregon is not available for its citizens to enjoy.

(Individual)

Comment: 357-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I'm voicing my opinions on the road closures of WWNF. I feel the officials making this decision have no idea of the impact these closures will have to the people and communities within or around WWNF boundaries. I personally make close to 25 trips to WWNF each year. I enjoy the use of WWNF for hunting, fishing, firewood cutting, ricking mushrooms, huckleberries and camping. I would like my grandchildren to be able to enjoy the WWNF as well. I feel the Forest Service has made an unfair decision to close roads people in NE Oregon use for their many different outings.

(Individual)

Comment: 472-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I like to berry pick, and I cannot walk or ride a bike so I would like to be able to have someone be able to drive me, where I can see the country side and all you are trying to do is stop people from doing things in our woods. You guys are from a big city and do not realize what we do in the woods you probably have never been here at all, so before you close are woods you better come and see what it is all about.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 309-1

I wish to strongly express my opposition to the broad road closure scheduled to go into effect in June 2012. I feel the current reasoning for the closures is minute in comparison to the area's value to all of the current recreational users of the National Forest. My wife and I have lived and operated a small business in Union County for many years and we're raising our family here and the forest is part of our home. We don't need someone who has probably never seen the ground we cherish trying to force us into their vision of proper use. Please take my comments into consideration and stop this un-needed action!

(Individual)

Comment: 468-5

3)Bad laws (rules) make good people outlaws i.e. Prohibition
4)This seems to be a decision that would not be made on a local level. I have not heard any positive thoughts on this issue, only negative.

(Individual)

Comment: 677-4

The plan appears to have been crafted by a few people who are not regular users of the targeted areas, and is based on perceived ideals while it ignores the realities of the situation as it will impact local, tax-paying members of the public.

(Individual)

Comment: 1-7

I also believe that no one should be in charge of the Forest Service unless they have lived in that state for at least 5 to 10 years. It is pretty bad when the Forest Service thinks they can shut roads down in the forest. Yes, they had a public meeting but there is one problem, the Forest Service does not listen to the public, they do what they want. It is a sad day when the Forest Service Supervisors think they have more power than our Senators and Governors. They do not own the forest, it belongs to the people.

I am a veteran 1966, and serving my country has led to now having my rights and generations of my. family's rights taken away from us.

(Individual)

Comment: 241-13

The people of Oregon that live here, born here, enjoy being here, that have probably used every one of these roads you are trying to take from us, unlike you people that have never been out there and used them and enjoyed them, wouldn't know the difference between Pinecreek Road, and Deer Creek Road except for what global position your GPS says. Because you are educated you are going to attempt to control us, well I don't know how they do it down south, don't really give a damn will and are going to fight for what is our, what we worship. You are pushing the wrong buttons, my advise is to stop.

(Individual)

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Response To Comment Report

Comment: 285-1

First and foremost I feel the people of Wallow County should have more of a voice concerning additional road closures in their own back yards. Decisions like these should not be decided solely on the feelings or views of the state controlling counties and organizations on the west side of the mountains. Put this to a vote with hunters and others who use and enjoy the outdoors and Wallowa and other counties.

(Individual)

Comment: 291-2

I know there have been a lot of comments on the road closures. There was a petition that went around and a lot of people signed that we do not want this to happen.[...]I don't believe that you, or the rest of the government will listen or care. I still had to try.

(Individual)

Comment: 397-11

WE NEED THE DECISION MADE FOR THIS AREA LEFT TO THOSE OF US WHOM LIVE HERE AND DEPEND ON THESE MOUNTAINS FOR OUR SOCIAL ECONOMIC CULTURAL AND FUTURE WELL BEING.[...]WE ASK YOU TO JOIN WITH US. PLEASE DO NOT TAKE OUR ACCESS TO THE MOUNTAINS AWAY.

We love our mountains they belong to us. YES WE ARE THOSE WHOM MAY CLING TO OUR GUNS AND OUR RELIGIONS AND ARE VERY PROUD OF IT. THIS IS STILL AMERICA AND WE ARE WILLING TO FIGHT TO KEEP OUR FREEDOMS.

(Individual)

Comment: 51-3

The plan needs to be re-written in way that reflects known road conditions and recognition of the public's travel needs and desires to reach destinations they have used as part of their customs and culture while living, working and recreating in Oregon for generations.

(Agriculture Industry or Associations (Farm Bureau))

Comment: 193-5

The forest is called public lands, which I being part of that public should have a say in the decisions that are made on that land.

(Individual)

Comment: 258-3

The plan you have proposed does not take into consideration the majority. You are punishing them for the actions of a few.

(Individual)

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Response To Comment Report

Comment: 321-2

Most all the areas we go to are remote, jeep access. I don't see very many people there, and I wonder who it is that thinks that access must be restricted. Maybe the ballot box for this subject should be located within forest boundaries, to be voted on by the people who actually visit them? How many people will actually visit if the trails are closed? It does not seem right to limit access to the majority, so that very few can have it to themselves.

(Individual)

Comment: 407-11

WE NEED THE DECISION MADE FOR THIS AREA LEFT TO THOSE OF US WHOM LIVE HERE AND DEPEND ON THESE MOUNTAINS FOR OUR SOCIAL ECONOMIC CULTARAL AND FUTURE WELL BEING.

(Individual)

Comment: 589-2

The Forest Service have a habit of clear cutting, completely wiping out habit area, then closing all access to us.

I feel policies set forth by the U.S. Forest Service are created by persons that know nothing about the forest, the animals or the people.

(Individual)

Concern: 12:

The Forest Service should ensure that the Travel Management Plan reflects the input of the public.

- To ensure that cultural and personal impacts of road closures are adequately considered
- To ensure that the needs of the OHV community are considered and addressed
- To prove the public was heard
- Because a significant number of people participated and commented on the plan; these comments need to be considered
- To preserve cultural and historical traditions
- Including public-provided maps and other information that was not taken seriously
- As well as city and county governmental agencies

Response:

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Response To Comment Report

[Sample Statement] Comment: 51-5

We urge you to involve the public land users in a meaningful way so that our traditional uses are preserved. We fully understand the need for temporary closures when specific projects present unsafe conditions for the public, but these occurrences should not become a permanent closure.

(Agriculture Industry or Associations (Farm Bureau))

[Sample Statement] Comment: 57-1

We used to live in Wallowa County and spent many hours in the forest hunting, camping, gathering berries, wood cutting and ATVing. We've spent many, many hours having conversations with those working for the forest service from Rangers to your predecessor, Steve Ellis. The reason for the many contacts was to establish a report and OHV trails system for the community and Wallowa Valley Trail Riders. We started this relationship in 1996 with Ed Weber of the Wallowa Mountains office and established the WVTRA in 2001. We have seen so many forest service people come and go, including rangers, each time having to start over with the process. Total frustration would be a mild way to describe the way we were treated, always as if anybody with and OHV was an enemy. Well, that's the way the community as a whole felt when the TMP discussion came to town. It seems the forest service personnel heard us and turned everything around and used it to protect us from using the forest. We spent 12 years of our lives trying to get you people to listen before we moved to LaPine, OR. We are up in years now and don,t have the strength to do it again. So what is going to happen to all the information we gave you before? You are the "land managers,, that means for all of us, not just for HCPC, Nez Perce, ODFW. They have carried all the clout in the WWNF decision making with little to no respect for others who live, work, or recreate there. There's a reason the TMP document wasn,t signed earlier (before you time) and they,re behind your walls. We don,t see how you can come up with a decision right after 2012 hunting season if you are really going to listen to the people and understand what was presented in the past by them.

Please give us time prior to you meetings to give our views. We have an email and would appreciate a heads up.

(Individual)

[Sample Statement] Comment: 65-18

the USFS should focus on education, maintenance and cumulative affects. Locking us out of land that is ours, is no solution. What happened to the forest ranger that would encourage you to explore? He's packing a firearm, telling us "to beware". Not of wildlife but beware of his rules in our forest. He's more dangerous than the wolves that are destroying our wildlife. How did this happen? The people making this decision didn't listen, I hope you listen and I hope you respond and move to protect us. We ask that you put forth your best effort to draft a plan that will work for all, considering our heart felt plea for our way of life, traditions, culture and history. May it not be lost.

(Multiple Use or Land Rights Organization)

[Sample Statement] Comment: 87-4

My purpose of this email is to ensure that my voice was heard. Please let me know that you heard me.

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 148-3

The F.S. failed to take a serious look at my maps that I sent during the comment period, they mark the roads and trails shared by my family and friends for years, all of the children that had this experience turned out to be good upstanding citizens that now use this area with their children. My maps are site specific and will be presented.

(Individual)

[Sample Statement] Comment: 174-1

Website said you have a map for motor vehicle use. I can't find it.

(Individual)

[Sample Statement] Comment: 426-2

My family has worked, camped, hunted, fished, and cut firewood, in these woods since 1912. My Dad spent a lot of time and his own money, traveling the roads in the Chesnymnus Unit to help come up with the Wallowa County Travel Management Plan which was disregarded by the Forest Supervisor. Their finding was that a good many of the forest service roads were already closed naturally. They could with little or no protest, be taken off the map, never to be used again. Instead, perfectly good rock roads are being closed

(Individual)

[Sample Statement] Comment: 25-4

Most people I talk to believe your idea to "re-look" at the plan is just a ruse to allow the local anger to "blow-over." I am hoping this is not true but will be watching very closely to see if any new plan is really substantially changes based on the input of local citizens as well as city and county governmental agencies.

(Individual)

[Sample Statement] Comment: 419-5

1508.27b (4) The Forest Service failed to take a hard look at the significance of the Travel Management Plans impact as it would affect local communities, and persons residing therein. The human relationship involved in the above mentioned activities is a critical part of this forest's wellbeing. 1508.27 (6) The Forest Service, by establishing this TMP, failed to take a hard look at the consequences of setting a precedent for future closures of our forests. This action would significantly affect future access for generations to come. 1508.27 (8) The Forest Service failed to take a hard look at the significant loss of cultural and historical resources to local communities.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 65-2

The USFS lacked input from our community. Over 6000 people signed a petition when this process was announced and the petition was accepted as one comment, not 6000 plus.[...]The USFS chose the most restrictive plan without considering input from our community. Many hours were spent from volunteers, but we have no evidence that their information was taken into consideration.

The USFS took over 5 years to draft the plan and our community is given 45 days to appeal a plan that is literally devastating to our communities that surround the WWNF.

People have asked me why we are so mad now, why didn't we do more 5 years ago? I tell them that we all gave what we thought was necessary at that time but no one person thought that the USFS would be this extreme and take the most restrictive, communist plan. We didn't know that 6000+ people signing a petition would count as one voice, one comment.

(Multiple Use or Land Rights Organization)

[Sample Statement] Comment: 685-5

WHY THE WALLOWA-WHITMAN N.F. FAILED TO CONSIDER EOMA'S COMMENTS

The current District Ranger and Forest Supervisor are not the ones responsible for ignoring the comments submitted. Both of them are new to the Forest and were not involved in the illegal process. The former "land managers" chose to ignore the comments made on the TMP during the comment period, and made the decision to spend millions of tax payer dollars to shut down the Forest. The adjacent Malheur Forest took a different tack, and is meeting the Travel Management Rule by completing an inventory of the existing Malheur Forest roads, so they have an accurate baseline, and then publishing a map. This strategy required no NEPA document, no public input, no irate citizens, no appeals and very little expenditure of funds. At the end of the process, the Malheur Forest will actually know what their baseline of roads is. The money saved by using this approach will then be available to manage the resources on the ground, amend their Forest Plan, and write a TMP that tiers to their new Forest Plan.

It is too late for the Wallowa-Whitman to do anything about the money they have wasted, but it is not too late to do the legal thing, remand the TMP decision and follow the Malheur' s example.

(Mining (locatable))

Comment: 48-2

You failed to act on public input (212.52).[...]The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

(Individual)

Comment: 84-3

The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action.[...]You have failed to involve the people. 212.52.

(Individual)

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Response To Comment Report

Comment: 108-1

That article made me laugh. What a crock! The public was just paid lip service, until Wyden, Walden, and Bentz got involved.

Maybe you should read letters to the editor, and comments in newspapers.
What a waste of man power and taxpayer money. Hopefully heads will roll for that.

You need to remember who pays your wages and it is NOT your personal forest!

(Individual)

Comment: 192-5

The forest is called public lands, which I being part of that public should have a say in the decisions that are made on that land.[...]The appellant objects to the decision to adopt the Record of Decision for the WallowaWhitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

(Individual)

Comment: 333-2

It's a shame that 6000 people were totally ignored. This is just another example how the tree huggers have once again won. Thank you for nothing.

(Individual)

Comment: 546-1

My personal feelings are first of all I spent over 20 years of active duty service in the Navy, I had to follow orders, regulations and rules concerning procedures prior to instituting any changes to standard operating procedures. I understand that's military protocol and any changes has to include consideration for the benefit and welfare for all concerned. Last time I looked the American tax payer paid my wages and benefits and my retirement today. Doesn't the American tax payer also pay the Forest Service with wages, benefits and retirement with the same expectations as far as rules, regulations and protocol. If the military ran its operation like the Forest Service, where would our freedom be today?[...]It's a sad situation when the Forest Service and politicians know what's better for us then we do. It's still a free country. Let's take it away from the [illegible] and keep it free, we own our forests, not them.

(Individual)

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Response To Comment Report

Comment: 663-10

It is lands of the people, for the people, by the people. We the people can't afford to lose our freedom to enjoy the forests. If it wasn't for us, you wouldn't have a job to take away our freedoms. We don't need you to tell us that we can't use our land. We have spoken to you and have tried to work with you about these issues for years. We have presented complaints and petitions to you, that you do not recognize. Our local governments have tried on many occasions to comply or work with you and you thumb your nose at them by not recognizing their authority. You do not listen to our concerns. you do not answer our questions, you do not concern yourself with our livelihood, our communities, or our well-being, or our wishes, and you implement your environmental agendas into our lives.

(Individual)

Comment: 99-2

You failed to act on public input.

(Individual)

Comment: 107-1

You can take this for what it is worth, but meeting behind closed doors with Mark Davidson is not the way to earn the trust of the citizens of Union County. One of the biggest reasons people say they plan to vote for me is they are sick of Mark not respecting the voice of the people and doing whatever he wants. It will end up unseating him on May 15 because of his arrogance in this area. You indicated that you were going to listen to the people. I suggest you do that and forget about private functions. I have been helping people put together their concerns, not by speaking for them, but asking "What sorts of things do you do in the forest?" "Where do you do them?" "What would happen if you were no longer able to do these things?" Allowing a commissioner who is not trusted by most of the people to speak for them in a closed session will further alienate you from the people. People of Union County are tired of some elected official speaking for them. I would not be so presumptuous as to set myself forward as speaking for the people on this issue. I find it to be the height of arrogance that Mark sets himself up in that role. Any plan that Mark claims to have brokered will be absolutely doomed to failure--trust me, he will claim to have brokered anything you come up with and it will be met with hostility. Take it for what it is worth.

(Individual)

Comment: 148-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I have been involved in the F.S. Travel Management Plan since it started, I have made maps, offered my assistance but was never called. I feel their decision was made without thorough consideration to the NEPA guidelines.

(Individual)

Comment: 150-4

The Forest Service was arbitrary and capricious in making these road closure decisions, ignoring the appeals, opinions and petition signatures of thousands of local residents and local elected officials.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 469-2

The Wallowa-Whitman National Forest Travel Management Plan is not popular with local residents or tourists. The anger, animosity, and mistrust felt toward the United States Forest Service is extreme. This is unfortunate. I have friends who work either full-time or seasonal for the agency. As a whole, they're good people and conscientious neighbors. Many of them also oppose the Travel Management Plan. These, are folks who-have grown up in Halfway, and truly care for the community's future. The last thing these folks want is a sense of suspicion and ill-will ranged against them. The Travel Management Plan is a program they had no voice in, have no support of, and don't wish to answer for.

I believe that the United States Forest Service has been a good steward of public lands. I don't believe that the agency wishes to do harm upon any community, affected by the Travel Management Plan. The anger, antagonism, and growing frustration I've heard from local residents tells me that implementing the Travel Management Plan will become a public relations nightmare which the agency doesn't need, and surely cannot afford.

Halfway, Oregon is a friendly, close-knit town dependent upon the Wallowa-Whitman National Forest for our livelihoods, our culture, and our way of life. It's troubling to see the community up in arms about a plan which most everyone views as a threat. I urge you not to go through with the Travel Management Plan.

(Individual)

Comment: 482-3

Having attended all previous meetings regarding the proposed road closures, this may be an exercise in futility. It seems we as taxpayers are NOT heard. Those making these decisions know nothing about life in Oregon, and most importantly in Eastern Oregon. We would appreciate being heard, as we feel the Hells Canyon Preservation Counsel is heard. Please consider this request!

(Individual)

Comment: 488-2

My wife and I have been involved with this process from the beginning and have made previous requests that the Forest Service not close any roads in the Wallowa-Whitman. These requests, along with many from other concerned citizens, were obviously given no consideration by Forest Service personnel, who made decisions to close roads without regard for the impact to taxpaying forest users.

Our previous letters are listed under the following numbers: 10175, 10270, and 10278 and were supposedly covered under Public Concern numbers 7 and 166.

(Individual)

Comment: 663-7

there has been such a public outcry against this. Our commun1tv has expressed the detriment of this plan multiple times over the last four years even presenting a petition of over 6.000 signatures against any further road closures, to the forest service and they state they will answer our questions and listen to our concerns, but then they seem to follow a different agenda completely.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 667-8

You have no right to close the roads that you have never been on. You haven't given anyone the chance to keep the roads open and maintained.

(Individual)

Comment: 672-1

The forest service has continued to ignore all the information furnished to them on the impact of closing these roads to the citizens of Oregon, and especially the families in and near the Wallowa-Whitman Forest as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 677-2

The plan shows very little consideration for local, tax-paying residents, many of whom use targeted roads on a weekly basis. Very little information has been provided to the public, and the USFS has been reluctant to defend the plan in public settings. Any reasons cited by the Forest Service in support of the plan are hypothetical, theoretical, and presumptuous.

(Individual)

Comment: 36-2

I cannot tell you how elated I was when I read that the Wallowa Whitman was going to scrap the road closure plan. I have used the National Forests for about 60 years for recreation. I agree with many who felt they were un heard. I feel like the meetings for input were a formality to make us feel good about being able to have input. In my mind decisions had already been made.

(Individual)

Comment: 54-1

I am deeply concerned about the direction you have taken with your travel management plan. I was employed by the Wallowa-Whitman for approximately 5 years in the later 1970s. I will tell you that your decision would be a complete embarrassment to me should I still be an employee on your Forest.

I believe your plan displays a total disregard for all the efforts that local residents made to help develop the plan. You have paid no regards to their efforts.

(Individual)

Comment: 106-1

I am deeply concerned about the direction you have taken with your travel management plan. I was employed by the Wallowa-Whitman for approximately 5 years in the later 1970's. I will tell you that your decision would be a complete embarrassment to me should I still be an employee on your Forest.

I believe your plan displays a total disregard for all the efforts that local residents made to help develop the plan. You have paid no regard to their efforts.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 194-5

The forest is called public lands, which I being part of that public should have a say in the decisions that are made on that land.

(Individual)

Comment: 306-3

Where or how are public comments being taken on this issue?[...]This issue should be voted on by the public.

(Individual)

Comment: 356-1

This is my appeal, what I think should be done on the Wallowa Whitman Forest Travel Management Plan. I have wrote appeals before and I think you just threw them out. You didn't even look at them, you did as you pleased.

(Individual)

Comment: 479-1

I have enclosed three letters I have written concerning the WW travel plan. If you read them, you will see my viewpoint has not changed but it is being ignored. As you must have noticed at Ron Wyden's town hall meeting yesterday at least 99% of the people in the room stood up in opposition to your plan. Those remaining seated were paid to be there, Hells Canyon Preservation Council and friends (2), and USFS.[...]The USFS is using a top down political viewpoint orchestrated by pro wilderness advocates. They are paid to push their view and welcome the controversy to help in their fundraising from the National Geographic crowd. Let these people got the National Parks. You should manage the National Forest as Gifford Pinchot would have, not John Muir.

(Individual)

Comment: 654-5

This illogical decision resulted from past Chief of the Forest Service, Dale Bosworth's decision several years ago, to address motorized access uniformly across the nation's forests. The Wallowa-Whitman took that opportunity to extend management corners, taking their task far beyond that request, totally reversing years of policy direction they had been using to educate the forest traveler.

Now after years of gathering information, public meetings, community interest groups dedicating hours of canvassing public comment, and the analysis paralysis involving huge costs to the taxpayer. Concerned citizens and publics sent in signed petitions with several thousand signatures for the public record filed against this. Letters of legitimate concerns and comments were ignored and set aside with little regard.

(Individual)

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Response To Comment Report

Comment: 220-13

In the record of decision in Page 12 is the statement: "Throughout the public involvement process for this project, the WWNF leadership team and interdisciplinary team listened carefully to the perspectives and ideas offered by all interested parties. Many route specific, situation specific judgments and tradeoffs are incorporated into this final decision, reflecting the intent to balance our multiple use and resource protection responsibilities."

Only one of the dozens of people I have talked to have been able to report a specific access was maintained for a specific use. The remainder feel that the time, sometimes hundreds of hours spent inventorying roads and reading massive volumes and trying to decipher vague maps and writing comments has been totally disregarded by the decision making team. There has been so much turnover in the management team, that an adequate understanding of this huge amount of input which was trying to maintain access to our resources, is not possible. The six thousand people who signed petitions requesting the forest plan be left much as it currently is feel like this tremendous effort in providing input has been considered as nothing but a nuisance to the decision makers.

(Individual)

Comment: 232-4

In reading 40 USC sec. 1500.2 d, the forest service failed to take a look at and encourage public involvement in the decisions which affect the quality of the human environment. These roads and trails I have had the opportunity to share with family and friends for many years and this will be very detrimental to all of us and future generations.

(Individual)

Comment: 340-1

We urge you to stay focused on this issue and please consider our concerns listed below:

The USFS lacked input from our community. Over 6000 people signed a petition when this process was announced and the petition was accepted as one comment, not 6000 plus.[...]The USFS chose the most restrictive plan without considering input from our community. Many hours were spent from volunteers, but we have no evidence that their information was taken into consideration.

The USFS took over 5 years to draft the plan and our community is given 45 days to appeal a plan that is literally devastating to our communities that surround the WWNF.

People have asked me why we are so mad now, why didn't we do more 5 years ago? I tell them that we all gave what we thought was necessary at that time but no one person thought that the USFS would be this extreme and take the most restrictive, communist plan. We didn't know that 6000+ people signing a petition would count as one voice, one comment.

(Individual)

Comment: 347-6

During the comment period a petition was signed and submitted to your office with 6400 signatures and all of these signers were against closing ANY More roads.

I would like to have a reply to my appeal in writing.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 475-1

The Forest Service violated 40 USC Sec. 1506.6 (b) by failing to provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested or affected. The effects of this action to limit public access to public land are primarily of local concern and my input as well as that of all Wallowa County residents should have been included in the decision making process.

(Individual)

Comment: 484-3

Having attended all previous meetings regarding the proposed road closures, this may be an exercise in futility. It seems we as taxpayers are NOT heard. Those making these decisions know nothing about life in Oregon, and most importantly in Eastern Oregon. We would appreciate being heard, as we feel the Hells Canyon Preservation Counsel is heard. Please consider this request!

(Individual)

Comment: 512-3

2. The plan shows very little consideration for local, tax-paying residents, many of whom use targeted roads on a weekly basis. Very little information has been provided to the public, and the USFS has been reluctant to defend the plan in public settings. Any reasons cited by the Forest Service in support of the plan are hypothetical, theoretical, and presumptuous.

3. The plan appears to have been crafted by a few people who are not regular users of the targeted areas, and is based on perceived ideals while it ignores the realities of the situation as it will impact local, tax-paying members of the public.

(Individual)

Comment: 525-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the volume of input and comments submitted by Eastern Oregon All Terrain Vehicle Association (EOATVA) and there was no on-site (on the ground) examination of the roads and trails provided in our comments as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. Refer to comment letter number 10292 for specifics.

(Individual)

Comment: 571-1

The Forest Service violated 40 USC Sec. 1506.6 (b) by failing to provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested or affected. The effects of this action to limit public access to public land are primarily of local concern and the appellant's input as well as that of all Wallowa County residents should have been included in the decision making process.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 671-9

The decision was released with legal notice and published in the Baker City Herald of Baker City, Oregon, March 16, 2012. This appeal is filed pursuant to 36 CFR 215.11. As stated by the USDA, "the agency integrates environmental, social and economic issues and values into its management decisions and actions while accounting for future as well as present needs. Managing the natural resources of the nations forests and grasslands requires the complex integration of resource assessments, management actions and cooperative partnerships." This Travel Plan is not a cooperative partnership with the thousands of recreational campers, tourist and visitors to the great outdoors of the Wallowa-Whitman National Forest of Eastern Oregon. Closing over 6,000 of the 9,000 miles of roads and trails is over-kill. It does not meet present needs.

(Individual)

Concern: 13:

The Forest Service should revise the Travel Management Plan to close fewer roads.

- To better reflect the public's preference
- Because the Forest Service did not listen to the public and what they want
- To preserve our Constitutional rights
- Because public roads should be available to the public
- To reduce the severity of the decision
- Because the roads were financed with public money and should remain accessible to the public
- To be consistent with American values and to preserve freedom
- To preserve access for taxpayers

Response:

[Sample Statement] Comment: 15-5

The current proposal is absolutely capricious and arbitrary serving government and special interest groups without regards to the needs or interests of the voters and "owners" of this land. Family members depend on wood heat - others on a livelihood from logging. We depend on hunting for our meat each year. We value our forests, are respectful and thoughtful in the use and preservation of these lands. It is time now for our government representatives (you) to listen and to respect the wishes of the people who live and die here. My husband fought honorably for our freedoms to use and enjoy this land. I respectfully submit – enough is enough! This proposal is egregious and unacceptable. We will be heard. Please reconsider your proposals and actions.

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 332-1

The WWNF 2012 Travel Plan for "Our Public Lands" is the most out of balance plan anyone can imagine. "Our Public Lands" are for the public to enjoy and utilize. With this plan only special interest groups and illegals will be able to get use out of our forests. The management of our forests should include the "public" to the fullest extent and to say this is for the protection of wild species and is balanced is ridiculous. Humans are a species, also, and you are not only taking away more of the public's freedoms but making a very unbalanced forest in the process.

(Individual)

[Sample Statement] Comment: 665-7

Who is making the decision to lock us out? Who has the right to decide for us where we go, what we do, when we do it? Again, we are fortunate to live here and have this forest, it is unfortunate that you are trying to take it away. We do not feel it is right to tell other people what to do with their resources as it should be with our area.

(Individual)

[Sample Statement] Comment: 512-5

For the USFS to conclude that because a given road is not "maintained" it should be closed to the public is arrogant. The plan alienates and angers taxpayers who have been legal, responsible users of the public land for decades.

(Individual)

[Sample Statement] Comment: 680-1

I mostly understand your reasoning for wanting to exclude the public from the Wallowa Whitman National Forest, but I don't feel that you have any idea of the consequences of what you are proposing.

This is NOT Arizona or California, where law enforcement on public lands has become problematic. Rather, the Wallow Whitman in general is not in need of any more than a minimal law enforcement presence.

It's unfortunate that the Forest Service views these lands as "Forest Service Land", rather than "Public Land", which it definitely is.

Like thousands of other Eastern Oregon residents, I enjoy the National Forest on a regular basis for hunting, fishing, wood gathering, mushrooming and berry picking. I and my neighbors are the best stewards of this land, as we live here and feel a responsibility for the Forest.

I hope that you will look at this issue more closely, and reconsider your ill-advised scheme to deprive the taxpayers of access to their public lands.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 51-1

In the Observer newspaper you suggested that "there is a good bit of confusion" about the plan in the local area, but we do not agree with your assessment. The public understands the plan and explained what was wrong with the plan during the comment period after the draft was issued. The WWNF responded to the public concerns, but did not make changes people offered. The Executive Summary, page 3 states "In general, changes made between the WWNF Travel Management Plan draft EIS and final EIS are minor in nature and focus on grammatical corrections, editorial formatting, and clarification of data previously presented. The changes were driven by public comment and a comprehensive internal review."

What steps will you use to ensure the new decision reflects the public input and the plan focuses on more than just minor editorial formatting? We fully understand the WWNF estimated 9,000 miles of roads on the Forest and the preferred alternative designated 3,209 miles of roads and trails for motor vehicle use. The emphasis of Alternative 4 was a response to public comments, where citizens expressed a willingness to forgo crosscountry travel and keeping 6,747 miles of road open. The public input suggested leaving 75% of the roads open and the WWNF final plan designated 35% of the road miles as open.

(Agriculture Industry or Associations (Farm Bureau))

[Sample Statement] Comment: 478-3

We must have access to roads the taxpayers have paid to have made and maintained. These considerations are also required under 40 USC 1508.8 and have been ignored by Forest Service.

(Individual)

Comment: 7-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The USFS failed to take a hard look at 40CFR 1500 NEPA Regulations and did not consider the direct impact it could make.

Morris Boettcher "Butch" USMC Vietnam Vet "disabled" and all other Vets of the past tried to preserve our American Rights and some of you don't even care. Our American tax dollars pay for these roads to be built and "now" we are paying for them to be taken away

(Individual)

Comment: 313-2

We were very disgusted and disappointed to read that you are formulating a plan to close down 3,835 MORE miles of our public lands excluding reasonable access for the people to whom the land belongs. To exclude the very people that pay for the management of our national forests, and make unavailable to them the right to enjoy the land is neither reasonable nor in the best interest of the general public.

We know it is much easier for you to manage our national forests if you deny the general public access allowing only you to use the roads, but this should not be your goal. This is not serving the public trust and we strongly resent this arbitrary imposition on our public access.

(Individual)

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Response To Comment Report

Comment: 475-21

The Forest Service violated 40 USC Sec. 1508.27 (b) (8) and (10) by failing to take a hard look at the degree to which their decision adversely affects the cultural and historical resources of Wallowa County, and the American citizens' unalienable rights to liberty and property as stated in the Constitution of the United States of America. The Wallowa-Whitman National Forest is public property owned by the citizens of the United States. Webster defines "national" as public. The Forest Service is a public service entity that does not have the right to close roads on public property without the permission of the owners.

(Individual)

Comment: 528-7

These road closures are taking away mine and the public's- Constitutional rights under Article I, Section 8, 9th and 10th Amendments which address the limitations of federal power and the 14th Amendment which limits the states' police power.

(Individual)

Comment: 603-2

As an American, it is our right to have the freedom of our forest, it should be a right for our children. It is un-American for one small group of government employees to take this away from us.[...]Socially, we gather in the Wallowa Whitman almost every weekend. This is why we live in Eastern Oregon, not Russia! [...]I feel that this is like communism: somebody feels that they have the right to tell me that I cannot go where I want to go. As part of a group, we feel responsible for the areas that we travel. We do not litter. We pick up garbage left by others so I am wondering, if we are not out there taking care of this. Who will? We are a small community; we are family oriented in all of our recreation. I feel this is wholesome for a family, good for kids. We know where our teenagers are on the weekends. Do you?

(Individual)

Comment: 606-6

Recreational activities are a vital part of our family's activities. My family will be significantly affected because we will not be able to do some of our traditional activities, such as cross-country jeep travel, picnics in historical and traditional areas. My children will not be able to travel to hunting areas that they have enjoyed hunting with their family for years.

(Individual)

Comment: 723-12

The Forest Service failed to take a hard look at the fact that, by keeping the American public out of these Wallowa-Whitman forests, it takes away from our American way of life and it puts a dark shadow on our constitutional rights.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 86-1

This is my comment to the Wallowa-Whitman that your travel management plan and record of decision needs to be appealed and I and many other citizens that live next to our forest are demanding to be given motorized access to ALL of our national lands.

You should be trying to get the tax payers (we the people) turned in favor of keeping the FS on the payroll, like working to keep our forests accessible for all. I was the front desk at Unity for 20 years and the Forest Service took that away, I won't sit back and let you lock me out of my forest now as well.

(Individual)

Comment: 280-1

To whom it may concern. With the road closures that are going into effect the area we have hunted for 30 plus years is now gone. Well unless walking more than ten miles to hunt or to drag an elk out sounds good to you. Basically what is happening is eventually all the roads will be closed and that will happen it will be a few more every year until no public access will be allowed at all. Then since nobody can use the public lands nobody will care what happens to them including all the responsible people that pay taxes and are the ones who actually own the land "If all land is going to be closed then why not log or strip mine it or let it all burn nobody will care" .The US taxpayers should decide what is going to close or stay open, and yes there are roads that should be closed but it should be based off public opinion not the opinion of environmentalists and other special interest groups. It's truly a sad day for all the hunters and responsible people who enjoy the outdoors. And you just made hunting for the elderly impossible in many areas

(Individual)

Comment: 340-10

Finally, the USFS should focus on education, maintenance and cumulative effects. Locking us out of land that is ours, is no solution. What happened to the forest ranger that would encourage you to explore? He's packing a firearm, telling us "to beware". Not of wildlife but beware of his rules in our forest. He's more dangerous than the wolves that are destroying our wildlife. How did this happen? The people making this decision didn't listen, I hope you listen and I hope you respond and move to protect us. We ask that you put forth your best effort to draft a plan that will work for all, considering our heartfelt plea for our way of life, traditions, culture and history.

(Individual)

Comment: 411-5

Section 1500.2 Policy - dl: Encourage & facilitate public involvement in decisions which affect the quality of human environment and the effect of their decision on human environment and minimize the effect of their actions on the human environment.

• QUESTION/COMMENT: Based upon recent community meetings, clearly the public did not feel community; governmental or individual involvement was encouraged or considered. Section 1500.2 speaks to public involvement in the decision making process. Thank you for suspending the enactment of the travel plan to seek further public input.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 557-2

In July 2007, I took part in an extensive Travel Management Study. (Investing over 70 work hours of map and log time.) I hand delivered to your office my findings and comments. This has a number of roads to be saved and also some to be thinned. I found this would be beneficial and in good faith to both parties. I made an analogy to Road Management similar to thinning a tree. You take runners from the main branches and prune them back. You systematically prune... you don't take everything off the main branches. Road thinning in our plan should look similar. Take some and leave some. Instead you have stripped every main branch of all its runners and thus left no viable roads. This has a direct effect on a number of us. To this I say SHAME ON YOU. Very poor job of management. Your tree is left BARE! No life for any of us.

(Individual)

Comment: 666-6

We are raised in the United States, knowing the USFS and BLM lands are for the public. You are taking the "public" out of public lands!

(Individual)

Comment: 706-12

The decision was released with legal notice and published in the Baker City Herald of Baker City, Oregon, March 16, 2012. This appeal is filed pursuant to 36 CFR 215.1 1. As stated by the USDA, "the agency integrates environmental, social and economic issues and values into its management decisions and actions while accounting for future as well as present needs. Managing the natural resources of the nations forests and grasslands requires the complex integration of resource assessments, management actions and cooperative partnerships." This Travel Plan is not a cooperative partnership with the thousands of recreational campers, tourist and visitors to the great outdoors of the Wallowa-Whitman National Forest of Eastern Oregon. Closing over 6,000 of the 9,000 miles of roads and trails is over-kill. It does not meet present needs.

(Individual)

Comment: 85-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

You failed to ask the people about Travel Management because of the harm it is doing to all the people.

You made arbitrary and capricious decision about this Wallowa-Whitman Forest Travel Management Plan. I said I need these roads to cut my wood and to participate in my recreation. Riles 212.25 212.5

(Individual)

Comment: 95-2

Just want you to know that your TMP is totally unacceptable. You should spend a little more time listening to the majority of the people instead of special interest groups. This is supposed to be OUR forest and you people are SUPPOSED to be managing it in a responsible manner. All you have done in the last years is shut logging down to nothing and now you want to shut the roads down also.

(Individual)

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Response To Comment Report

Comment: 305-1

It is an insult to the flag of the United States to be flying above the Forest Service complex in Baker City.

Our flag represents "We The People" which the Forest Service doesn't want to be concerned with.

The Forest Service doesn't have any accountability for its actions and does whatever it wants with no regard to the citizens that it should be serving.

Even with 6,000 signatures protesting road closures and the hardship it will create-the Forest Service could not care less.

Our American Flag should be flying where honesty and justice prevails.

(Individual)

Comment: 324-1

Let me guess, first you close half of all OUR roads, then you add enforcement officers, then you add more fee sight areas. It's a win-win for the forest circus, more control and more revenue! It's too bad we can't vote you all out!

(Individual)

Comment: 437-3

I grew up in Wallowa County and my family has been here since 1871 being a descendant of the first settler in this county. This is just about more Government control and environmental terrorism. Enough is enough already!

This land does not belong to the Forest Service it belongs to the public.

(Individual)

Comment: 565-3

Why have all these acres of forest if the public cannot have access to use them? I think as tax paying citizens we have a right to use the forest and roads as has been the tradition for many years. I feel too many of our rights are being eliminated without giving us a voice or vote in these decisions.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 702-1

I am so totally disappointed in our so-called government I could just spit. Too much government controls a large percentage of us in the eastern part of Washington and Oregon. I would really like to be able to continue mushroom hunting, huckleberry picking and, yes, maybe hunting deer or elk. The government has to tell us if we can or cannot, and if they do say OK, then we have to fork up a bunch of dollars for the privilege. WOW.. Government at it's best. I wonder what these people would have done back in the days of the great depression when folks really needed this land use. The government says they are trying to stop maintaining the roads? Well, the only ones they maintain are the maintained ones. The general public maintains the logging roads where they have access to the aforementioned activities. I am totally against closing these roads. My suggestion is to quit giving our money to other countries and start doing more for us here in the USA. Too much government telling us what we can do with our PUBLIC lands. No road closures please, I am begging you! It is bad when you have to beg for help from the government.

(Individual)

Comment: 299-4

Your decision process is flawed, extremely self-centered and a fine example of why people want government out of their lives.

(Individual)

Comment: 348-2

In July 2007, I took part in an extensive Travel Management Study. I participated with the Wallowa County INRAC group investing over 40 work hours of map and log time. My input was included with the report submitted by Wallowa County. This has a number of roads to be saved and also some to be thinned. I found this would be beneficial and in good faith to both parties. I made an analogy to Road Management similar to thinning a tree. You take runners from the main branches and prune them back. You systematically prune... You don't take everything off the main branches. Road thinning in our plan should look similar. Take some and leave some. Instead, you have stripped mined every main branch of all its runners and thus left no viable roads. This has a direct effect on a number of us. To this I say VERY POOR MANAGEMENT! Your tree is left with NOTHING and we are left with NOTHING!

(Individual)

Comment: 490-2

I feel the one's behind the road closing are very not Americans and it's just another freedom that is being taken away from us. Leave the Wallowa-Whitman alone. Ask this is not what your country can do for you but what you can do for your country. Again leave the Wallowa-Whitman Forest alone.

(Individual)

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Response To Comment Report

Comment: 536-22

The Forest Service violated 40 USC Sec. 1508.27 (b) (8) and (10) by failing to take a hard look at the degree to which their decision adversely affects the cultural and historical resources of Wallowa County, and the American citizens' unalienable rights to liberty and property as stated in the Constitution of the United States of America. The Wallowa-Whitman National Forest is public property owned by the citizens of the United States. Webster defines "national" as public. The Forest Service is a public service entity that does not have the right to close roads on public property without the permission of the owners.

(Individual)

Comment: 672-3

We must have access to roads the taxpayers have paid to have made and maintained. These considerations are also required under 40 USC 1508.8 and have been ignored by Forest Service.

(Individual)

Concern: 14:

The Forest Service should improve their public outreach.

- To better communicate the intent and content of the Travel Management Plan
- To ensure that the public is appropriately engaged in the process
- To ensure that the public's comments are responded to and accounted for
- And provide public notice of meetings and document availability
- To appropriately include the opinions of taxpayers
- To explain how the public can comment on the plan
- To include people who live outside the area but use the Forest

Response:

[Sample Statement] Comment: 6-5

Since politics have affected this situation (and presidential election years are always without fail times of maneuvering), I would like to suggest that when the decision is resubmitted that you present it in the most positive light you can, and use the hiatus to develop partnerships for enforcement and benefit.

When the decision first came out, I got phone calls asking about why the Wallowa-Whitman was closing off motorized access to the whole forest. (The next decision may be an opportunity to point out that there are plenty of access roads, and to point out that access via other strategies (foot, horseback, etc.) are still available!

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 60-2

Like myself, I'm sure there are many people that use the WWNF that come from cities and towns like Portland, OR that would like to attend your workshops on this matter, so I do hope that you will schedule a workshop in Portland or Salem OR to allow us to attend.

(Individual)

[Sample Statement] Comment: 63-4

The CTUIR believes that the public should be informed in a clear manner what changes the TMP would implement and why. To this end, the public should be provided with easy to interpret maps showing what roads had already been closed by prior Forest Service actions, what roads are now being closed to protect anadromous fish habitat, and what roads are being closed to create elk security areas. The NEP A process, however, should not be reopened.

(American Indian Govt. Agency /Elected Official)

[Sample Statement] Comment: 79-1

I don't see a particular link for public comments on the plan to close areas of the forest to motor vehicles so I'm writing to this address. Please let me know that this is the right place, or send me an alternate address.

(Individual)

[Sample Statement] Comment: 135-1

I do not believe you understand who we are, and why we love our community so much. You have made some statements about the people here that was not only untrue but very unfair. You say you do not want to meet with people of Eastern Oregon because you fear we will become violent and unruly. If you took the time to speak with the people, you may be surprised, you may find out that these are people that have a lot of compassion for their forests and communities and their way of life for generations. And hope to continue that way. But as far as being violent, no we are not. You want to see violence go to Portland. But do not judge us when you have not taken the time to communicate face to face with us. We do not even know what you look like. We would like to ask you to step out from behind your desk and meet with the people that live here. Get to know us, listen to our concerns. We are tax paying citizens of the USA. We pay your wages to work for us. We believe we have the right to speak with you. So please take the time to get to know us, listen to us, you will find out why we are concerned about our communities, and you will learn we may have our opinions, we may even get a bit loud, but violent we are not. Thank you for taking the time to read this, we will be watching for a public meeting from you.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 647-15

SUMMARY

Regional Forester Connaughton, I ask that you consider my appeal points carefully, and require the Wallowa-Whitman National Forest to remand the TMP decision and go to work updating the current Travel Management Plan and revising the 1990 Forest Plan. The TMP will radically change the current Forest Plan direction of encouraging both use of forest roads, and non-resource impacting off-road use, and would have an "important effect on the entire land management plan". This change is not non-significant, and as a significant amendment, "documentation of a significant change, including the necessary analysis and evaluation should focus on the issues that have triggered the need for the change". The TMP decision is not legal and should be remanded.

However, knowing a little bit about how government works, I understand that the huge investment in the TMP is the underlying problem. Even if you agree that the Wallowa-Whitman made a mistake in putting out the TMP before the 1990 Forest Plan was revised, I know it is highly unlikely that the Forest Service will remand the decision, although this is what should happen.

As an alternative, please ensure that the flawed document is corrected as I have suggested above. The Whitman Forest was reserved from Baker County in 1905 for the use and enjoyment of the people. Generations of Burnt River citizens have used the forest, and this use is intertwined in our daily lives and in our customs and culture. Almost all of our comments made during TMP scoping and during the comment period were ignored by the forest. The document was not changed to reflect my comments, nor did the list of commenters in the EIS include my comments made as minerals policy director for EOMA, nor was the document changed to reflect the comments of others. The maps are still incomprehensible. When I requested additional copies of the document for Grant County, I was told the forest would not print additional copies. Some of my neighbors have their name on "a list", but no EIS or maps have been provided to them. People without computers had no chance to read the final EIS. The document is flawed and the process is flawed.

(Individual)

[Sample Statement] Comment: 393-5

I would like to know what I can do to oppose and change decisions such as these that are made by individual who just don't track evenly with reality or have their own agenda regardless of facts. Are petitions needed with signatures of those effected the answer? Should I attending meetings to voice my opinion even though I will likely not be given prior notice to attend? Or just give up, stay at home and let the forest and wildlife be so mismanaged that it should be criminal?

Keep up the fine work I'm sure the West side of the state supports your decisions, after all they can see Mount Hood from their apartments. Everything must be just fine.

(Individual)

[Sample Statement] Comment: 534-1

I, as a State and Federal taxpayer, am paying your wages as a servant to the public. You, as a wage earner, work for the public. That means that as a public servant, you work for me as well as hundreds of thousands of other taxpayers. We have a right to be heard regarding what is to be decided with our public lands.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 72-1

In an attempt to find out which roads would be included in this weeping closure and also to appeal the closure, I contacted the ODFW office in Roseburg – they know nothing – and referred me to the Forest Service office in Roseburg. They also knew nothing and gave me a contact name and number for their Baker office. This phone call connected me with a receptionist who connected me with their “public relations” department with whom I reached a recording. I left my name and number and have not heard from them since. I wish that I could talk to you personally to express my sense of frustration and outrage over being denied access to these hunting areas. ODFW and the US Forest Service do not own these lands, we do.

(Individual)

Comment: 65-1

Thank you for withdrawing your proposed Travel Management Plan on April 17th 2012. Our group was not a group but individuals when the TMP was first announced a few years ago. Members of our group wrote appeals individually to Mr. Connaughton before your withdrawal so I am writing to you today to request a meeting with you and our group to address our concerns

(Multiple Use or Land Rights Organization)

Comment: 477-4

The Forest Service failed to take a hard look at the fact that, by keeping the American public out of those Wallowa-Whitman forests, it takes away from our American way of life, and it puts a dark shadow on our constitutional rights.

(Individual)

Comment: 646-1

I know you must have some reasons to close the roads in the Wallowa-Whitman Forest but I’ve never heard any reasons. I many need educating by your side. When can we read and study the rationale for closure?

By talking to others who live near or in the WWNF all the arguments are for leaving the roads open.

(Individual)

Comment: 92-2

We invite you to meet with the people of our beautiful Wallowa Valley to discuss what can be done about the forest service travel management plan as we are finding only part of it is to be set aside for reconsideration.

The unit in question is Sled Springs this plan also needs to be set aside as there is too much confusion on how this became divided from the rest of the TMP we were led to believe it was one plan and should be considered as such.

(Individual)

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Response To Comment Report

Concern: 15:

The Forest Service should avoid closing roads

- Because they don't have the legal right to close the roads
- To comply with local, state, and federal law

Response:

[Sample Statement] Comment: 402-7

Closing more of the roads in the WWNF is not preserving the recreational opportunities for the citizens of the state as stated in the state wide planning goals.

(Individual)

[Sample Statement] Comment: 616-1

Closing these roads takes away our freedom to enjoy the forest and the land that we pay taxes on and this was not brought to vote as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

[Sample Statement] Comment: 66-2

The only thing I see closing these roads are government control along with a few people that want to change our form of government of having freedom that our arm forces have fought for and to have.

(Individual)

[Sample Statement] Comment: 346-2

It isn't enough to simply cite the NEPA or other acts and laws. The Forest Service has to fulfill the requirements of those Act's and Law's. Therefore:

Any Agency Plan, contrary to the duty imposed by federal law, is inconsistent with federal and state law regarding the absolute disposal of the highways in the plan area by the granting act of 1866 or previously. The Plan is not consistent with the local law or does not meet the needs of the general public where the Plan purports to close, alter, or vacate any highway or trail existing more than 10 years without protest the public domain of which is by operation of law fully and completely disposed to the general public, removed from agency management authority. The Plan wrongly encumbers these adversely affected highways with an agency interference or obstruction contrary to federal, state, and local law.

The Plan is inconsistent with state law requiring exclusive jurisdiction over these highways is in the county, the agency having no jurisdiction to alter, vacate or close but by the manner provided by state law. The Agency is without Authority or Jurisdiction to affect these highways disposed by grant Act of Congress as the Plan purports to commit.

Federal, State, and local Authorities:

Oregon law, HB 208, enacted that:

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Response To Comment Report

Section 1. All roads or thoroughfares not heretofore legally established within the State of Oregon that may have heretofore been used, or hereafter be used, for a period of ten (10) consecutive years or more by the general public for the purpose of travel, without protest, are hereby declared to be county roads.

Section 2. No road of public easement shall be altered or vacated except by the county court in the manner now provided by law; and no county shall be bound to work, or improve, or keep in repair such road of public easement. Approved February 28, 1901.

Oregon Revised Statute

368.016 County authority over roads; limitations. (I) Except as provided in this section or as otherwise specifically provided by law, the exercise of governmental powers relating to a road within a county is a matter of county concern. See also, the Territorial Roads Act, February 4th, 1851.

368.021 County authority over trails. (1) A county governing body has the same jurisdiction over trails as it has over local access roads.

368.131 Right of way over United States public lands. The county governing body may by resolution accept the grant of rights of way for the construction of public roads over public lands of the United States. This section does not invalidate the acceptance of such grant by general public use and enjoyment. [Formerly 368.555]

Act of Congress Sess. L Chapter 262 "The right of way for the construction of highways over public land, not reserved for public, uses is hereby granted":

H.R. 365, July 26, 1866, SEC. 8. And be it further enacted, that the right of way for the construction of highways over public lands, not reserved for public uses, is hereby granted.[...] TITLE 42 CHAPTER 21 SUBCHAPTER I § 1983 Civil action for deprivation of rights

Every person who, under color of any statute, ordinance, regulation, custom, or usage, of any State or Territory or the District of Columbia, subjects, or causes to be subjected, any citizen of the United States or other person within the jurisdiction thereof to the deprivation of any rights, privileges, or immunities secured by the Constitution and laws, shall be liable to the party injured in an action at law, suit in equity, or other proper proceeding for redress, except that in any action brought against a judicial officer for an act or omission taken in such officer's judicial capacity, injunctive relief shall not be granted unless a declaratory decree was violated or declaratory relief was unavailable. For the purposes of this section, any Act of Congress applicable exclusively to the District of Columbia shall be considered to be a statute of the District of Columbia.

(Individual)

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Comment: 142-2

The TMP is not a new thing the Forest Service has been closing off roads for the last 17 years with tank trap type berms and locking gates, hiring outside contractors to do the work. This was done without any input from the local citizen. You might drive a road one day and come back the next week and find it blocked or a new locked gate. In 2000 the FS tried to ban all ATV'S but a few of us got together and turned in a petition with 2000 certified signatures that was against any road closure. At that time the FS made a compromise and let us go around their blockages (if you owned a vehicle that was capable) and gave us the 900 road for ATV'S but banned the 77-north fork and the 67 roads (for some reason that petition has disappeared). The roads that they are blocking and closing should be considered an asset to the forest. They were built with taxpayer monies by the logging companies at FS specks to support 80,000 lb loads yet they claim a 400lb ATV or 2500lb jeep will tear them up if they were to leave things alone it would disperse the population of recreationer's.

(Individual)

Comment: 514-4

I am very concerned about the number of roads you have already closed, curiously no listed on your maps. These roads have been burned shut or gated with Powder River gates and locked! One of these marked private property?

I am also concerned that fish management and game management keeps coming up. The Forest Service is only to manage the forest!

(Individual)

Comment: 713-3

NEPA 1508.8 (a & b), 1500.2, 1508.14, 1508.25. Hunting, huckleberry picking, mushroom picking, firewood cutting, ATV and four wheel drive activities, and solitude of using our national forests is going to be negatively impacted. There is road closures across the entire forest, in every corner and all points in between that should not be closed. These closures will have negative impacts on virtually all aspects associated with our National Forest.

(Individual)

Comment: 327-1

Who gave you the right to close that are used by us taxpayers who own the forest? Let alone for fire protection. Are you actually going to tear up roads to prevent access?

(Individual)

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Response To Comment Report

Comment: 447-7

I have much interest in the mineralized areas throughout the WWNF; specifically the Auburn area and north to Elk Creek, Deer Creek, by Philips Lake area all the way up to Marble Pass and all of the area west of Unity. These are some of my areas of interest, as I work with other claim holders in these areas currently. All of the roads west of Unity in Baker County as another example are shown as closed. I know of three valid mineralized deposits in this area, Bull Run, Record and the Orion. The Map incorrectly shows the wilderness as not only including a valid RS 2477 county road, but it is only open for snowmobiling and as conveniently closing all roads in the South Fork Burnt River upper watershed.

The loop roads and other roads have been accessed for timber, mineral prospecting and recreation, also water diversion points for years going back to the late 1860's, yet the Forest Service now designates this whole block of area roads as closed and limiting access, just like at Auburn, affecting the culture of traditional historic access by residence of the local communities. This is not an "insignificant" amendment to the 1990 Forest Plan and also ignores the majority of people I have witnessed, besides myself in opposition showing up to the various meetings.

Here is what Congress stated about an adequate road system:

The Congress hereby finds and declares that the construction and maintenance of an adequate system of roads and trails within and near the national forests and other lands administered by the Forest Service is essential if increasing demands for timber, recreation, and other uses of such lands are to be met; that the existence of such a system would have the effect, among other things, of increasing the value of timber and other resources tributary to such roads; and that such a system is essential to enable the Secretary of Agriculture (hereinafter called the Secretary) to provide for intensive use, protection, development, and management of these lands under principles of multiple use and sustained yield of products and services. [Emphasis added] (16 U.S.C. 532)

Congress requires the policies and goals set forth in NEPA are supplementary to those set forth in existing authorizations of Federal agencies. (42 U.S.C. 4335). NEPA is to help make better decisions. However, as pointed out in Section 532 above, it is necessary to have an adequate road system to handle the increasing demands for intensive use and protection, development and management. This over riding statute will never be attained by making everything roadless. Especially for a forest that has such traditional historic, cultural, economic and social use by citizens.

(Individual)

Comment: 385-5

Note that those responsible for managing our forests are only caretakers not land lords whose jobs are paid for by tax dollars. This means they are to look after the forest for enjoyment of all. How can the public enjoy the forest if they are essentially locked out it? Forest managers who do not subscribe to this belief are in the wrong profession!

(Individual)

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Comment: 407-14

WE ASK YOU TO JOIN WITH US. PLEASE DO NOT TAKE OUR ACCESS TO THE MOUNTAINS AWAY. We love our mountains they belong to us. YES WE ARE THOSE WHOM MAY CLING TO OUR GUNS AND OUR RELIGIONS AND ARE VERY PROUD OF IT. THIS IS STILL AMERICA AND WE ARE WILLING TO FIGHT TO KEEP OUR FREEDOMS

(Individual)

Comment: 718-4

The Forest Service has failed, I oppose all road closures proposed by the Travel Management Plan.

(Individual)

Comment: 195-19

The Forest Service violated 40 USC Sec. 1508.27 (b) (8) and (10) by failing to take a hard look at the degree to which their decision adversely affects the cultural and historical resources of Wallowa County, and the American citizens' unalienable rights to liberty and property as stated in the Constitution of the United States of America_ The Wallowa-Whitman National Forest is public property owned by the citizens of the United States. Webster defines "national" as public The Forest Service is a public service entity that does not have the right to close roads on public property without the permission of the owners.[...]In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 (a-f).

(Individual)

Comment: 206-1

who comes up with these stupid ass ideas on shutting out the people.. that person or persons needs to pull their head out of there ass and have it checked,,, this is bs plan and simple.. it is one thing to manage it's another to just shut the roads off

(Individual)

Comment: 283-1

am opposed to this action and urge you to appeal this action.

(Individual)

Concern: 16:

The Forest Service should avoid closing roads

- To support the timber industry
- To provide for access to Private lands, mining claims, grazing lands, and water right access for private and municipal watersheds
- To preserve access for emergency services
- To allow for forest management activities to occur

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Response To Comment Report

Response:

[Sample Statement] Comment: 65-10

Harvesting of timber is essential to a healthy forest.

(Multiple Use or Land Rights Organization)

[Sample Statement] Comment: 304-1

It has come to my attention that many miles of roads will be closed in Wallowa-Whitman National Forest. Please reconsider this plan. The roads will be needed for future logging and firefighting.

(Individual)

[Sample Statement] Comment: 220-19

I also request the Forest Service not close roads needed for management of the forest and consider the option of managing for large trees and restoration of a stable forest by removing all trees that are dead, dying from the top down, stressed, stunted or diseased. This is necessary to restore a healthy fire resistant forest with stable habitat for both humans and wildlife.

(Individual)

[Sample Statement] Comment: 225-3

I am a self-employed logger and closing these roads will make it economical infeasible to complete a timber harvest and keep our forest in good health.

(Individual)

Comment: 18-6

Closing more of the existing roads is closing access to private land, mining claims, grazing lands, historic camping sites, good fire wood areas, and water right access both private and municipal.

(Individual)

Comment: 257-3

Mills need wood and that was supposed to be a part of why we had National Forests. You have no way of controlling fires. If you tear our roads we taxpayers built, they will need to be rebuilt to do any logging. This makes it economically impractical to be able to do logging

(Individual)

Comment: 724-3

The Forest Service failed to take a hard look at what impact the TMP would have on timber harvest. Because if all the roads are closed to one it is closed to all, I think that is the law.

(Individual)

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Response To Comment Report

Comment: 220-11

Section 3, both current and proposed, calls for managed forest. "This mixture of stand ages and sizes provides for a degree of diversity for big game and other wildlife and a high level of wood fiber and forage production." The truth of the matter is, the forest is not being managed and this record of decision will not facilitate production of "wood fiber" or forage for wildlife. To provide a managed forest that is providing wood fiber and forage, requires that trees that are no longer healthy and thriving be removed and beneficially used. This removal activity requires open roads.

(Individual)

Comment: 5-2

Logging is the way many people support their family. We need our logging and sawmills back. So please don't close all the roads, we need them

(Individual)

Comment: 397-9

The forest service failed to look at the role, these roads play in this area for the safety and quality of the human life, the animal life and the plant life. We have these roads for quick access, when humans are lost or injured in these areas, and for quick access in case of forest fires. They are used in harvesting of the timber, to prevent these forests, from the fires and to keep the forests healthy and safe for future generations. This area is much too vast making it impossible to care for it by walking in.

We have thousands of miles of wilderness in this area which ARE NOT being properly cared for. The trees are allowed to overgrow, rot, die and left to create huge fire hazards to which are harmful to all of us. Humans, animals, and plant life. We know this is no way to manage OUR LANDS. WE need you to stand with us and do what's right for our way of life in these rural areas.

(Individual)

Comment: 416-1

I request that in the regards to the Wallowa-Whitman National Forest Travel Management Plan, that it be amended to allow for Practical Stewardship principles.

That is what is best for the forest in the long run.

That is closures at the 300ft point, basically provide for an unmanaged forest, resulting, ultimately, to fire and total destruction of said.

Active management, by prudent and practical practices, such as allowing for harvests of subdominants lesser trees and such removal of undesirable snags/slash brush, bramble, and paraphernalia is not only practical but desired. Applicable stewardship.

(Individual)

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Response To Comment Report

Concern: 17: The Forest Service should avoid closing roads

- To retain them for future generations
- To preserve educational opportunities for children
- So we can continue to enjoy the forests with our families for the rest of our lives
- To maintain our traditional uses

Response:

[Sample Statement] Comment: 674-4

This 90% of people is not only the population from around the area, but also from the cities on the west side of Oregon as these people like to enjoy the out doors also-- an escape from the city. By closing these roads the Unites States Forest Service will be taking away educational opportunities, as many people will loose the change to take their children and grandchildren into the forest to teach them about trees, plants, animals, how to tell the time of day by the position of the sun, and where the constellations are.

(Individual)

[Sample Statement] Comment: 546-2

We protected our freedom to live freely and enjoy the right to travel freely from state to state, enjoying our country and what it has to offer. Isn't it time the Forest Service realize it doesn't own our forests and land, but to keep it safe and clean to allow us to enjoy what we own. It's time for us, the American public to stand up and take our country and forests back, if not for us but for our children and grandchildren who will be restricted from not only travel but the opportunity to see and enjoy what he forest has to offer such as mushroom and berry picking as well as stream, lakes and wildlife, the same benefits we enjoy, but are about to lose because of what I call Forest Service upper management. Politics and false ownership beliefs that include putting wildlife safety ahead of our right to co-exist with nature

(Individual)

[Sample Statement] Comment: 191-1

We hunt, camp, go huckleberry picking, do our wood cutting, shooting, and many drives just for the pleasure of it. We have chosen to live in this area for many of those reasons. Although we are still able to hike into some of the areas, we realize that as we are getting older those days are numbered. We also want our grandchildren to have the same opportunities that we, and our children have enjoyed.
I ask that you reconsider these road closures.[...]My name is Paul Carman and I have lived in this area for approximately 50 years. I am a Vietnam veteran and I feel that many of the freedoms we have fought for are slowly being threatened. One of our freedoms is enjoying our National Forests.

(Individual)

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Response To Comment Report

Comment: 32-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the impact to the local community by reducing the access to public lands. I believe the Forest Service acted arbitrary and capricious and did not give due consideration to the economic, cultural, social and traditional effects this plan will have on the local community. Further they did not take into consideration the importance of all the trails they are planning to close in the Wallow-Whitman National Forest Management Plan.

(Individual)

Comment: 150-5

NEPA Section 1508.8A, I claim the direct effectual loss of the historical, cultural, and social value I have acquired and enjoy by accessing public lands via the roads listed above, as well as the indirect effect NEPA 1508.86. As my children, grandchildren and generations yet to come will be denied the same opportunities, pleasures and freedoms I have enjoyed and treasured on these public lands as an American citizen.

(Individual)

Comment: 217-2

These roads are important to me and my family for hunting, recreation, etc. of the federally managed public lands. I have used these roads for many years to access my family's favorite hunting and recreation area[...]My family and I have used roads for generations for hunting, mushrooming, 4 wheeling, family reunions, etc.

(Individual)

Comment: 268-1

For well over 30 years my family and I have made a few trips a year to the Imnaha/Hells Canyon area. These trips were made specifically for hunting or summer trips for recreation. That definition to me is bird watching, wildlife viewing, fishing, wild flower picture taking and relaxing. Most of our road use is by ATV. It is more enjoyable and more scenic than my vehicle. Also, my truck gets tore up on the washboard roads.

We ride legally, ethically and safely. i assure you, my ATV is much softer and cleaner on the current open roads than my F-250 diesel with 38" tires.

We also make shopping trips to Joseph, Halfway, Enterprise and Baker City. Full monies spent by me on an annual basis for these recreation trips are around \$500.00 each, that does not include my fuel costs getting there from PDX area.

That is money spent from Pendleton on.

I oppose most of these road closures. There is little left for recreation users such as myself with regards to ATV use. I ride on legal roads. not on trails. Many of us that ride ATV'S in forest are equally frustrated with illegal riding that does damage to areas.

(Individual)

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Response To Comment Report

Comment: 316-2

The above roads are important to me because the closure of these roads not only affect our family today, but for generations to come. These roads are also used by our family to cut firewood, hunt, camp, fish and pick berries and mushrooms. We also enjoy just driving around in the mountains and looking. We are limited in our area, as far as entertainment is concerned; going to the mountains is our entertainment.

(Individual)

Comment: 444-3

This action will harm my family, this community, our state and our country. I say this because this closure is discriminating against the small woodsman's culture. This closure is taking the heat out of my house, the food out of my mouth and the sanity out of my head. Without the access to the roads that have been effected by this closure my way Culture die.

(Individual)

Comment: 540-2

You have failed to take a hard look at Sec. 1508.8 A Direct Effects. You are directly effecting my family of five by these road closures and trails by wood cutting I can no longer do, hunting to feed my family, berry picking to feed my family. The effects to our community from the reduction of our public lands and the #1 top recreational activity (ATV). You have failed to take a hard look at Sec. 1508.8B.

(Individual)

Comment: 586-1

I think the Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing the large number of roads as required by 40 USC sec.1500.2 and 40 USC sec. 1508.14. These roads are important to me and my family for recreation and enjoyment.

(Individual)

Comment: 596-12

I would not be able to take my grandchildren to these areas and teach them to hunt, fish and gather fire wood. Besides it is totally unfair as a tax paying American.

(Individual)

Comment: 674-1

With all of these road closures I would be unable to teach my child and grandchildren about the importance of the effect that nature has on the human race. Many of my friends and family also enjoy riding on these roads-most use them as access to hunting, fishing, sight seeing, camping, and as a place to relax.

(Individual)

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Response To Comment Report

Comment: 718-3

Many of my life experiences have been shared with family and friends such as camping, hunting and riding 4wheelers in the National Forest on PUBUC LAND.

(Individual)

Comment: 735-4

Ho are our young people going to learn the smell of the forests and the joy of catching a mess of trout from a cold mountain stream? Ho are parents going to pass on and teach their children the skill they learned from their parents?

It seems a few people in the government are telling us what we cannot do it, what was supposed to be "our" forests.

(Individual)

Comment: 75-4

I am opposed to the policy of closing roads in the Wallowa-Whitman National Forest[...]Our family uses many of the roads for hunting and recreational purposes and would like this family tradition to our favorite spots to continue.

(Individual)

Comment: 96-1

I am concerned that the USFS did not take a hard look at the impact to the community that are close to the proposed road closures.[...]With the road closures would not allow me to do the things I have done my whole life.

(Individual)

Comment: 167-2

Tradition: It has been our tradition for our families to camp, hunt, and fish along with enjoying the beauty of the forest.

(Multiple Use or Land Rights Organization)

Comment: 200-2

The above roads are important to me because the closure of these roads not only effect our family today, but for generations to come, property, sometimes it is necessary. These roads are also used by our family to cut firewood, hunt, camp, fish and pick berries and mushrooms. We also enjoy just driving around in the mountains and looking. We are limited in our area, as far as entertainment is concerned, going to the mountains is our entertainment

(Individual)

Comment: 244-4

I and my family have used the roads & areas for generations for berry picking, fire wood collections, hunting, mushroom picking, fishing, 4 wheeling, social gatherings, camping, photography, motorcycling, etc

(Individual)

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Response To Comment Report

Comment: 404-3

My family has camped in this area, hunted, picked mushrooms, and rode four wheelers for many years, and want to be able to continue to do so with my grandkids.[...]The United States already has over 109 million acres of Wilderness Area. I oppose any further road closures! You've already taken enough away!!!

(Individual)

Comment: 513-2

Roads that are not numbered by the Forest Service maps that have been burned up, and or gated in the previous 10 years that are important to me, for me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes. I sight 40 USC Sec. 1500.2 and 40USC Sec. 1508.14.

(Individual)

Comment: 513-7

Roads that are not numbered by the Forest Service maps that have been burned up, and or gated in the previous 10 years that are important to me, for me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes. I sight 40 USC Sec. 1500.2 and 40USC Sec. 1508.14.

(Individual)

Comment: 625-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

Your decision to close the roads was arbitrary and you did not address the social and cultural impact on people like me who have used these roads our whole lives to hunt and travel. I can no longer walk to hunt and have to drive to do what I love my entire life. I am 64 years.

(Individual)

Comment: 633-1

Wallowa-Whitman National Forest's travel management plan

I have ridden in the area and my kids are now getting old enough to ride also. Please keep the roads open and marked as not maintained, but don't close them and give tickets as I want our National Parks open for me and generations to come and not be ticketed for being in nature because I'm on some road on some map that says it is closed.

(Individual)

Comment: 644-4

At that time the FS made a compromise and let us go around there blockages (if you owned a vehicle that was capable) and gave us the 900 road for ATV'S but banned the 77-north fork and the 67 roads.(for some reason that petition has disappeared).[...]Open Forest for all[...]turned in a petition against road closures with over 6000 signatures

(Individual)

Response To Comment Report

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All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 663-4

The indirect effect of the USFS' decision to close these roads is that I fear losing access to the hunting, fishing, firewood gathering areas that my family has frequented for many years as well as other outdoor recreational activities that we have engaged in, will not be able to be passed on to my son.

(Individual)

Comment: 688-3

The quality of my human environment guaranteed under 1502.2(f) will be greatly diminished due to these road closures which unless these road closures are overturned will be very adverse to me through social interaction, camaraderie, and working together with our friends to teach our children.[...]United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look Sec. 1508.14 Human environment and how the physical environment is connected socially and economically with putting 50% of the people in a space that will be 30% of what there is currently before these forest road closures. I will not be able to see the stars or point out the different constellations to my children and grand-children without having someone else right next door spoiling the darkness. The USFS will be removing education opportunities for me and my children and grandchildren.

(Individual)

Comment: 35-3

I have lived in La Grande for 5 years, and have been visiting family here for 10 years. Taking trips into the forest for hunting, wood cutting fishing, mushrooming, berry picking and sightseeing has always been a tradition and a part of our lives together. On these trips into the woods, we usually never saw another vehicle, and on rare occasion saw one or two other vehicles in our travels. This fact makes me wonder why the Forest Service is trying to shut down the roads? I know for a fact that vehicle travel by residents does not negatively impact wildlife or game. The forest is a way of life for most in this community and I shudder to think of what this town will become if the residents are not allowed to travel these roads as they have always done.

(Individual)

Comment: 99-1

Firstly, I believe with planned activities (logging) camping, hunting, etc. we can all use the forest safely for years to come. Closing all roads impacts too many of us in a myriad of ways. We live in this area for many reasons, one is the forest. And your decision was arbitrary and you have not provided for quiet recreation for those who use motorized transportation.

(Individual)

Comment: 150-3

The Forest Service Failed to take a hard look at the historical use of the land closed to access by the closure of these roads. The uses, to name a few are picking berries, gathering firewood, fishing, picnicking, sightseeing and access to historical hunting areas. I have accessed these lands via the roads listed for 58 years and my Dad for over 80.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 196-20

The appellant will be affected culturally by no longer being able to access many areas of Wallowa County where he has gone his entire life to pick huckleberries and mushrooms, camp, fish, and hunt. He will also no longer be able to share these activities in traditional areas of Wallowa County with his family members. Hunting will be unsafe with hunters concentrated in accessible areas; hunting will be inhumane and wasteful since road closures will make tracking of wounded animals impossible; and hunting will be eliminated as a way of life and recreation for older and/or disabled hunters.

(Individual)

Comment: 253-1

It has come to my attention that you are planning to close more roads in our forests. I currently use these roads for recreation, wood cutting, hunting, and just enjoying the day with my family.

(Individual)

Comment: 321-1

I am not in agreement with the planned road closures in Union, Baker, and Wallowa counties. 100 years ago, the local forests had been ravaged by mining, logging, and overgrazing. I have been enjoying these forests with my sons and grandsons all my life, growing up in North Powder. The forests are much more overgrown now than in many years, very few roads exist that were there 30 years ago. I realize some people abuse their right to enjoy the public ground with motor vehicles, but most, like myself and my family, respect and enjoy the forests. I have always taught my children to pack out any trash that is found.

(Individual)

Comment: 343-5

The negative effect that this proposed action will have on the social and cultural aspects of camping in these areas and riding motorcycles on these trails with my family and good friends will be astronomical. This decision made by the Forest Service is both arbitrary and capricious.

(Individual)

Comment: 410-4

I have lived in this county for 65 years and all 65 of those years I have cut firewood, hunted, camped, fished, and mushroom and berry picked with my children and now I am doing these family activities with my grandchildren. It helps keep my grandchildren away from all the other detrimental things that they could be doing. This is a way of life for my family. This is not a national park.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 476-3

The federal forest service failed to take hard look at how the 6200 miles of road closures would affect my life in an economic, social, and traditional way of life. I depend on our national forests every day for income, heat, and recreation. And I use almost all parts of the Wallowa Whitman national forest, which is why I think that 6200 miles of road closures is way too extreme, and that's why I am appealing it. To save my way of life, traditions, and values.[...]I don't want to be caged in. I want to be able to enjoy and use the forest like I always have. I want my children to be able and enjoy the forest like I always have. In a very tough economy I can't afford not to work. But my way of life and my children's way of life is severely threatened by the 6200 miles of road closures and it needs to be stopped, and that's why I am appealing it.

(Individual)

Comment: 550-1

The Forest Service failed to take a hard look at: Sec 1502.2 policy and 1502.16 and 1506.6 (a) & (b)...1508.8 (effects) (a & b).

My traditional experience, the historical meaning, cultural standing and economic and social use. I've hunted these all my live in all Wallowa County – I want none of them closed.

(Individual)

Comment: 596-9

When growing up I was in a foster home and my foster family used to bring me to this area for camping trips to experience the outdoor since I was a city kid. I hate to think that other troubled youths would not be able to have the same opportunity that has helped me become the person I am today.[...]I would hate to think that one day I would not be able to take my grandchildren into the areas that made me realize how beautiful nature is.

(Individual)

Comment: 596-15

My family will not be able to hunt for mushrooms in our favorite spot as it would too far to get there by foot. It limits my ability to take my children and grandchildren to my foster parent's favorite mining spot.

(Individual)

Comment: 666-2

I grew up running on these roads and these areas, running cattle and recreating. I plan to take my children and grandchildren back to these places and hope that they do the same for generations. This plan denies my ability to do that.[...]The indirect effect of the USFS' decision to close these roads this may not affect me right now but it will affect me and my children in the future. Your plan robs me of family traditions being passed down.[...]This plan limits our ability to camp on this land and the ranchers who run cattle on USFS lands.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 688-2

The United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA. Regulations, Section 1500.2 (d), (e), and (f) Section - as your Agency did not consider the direct impact in that I am personally directly affected "socially" and "culturally" by these road closures. I personally enjoy riding on these specific roads to be closed in my four wheel drive with my family to hunt, fish, take pictures of the animals and birds, look for minerals, forest plants and as well as gather wood, berries and mushrooms while camping or ATV riding, or Snowmobiling in our Snow Cat. I and my family cannot attain access to our forest without a vehicle due to distance. My current groups of friends with their families usually met us for a weekend of camping, swimming, kids galore to teach how to camp, swim, view wildlife, look for gold, and teach the kids not to be afraid of the dark, but more to respect our lands. These road closures have a very direct effect upon me and my family as well as our ability to teach our children and grandchildren about the areas and how to safely do tasks associated with each item listed above. Many of my current friends were encountered on roads within this area.

The indirect effect of the USFS's decision to close these roads will mean that future outings with family and friends in these roads and areas closed will affect our Socialization, and be a very detrimental effect of education and enrichment of those with whom I associate on these roads and in this forest. Every item taught and learned could be passed on and at some point in the future which could be used to provide safety, food, or environmentally speaking protection for our children, grand-children and all other descendants as well as our friends and family.

These road closures will affect our personal traditions or ability to carry those traditions on, of teaching our children directly and indirectly for those yet to be born; on these public lands.

(Individual)

Comment: 22-2

With this plan 90% of the places we go, or plan to go are amongst the roads you have closed. Two of which are significantly important to us for historical, personal and sentimental reasons. We have gone there as a family for years. Restricted access not only keeps us from where we like to go and limits opportunity for exploration and quiet recreation.

(Individual)

Comment: 30-1

I came to eastern Oregon in the 1970's because of the hunting and fishing of the area. Of course I was also offered a job as an aerial observer for the forest service. Traveling on the ground after a flight gave me an appreciation of the enormity of the national forest. So much room to roam and explore and I have done just that. My wife's father was born in Baker. I look forward to exploring my favorite areas with my two grandsons for years to come. But now my former employer wants to greatly diminish our family traditions. Please give consideration to the desire of the local populace to continue to enjoy their part of the forest. By all means, lack of access based on big fines will encourage abuse. Take a hard look at alternative 3.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 159-1

To close any of the forest roads is a disgrace. Everything is being closed to recreation. As an American this hurts all of us, even our children and grandchildren

(Individual)

Comment: 198-2

The above roads are important to me because the closure of these roads not only effect our family today, but for generations to come, property, sometimes it is necessary. These roads are also used by our family to cut firewood, hunt, camp, fish and pick berries and mushrooms. We also enjoy just driving around in the mountains and looking. We are limited in our area, as far as entertainment is concerned, going to the mountains is our entertainment

(Individual)

Comment: 199-2

The above roads are important to me because the closure of these roads not only effect our family today, but for generations to come. property, sometimes it is necessary . These roads are also used by our family to cut firewood, hunt, camp, fish and pick berries and mushrooms. We also enjoy just driving around in the mountains and looking. We are limited in our area, as far as entertainment is concerned, going to the mountains is our entertainment

(Individual)

Comment: 339-3

These roads are important to me and my family for recreation and enjoyment of the federally managed public lands. We have enjoyed years of outdoor activities in different areas located around the Wallowa Whitman National Forest on PUBLIC LAND. We have shared many life experiences with family and friends in the past and the present. The future depends solely on having access to and/ on these precious routes.

(Individual)

Comment: 407-8

Be able to hunt, fish, or camp with their families. Many have young kids, or older parents, or disabled relatives whom cannot WALK into these closed areas.

#3. MANY CANNOT AFFORD TO DO THIS NOR DO THEY HAVE THE EXTRA TIME IT WOULD TAKE TO GET WAY BACK INTO THESE AREAS WITHOUT MOTORIZED ACCESS. So they will have to change their way and quality of life.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 488-3

Once again, I ask that the Wallowa Whitman not put into place this road closure plan that will have a huge effect on the source of the majority of our recreational traditions, including: hunting, fishing, hiking, mushroom and berry picking, wood cutting, camping, and ATV riding. We care as much about the forests as you do; while visiting them, we use extreme care to stay on designated roads while riding our ATV's, and are careful to pack out trash and leave campsites clean and undisturbed. We live in eastern Oregon because of the close proximity to outdoor recreational opportunities; if we didn't like to do those things, we would live in a city.[...]As you no doubt know, since the Wilderness Act of 1964 (Pub. L. 88-577) was passed, Congress has designated about 107 million acres of public land as Wilderness; creating countless road less areas for people who want to recreate in that manner. To put even more restrictions on those who want or need access via motorized vehicles is just plain wrong.

(Individual)

Comment: 591-8

The proposed WWNF TMP will essentially lock me out of many areas of the forest that are an important part of my family's life. Many of the closed areas are an important part of my family's traditional experiences with nature.

This plan adversely effects and impacts my human environment.

I demand that you rescind this plan immediately. The role of the USFS is to provide stewardship to this land for the peoples, not to lock us out of it.

(Individual)

Comment: 665-3

This plan affects our family time, gathering berries and mushrooms, teaching our children about nature and how important the outdoor ecology is to us.

(Individual)

Comment: 667-2

I was raised in the woods and that's where most of my hobbies are and I should not be denied access.

(Individual)

Comment: 667-6

My family camps up Black Mountain every year and I am worried that this tradition will be stopped.

(Individual)

Concern: 18:

Seasonal limitations for snowmobile routes should have been evaluated in relation to the year round uses on other roads in the area.

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Response:

Comment: 152-1

The USFS did not take a hard look at the effect of the proposed actions upon the quality of the human environment, by closing the road numbers listed below, that effect my quality of life and are very important to me.

2100-101,2100-103,2100-104,2100-105,2100-106,2100-107,2100-109,2100-112,2100-130,
2100-131, 2100-133,2100-138, 2100-139, 2100-140, 2100-141, 2100-145,2100-146,2100-149,
2100-150, 2100-151, 2100-152, 2100-153,2100-154, 2100-155, 2100-156, 2100-157, 2100-800,
2100-805, 2100-806, 2100-808, 2100-810.

4300-030, 4300-080, 4300-110, 4300-120, 4300-142, 4300-144, 4300-150, 4300-160, 4300-165,
4300-168, 4300-169, 4300-170, 4300-171, 4300-178, 4300-185, 4300-187, 4300-202, 4300-230,
4300-350.

4330-085, 4330-105,4330-110,4330-120,4330-171,4330-178,4330-200,4330-205.

6700-550, 6700-580, 6700-582, 6700-800, 67-830, 6700-839, 6700-885.
7000-015,7000-020,7000-045, 7000-075, 7000-076, 7000-137, 7000-250, 7000-252, 7000-300,
7000-315, 7000-318, 7000-325, 7000-350, 7000-358, 7000-364, 7000-390, 7000-400, 7000-450,
7000-475.

7005-081, 7005-082, 7005-150, 7005-225.

7010-040, 7010-045, 7010-060, 7010-075,7010-080,7010-125,7010-130,7010-150,7010-175,
7010-250

7025-020, 7025-030, 7025-075, 7025-105, 7025-120.

7035-020, 7035-070, 7035-252, 7035-260.

7040-300, 7040-315.

7312-063, 7312-065, 7312-350, 7312-700, 7312-741, 7312-745.

7700-?50, 7700-580, 7700-581' 7700-584, 7700-600.

'7710-1:<'5, 7710-210, 7710-215, 7710-220.

7730-220, 7730-265, 7730-350, 7730-375.

7740-056, 7740-300, 7740-323, 7740-565, 7740-567, 7740-570, 7740-571' 7740-572, 7740-573,
7740-574, 7740-575, 7740-576, 7740-577, 7740-578, 7740-579, 7740-580, 7740-585.
7745-040, 7745-041' 7745-042, 7745-050.

7750-0025, 7750-042, 7750-044, 7750-046, 7750-047, 7750-048, 7750-083, 7750-084, 7750-095,
7750-096,7750-100, 7750-110,7750-115,7750-120,7750-122,7750-125,7750-129,7750-130,
7750-134, 7750-140, 7750-145, 7750-150, 7750-165, 7750-250, 7750-259, 7750-300, 7750-400.

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

These are roads that I have historically used, some annually, I would also recommend that roads 6700, 7000 and 7700 be year around roads and not listed as seasonal.

(Individual)

Comment: 581-4

The seasonal limitations imposed on Forest Road 7000000 (as it appears on the MVUM or the preferred alternative) are a limit in project scope which should have been evaluated in relation to the year round uses allowed on other forest roads in the area of the Sanger Mine. The Forest Service failed to take a hard look at the scope of travel between areas affected by this plan. The scope of the project should include all access considered as a whole under 40 USC Sec. 1508.25. The seasonal limitation on Forest Road 7000000 limits access to otherwise year round access in the area of the Sanger Mine and is an arbitrary and capricious action by the Forest Service. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 315-1

Would you please give him call back. The 4315 is just being closed during snowmobile grooming.

(Individual)

Comment: 665-2

We snowmobile on these roads and then go to the same places to camp in the Summer. We enjoy Fish Lake immensely and would like to continue to do so.

(Individual)

Concern: 19: The Forest Service must realize that motor vehicle access to the following roads is needed during the summer so they can be logged out for grooming snowmobile trails in the winter.

Response:

Comment: 661-2

Trails like the 7362 Road and the 1065-100 Road. We need to remove the trees when they are not under snow and frozen in.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 21:

The Forest Service should proceed with the plan to close roads.

- To improve water quality and wildlife habitat
- To protect old-growth forests, riparian areas, wildlife habitat, and quiet recreation opportunities
- To protect the natural environment
- Because it is fiscally prudent
- To comply with Executive Order 13443
- To prevent noxious weed spread

Response:

[Sample Statement] Comment: 262-4

in these times of tight budgets and fiscal prudence, closing roads that are expensive and burdensome to maintain is the smart financial choice for federal taxpayers.

(Individual)

[Sample Statement] Comment: 55-1

proceed with a robust plan for closing harmful roads on the Wallowa-Whitman National Forest.

Roads can act as vectors for noxious weed spread, lead to trash heaps on public lands, interrupt critical breeding periods, and impair water quality when they are failing.[...]Closing roads is necessary to protect old growth forests, riparian areas, sensitive elk habitat areas, wildlife, fisheries, and quiet recreation.

(Individual)

[Sample Statement] Comment: 28-1

Your last name means Swallow Brook. What a beautiful season of swallows we are having in Cove! The Wallowa-Whitman National Forest protects countless species of birds. Many depend on unspoiled areas with little intrusion from humans. To observe them, I walk away from roads, away from noise. The earth is a soft sponge, absorbing the rain and the vegetation is healthy. All life, including ours, depends on protecting these forests.
Yes to close roads.

(Individual)

[Sample Statement] Comment: 52-1

I support closing roads to improve water quality and wildlife habitat.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 188-2

Close the roads and stop overland travel by OHV's and snow machines. Give us who desire quiet and nature back our public lands.

(Individual)

Comment: 79-2

I strongly support road closure on the forest. The benefits are countless. I live near Siuslaw National Forest and spent last weekend hiking in some old road closure areas where culverts have been pulled up and road ripped and reseeded. The area is a wildlife haven. It provides excellent recreational opportunities for those who truly enjoy nature-hikers and walk in hunters. It also provides some unbroken wildlife refuge.

(Individual)

Comment: 189-1

Closing roads is absolutely necessary to protect old growth forests, riparian areas, critical elk habitat areas, wildlife, fisheries, and traditional recreation.

(Individual)

Comment: 79-3

Please let me know what I can do to support the road closure on Wallowa-Whitman Forest. Our public lands are, with few exceptions, the only place left where true conservation exists. Please keep up the good work and continue to increase the area where motor vehicles may not go. Those guys can plan on industrial timber land which is already a moonscape.

(Individual)

Comment: 104-1

Closing roads is absolutely necessary to protect old growth forests, riparian areas, critical elk habitat areas, wildlife, fisheries, and traditional recreation.

(Individual)

Comment: 110-2

I would like to see more consideration given to; security of designated old-growth units, active management of the firewood program to see at least the minimum numbers of quality snags left on the ground for wildlife, more active management of continued livestock abuse of water-sites, springs and riparian zones, more stringent monitoring of permittees, their camps, their use of the publics' ground and their interference with recreational use.

(Individual)

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Response To Comment Report

Concern: 22:

The Forest Service should ensure that roads are open to the public.

- Not just ranchers, private land owners, and timber companies

Response:

[Sample Statement] Comment: 36-4

We need to leave the roads open to all not just ranchers, private land owners and timber companies. It is our forest not just special interests. It is not the king's forest.

(Individual)

Appendix "D"

All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 23:

The Forest Service should remand the Travel Management Plan, reconsider the need to close roads, and conduct additional NEPA analysis.

A. Planning Process- Laws/Rules/Policy

- Because the Forest Service has overstepped their authority
- To appropriately address the impact and significance of the action
- Because the decision was arbitrary and capricious
- To address the direct and cumulative effects of the action
- Because they did not consider a sufficient range of alternatives
- To be consistent with the U.S. Constitution
- To ensure the plan is consistent with the 1990 Forest Plan
- To ensure that road inventories are complete and accurate
- To comply with NEPA and other laws and policies
- To avoid the appearance of being arbitrary and capricious
- To ensure consistency with other laws and requirements
- Because closing roads is unconstitutional
- To avoid overstepping their authority and the poor use of tax dollars

B. Transportation Management

- Because scarce tax dollars should be spent elsewhere

C. Permitted/Administrative/Mining

- To preserve access for timber sales
- Because scarce tax dollars should be spent elsewhere
- To ensure public safety and forest health

D. Planning Process and Public Involvement

- Because insufficient public notice was provided
- Because the plan did not incorporate public opinion
- To ensure that the process is fair and open, and appropriate coordination occurred

E. Socioeconomic- Custom and Culture

- To preserve access for taxpayers and ensure healthy forests
- To preserve access for the local public
- To better reflect the will of the public
- Because many motorized users are good stewards
- Because sufficient roads are already closed
- To ensure that effects on the human environment are addressed

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Response:

[Sample Statement] Comment: 49-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am an owner/operator – trucker (haul logs). This is my living. We must have access to timber sales. Also recreation. Mushrooming, berry picking, hunting.

(Individual)

[Sample Statement] Comment: 179-5

The only way to remedy all of the many wrong doings is to remand the decision, write a supplemental EIS addressing everything that was ignored and come to light through the appeals process, and COORDINATE with our counties. Modify the 1990 Forest plan, and make the travel plan tier to that The Forest Service must disclose the road inventories they say they do not have. Monica already admitted that they exist in her letter withdrawing her decision. The power plays and the deceptive practices on whatever hidden agendas exist must stop now. The people have reached their tolerance limits and will stop at nothing in urging congress to defund the Forest Service if they do not step up to the plate and do the right thing.

(Individual)

[Sample Statement] Comment: 328-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The United States Forest Service violated 40 USC Sec 1508.8 by not taking a "hard look" at the cumulative effects of the massive road closures.[...]these roads have a cultural impact and have been historically used by me and my family for generations. Therefore, the USFS has violated 40 USC Sec 1508.8.

I have appeal eligibility due to the written and oral comments I submitted during the 30-day comment period.

(Individual)

[Sample Statement] Comment: 347-5

I feel that the closing of United States Forest roads is an unconstitutional TAKING of Property from the citizens of the United States. I feel that this action is an implementation of Agenda 21 and the Wildlands Project.

(Individual)

[Sample Statement] Comment: 359-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at Sec. 1506.6, Sec. 1508.8A, Sec. 1508.8B. The plan was the decision of one person who did not incorporate public opinion or chose to ignore it. I am requesting a contested case because of the failure to incorporate public input into the plan and because the following road were to be closed and failure to consider the economic, social and cultural impact of the closures

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 537-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The effect of keeping people out of the National Forests and limiting our use of these areas we pay for with taxes. You go on and do your job – keep our forest lands healthy, for us all, including any animals who choose to live there naturally.

(Individual)

[Sample Statement] Comment: 543-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

(1). The Forest Service failed to take a HARD LOOK at the proposed actions effect upon the quality of the human environment by proposing to close over 4,000 miles of roads on the Wallowa-Whitman National Forest, as required by 40 USC Sec. 1500.2, and 40 USC Sec. 1508.14, placing a hardship on myself and others.

These roads are important to me, my family, and my friends with limited mobility, for recreation, and enjoyment of federally managed public lands. Access to the present open roads in the National Forest depends on having open roads for recreational mining, hunting, fishing access, berry and mushroom picking, rock hounding, wood gathering, animal and bird watching, and countless other uses. Closing the currently open roads will severely affect my, and others ability to use and enjoy the National Forest.

(Individual)

[Sample Statement] Comment: 618-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I have traveled many of these roads that you plan on closing, either in my pick-up or 4-wheeler, these past 50 years to pick huckleberries or hunt for deer and elk. Now that I am over 75 years old, it is harder for me to get a deer or elk out of these hilly areas with all the road closures being discussed.

(Individual)

[Sample Statement] Comment: 659-5

The forest is ours to enjoy, not to be shut out. Our land, our taxes, who employs who? Like democrats, the Forest Service doesn't have to live by the constitution or the bill of rights.

I believe like everyone else against this policy that we are not going to go away. Be prepared to fight because we are.

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 660-1

I request that the decision on the WWFTMP be remanded for the following reasons:

The Forest Service Supervisor was arbitrary and capricious in closing these roads without adequate NEP A analysis in the effect these closures will have on my human environment as required by 40 CFR 1500.2 and 40 CFR 1508.14.

It is now the year 2012 multi-thousands of dollars and time have been spent on a travel plan that is significant in scope and will decrease land management flexibility of the mix of multiple use of the natural resources both renewable and geological in nature, as well as generating considerable opposition and distrust of Federal employees and does not comply with the requirements of law concerning the "human environment" in NEP A or other requirements of statutory law and resulting with multiple errors of policy. The Forest Service has not taken a hard enough look at the social, economic, cultural, historical and traditional needs and values of the communities, that are protected by statute (16 USC 480, 482, 532) or the local citizens need for the economic use, private enjoyment and as for myself locatable mineral developer with-in the Wallowa-Whitman National Forest as required by 40 CFR.1500.2 and 40 CFR 1508.14.

(Individual)

[Sample Statement] Comment: 125-3

This violates Federal, State and local law on requirements of the protection of the environment. Oregon trail, water ways

(Individual)

[Sample Statement] Comment: 152-6

The Wallowa-Whitman USFS, has failed to take the hard look at the impact and the significance of their action, as required under 40 USC Sec. 1508.27. They have been arbitrary and capricious in their entire decision by totally ignoring the significance of this action. I further request that the USFS remand the decision and conduct further analysis as required under NEPA regulations.

(Individual)

[Sample Statement] Comment: 220-16

Further down on Page 13 is the statement: the purpose and need of this project is to meet the national travel management direction:..

The restrictions to travel and related use of the forest on this amendment is much greater than needed to meet the direction provided in 36CFR 212, 251, 261, and 295. Using a directive as an excuse to go far beyond the requirements of that directive is arbitrary and capricious at best and detrimental to the use of the forest by the local residents and those wishing to come and vacation in this forest.

(Individual)

[Sample Statement] Comment: 256-3

This is a violation of rules 251 and 212.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 353-2

The Forest Service failed to take a hard look at section 1500.16 part (c) to assess "Possible conflicts between the proposed action and the objectives of Federal, regional, State, and local (and in the case of a reservation, Indian tribe) land use plans, policies and controls for the area concerned."

(Individual)

[Sample Statement] Comment: 543-2

The Forest Service is arbitrary, and capricious in closing Wallowa- Whitman National Forest Roads without an adequate NEPA analysis in the effect these closures will have on my HUMAN ENVIRONMENT, and does not tier to the 1990 National Forest Service Plan.

(Individual)

[Sample Statement] Comment: 677-6

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]The USFS has closed many roads over the years, and much of the public forest is already accessible only by foot.

(Individual)

[Sample Statement] Comment: 1-3

Also, they did not look close enough at laws or rules 295, 261.70, 251.18, 251.14, 212.55, 212.52, 212.51, 212.50, 212.5, 212.1. I believe that they need to take a hard look at these rules.

(Individual)

[Sample Statement] Comment: 64-4

A recent decision by the Supervisor of the Wallowa-Whitman National Forest has completely disrupted the relationship between the Forest Service and the local residents whom they are supposed to serve. The Supervisor made the decision to close thousands of miles of existing roads, denying public access for uses that have been in place longer than the Forest Service has existed.

The decision has generated meetings of protest with hundreds of people attending, public howls of protest and, a confirmation of public perception that management of National Forest lands is a total disaster. This decision has not been made on any other eastern Oregon National Forest. Other Forest Supervisors are avoiding duplicating this mistake. Roads are an essential element of any forest management program and the public investment in those roads must be protected.

Since the U S Government is in a budgetary crisis, I would suggest that the Obama administration can save some money by withholding the funding to implement this decision on the Wallowa-Whitman NF and also the recent decision by the Forest Service to unreasonably restrict public travel on all federal lands.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 151-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I feel that the Forest Service failed to take a hard look at the social, economic, culture, historical, and traditions of Wallowa County residents.

The residents would be highly impacted, such as camping, hunting, fishing, mushroom picking, huckleberry picking, and firewood cutting. The firewood cutting is an economic necessity.

(Individual)

[Sample Statement] Comment: 196-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1. The Forest Service violated 40 USC Sec. 1506.6 (b) by failing to provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested or affected. The effects of this action to limit public access to public land are primarily of local concern and my input as well as that of all Wallowa County residents should have been included in the decision making process.

(Individual)

[Sample Statement] Comment: 411-2

As you know, the March 16th plan calls for closing approximately 6,200 miles of road which is approximately 67% of the roads in the Wallowa-Whitman National Forest. (6,200 out of 9300 miles). Born and raised in Halfway and a current property owner, I have significant concerns that while attempting to do the right thing, the Forest Service

- Failed to take a hard look at, and
- consider all of the pertinent essential elements of the plan &
- the long term ramifications of the proposal & the 1866 Act/1909 Water laws/1976 Federal land Policy Management Act

(Individual)

[Sample Statement] Comment: 512-1

The Wallowa-Whitman Forest Management Plan does not address any real, specific problem. In reality, the plan will not save the USFS any significant amount of money, as the targeted roads have not been maintained for years anyway. Therefore, the Wallowa-Whitman Forest Management Plan is a bureaucratic, arbitrary and an unnecessary move by the USFS to garner more control and power over PUBLIC lands.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 604-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I think the closing of roads is stupid. People are getting tired of doing what the politicians and government want. The people of Oregon have the right to enjoy the forest without having to find other ways into the forest to enjoy them. I think you should consider the wants of the people instead of yourselves. The politicians from other states have no say so over what takes place in Oregon.

(Individual)

[Sample Statement] Comment: 10-2

- a. the Forest Service needs to take a hard look at the reasons for the closure of 4,000 miles of roads.
- b. the decision to change the travel in the forest was made in an arbitrary and capricious manner.
- c. the Forest Service has not done their complete and necessary home work in the study of laws, current and past, in order to meet the legal requirements for closing the roads.
- d. in my opinion the Forest Service has not shown any justification for restricting travel in this forest except by bureaucratic edict.[...]I feel that the Forest Supervisor and her superiors have not done the due diligence needed to come up with a proper justification for closing these roads in a forest that is supported by the people and for the people.

(Individual)

[Sample Statement] Comment: 13-3

The Forest Service failed to take a hard look at the significance of the action as required under 40 USC sec 1508-27.

The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

[Sample Statement] Comment: 23-4

REMAND REQUEST No. 3: The United States Forest Service acted arbitrarily and capriciously in their decision by ignoring the significance of its action as required under 40 CFR Sec. 1508.27. These road closures may cause loss or destruction of significant scientific, cultural or historical resources now available to the general public.

(Individual)

[Sample Statement] Comment: 48-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The decisions to close roads on the Wallowa-Whitman National Forest was arbitrary and capricious in their decision by ignoring the significance of this action.[...]The Foerest Service failed to take a hard look at the significance of this action as required under 40 USC 1508-27. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 195-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1. The Forest Service violated 40 USC Sec. 1506.6 (b) by failing to provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested or affected. The effects of this action to limit public access to public land are primarily of local concern and my input as well as that of all Wallowa County residents should have been included in the decision making process.

(Individual)

[Sample Statement] Comment: 209-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The USDA Forest Service failed to take a hard look at the economic, historical, traditional, and social impacts of their actions as required by 40 USC sec. 1500.2 and 40 USC sec. 1508.14 restricting reasonable access to hunt, fish, camp, cut firewood, ride ATVs or whatever we so desire, after all it is our land. And did not consider cumulative effects of their actions.

I propose the whole Wallowa-Whitman Nat. Forest Travel Management Plan be remanded and re-done due to the fact the Forest Service failed to take a hard look at the public impact and appeared to completely ignore our concerns and recommendation.

(Individual)

[Sample Statement] Comment: 246-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]. Forest Service failed to take a Hard Look at 36 CFR 215.11 Sec 1500.2e impact on the quality of the human environment.

2. Forest Service failed to take a Hard Look at 36 CFR 215.11 Sec 1500.2f at the impact of their actions upon the quality of the human environment.

3. Forest Service failed to take a Hard Look at 36 CFR 25.11 Sec 1508.08a at the impact of our community which this will be completely detrimental in all aspects.

(Individual)

[Sample Statement] Comment: 246-5

Forest Service failed to take a Hard Look at 36 CFR 215.11 Sec 1508.27b the severity of this impact will make it impossible to be in the woods without breaking the law in some respect.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 361-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

Under regulation 1500.2 Section d, e, f. I believe the Forest Service violated this because they did not encourage and facilitate public involvement in decisions which affect the quality of the human "environment" nor did the committee identify and assess the reasonable alternatives to proposed actions. I believe they did not use all practical means consistent with the requirement of the act and other essential considerations of national policy to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the quality of the human environment.

(Individual)

[Sample Statement] Comment: 407-10

REMAND REQUEST #3: The forest service failed to look at the role, these roads play in this area for the safety and quality of the human life, the animal life and the plant life. We have these roads for quick access, when humans are lost or injured in these areas, and for quick access in case of forest fires. They are used in harvesting of the timber, to prevent these forests, from the fires and to keep the forests healthy and safe for future generations. This area is much too vast making it impossible to care for it by walking in.

We have thousands of miles of wilderness in this area which ARE NOT being properly cared for. The trees are allowed to overgrow, rot, die and left to create huge fire hazards to which are harmful to all of us. Humans, animals, and plant life. We know this is no way to manage OUR LANDS. WE need you to stand with us and do what's right for our way of life in these rural areas.

(Individual)

[Sample Statement] Comment: 462-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I appeal the forest service's plan to close thousands of miles of roads in Wallowa-Whitman National Forest. I am 74 years old and own a 4 wheeler. I love to travel those road every chance I can to look for cougar and coyotes. I travel very slow as not to disturb the deer, elk and turkeys. I respect our National Forest and if I see anyone breaking the law I will report the incident to the proper authorities.

(Individual)

[Sample Statement] Comment: 465-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

These roads are important to me and my family.[...]The law is the expression of general will. All citizens have the right to take part personally or through representatives, in making of laws. You have overstepped your authority. The Forest Service represents no one!

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 499-5

Forest Service failed to take a HARD LOOK at 36 CFR 215.11 Sec.1508.27b the severity of this impact will make it impossible to be in the woods without breaking the law in some respect.

(Individual)

[Sample Statement] Comment: 536-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

1. The Forest Service violated 40 USC Sec. 1506.6 (b) by failing to provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested or affected. The effects of this action to limit public access to public land are primarily of local concern and the appellant's input as well as that of all Wallowa County residents should have been included in the decision making process.

(Individual)

[Sample Statement] Comment: 536-20

The Forest Service also violated 40 USC Sec. 1500.2 (d), (e), and (f) by failing to encourage and facilitate public involvement in their decision that affects the quality of the human environment in Wallowa County. The Forest Service has given the citizens of Wallowa County no legitimate reasons for the road closures. No specific legitimate detrimental effect of motorized vehicle use on Forest Service roads in Wallowa County has been stated. The Wallowa County travel management option involved extensive work and was not included in the final decision.

(Individual)

[Sample Statement] Comment: 609-2

Sec. 1503.1 Inviting Comments

The Forest Service failed to invite comments, both from the general public and the Oregon Dept. of Fish & Game.

(Individual)

[Sample Statement] Comment: 703-2

The Forest Service acted arbitrary and capricious in their decision by not inviting comments. (Sec. 1503.1)

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 722-3

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing road numbers all roads being closed in Union County as required by Sec. 1500.2 and 40 USC Sec. 1508.14. These roads are important for me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes.

(Individual)

Comment: 22-7

The Forest service failed to take a hard look at the significance of the proposed actions effect upon the quality of the human experience by closing many of these areas. We enjoy the memories and experiences in our precious mountains and want our children and family to cherish future memories that we build together. This depends on our freedom to use these lands and the many roads that are being designated to be closed down. Again the Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS in completed.

(Individual)

Comment: 24-6

I am appealing based on the following rule # 295, 261.15, 212.52 and 212.5. Your decision to close these roads was arbitrary and capricious.

(Individual)

Comment: 50-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

Because your agency seems incapable of dealing with prohibited activities (CFR 261.12) it seems to me that you will now close most of the roads to solve the problems for you. I would also remind you that the use of vehicles on National Forest is a recognized activity (CCFR 261.15).

From 1974 to 1879 I was employed on the old Union Ranger District of the Wallowa-Whitman. If the new travel plan had been presented at that time I would have resigned sooner. This plan is totally unnecessary and cursory review by professionals would have resulted in that finding. Your people could have reviewed the matter and save on a hell of a lot of expense and consternation among local citizens.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 120-1

The Forest Service failed to take a hard look.

1500.2

Social

Quality of human environment

Economick

1508-8-A

Cultural

1508.27

All trails

(Individual)

Comment: 153-6

The USFS failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The USFS was arbitrary and capricious in their decision by ignoring the significance of this action. I request that the USFS remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 164-1

The appellants object to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I'm a native Oregonian and have lived in this state all my life (70 yrs). While growing up our family vacations always consisted of camping, fishing, hiking and learning to respect the forest.

When I married my husband and I brought our children up to respect and enjoy the forest and learn about its natural resources. Our children in return have taught their children to enjoy and respect the forest.

(Individual)

Comment: 182-3

I and my family have used the roads & areas for generations for berry picking, fire wood collections, hunting, mushroom picking, fishing, 4 wheeling, social gatherings, camping, photography, motorcycling, etc.

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 195-16

The Forest Service also violated 40 USC Sec. 1500.2 (d), (e), and (f) by failing to encourage and facilitate public involvement in their decision that affects the quality of the human environment in Wallowa County. The Forest Service has given the citizens of Wallowa County no legitimate reasons for the road closures. No specific legitimate detrimental effect of motorized vehicle use on Forest Service roads in Wallowa County has been stated. The Wallowa County travel management option involved extensive work and was not included in the final decision.

(Individual)

Comment: 202-3

This notice of appeal filed pursuant to 36 CFR 215.11

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.[...]The statutes that apply to this appeal are:

212.51 Big Game Retrieval.

212.52 Public Involvement.

261.15 Use of Vehicles off Road.

295 Use of Motor Vehicles off Forest Service Roads

Federal Register May 3, 2007 (8)

(Individual)

Comment: 215-3

he Forest Service was arbitrary and capricious in closing roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until supplemental EIC is completed.

(Individual)

Comment: 238-2

Federal Register Part IV pages 68264 – 68291 The terms of designation and local are used repeatedly. The TMP appears to be a closure tool. The proposed action seemingly had a blind eye and dead ear in appraising local issues. Culture, history, not to mention small town economies will be adversely affected. The roads and trails needed to be designated open or closed, the decision to close 67% of the roads was arbitrary and capricious. All the roads could have remained open. The plan of action needs to be remanded.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 240-2

These roads are important to me and my family for recreation and enjoyment of the federally managed public lands, Life experiences shared with family and friends today and into the future depend solely on access to these precious routes,

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplement EIS is completed.[...]I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

(Individual)

Comment: 243-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a "hard look" at:

You people have no idea how the closing of these roads in the Wallawa-Whitman National Forest would effect the way of life for so many people who harvest and use the forest as a way of life. This would change the historic, culture, economics, social and health of a lot of people who have used the forest from generation to generation.

Enough is enough – no more road closers.

(Individual)

Comment: 316-5

The USFS failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The USFS was arbitrary and capricious in their decision by ignoring the significance of this action. I request that the USFS remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 339-4

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental Environmental Impact Statement is completed. The Forest Service has failed. I oppose all road and/or area closures proposed by the Travel Management Plan.

Due to the recent changes regarding the Travel Management Plan, I am requesting a new supplemental Environmental Impact Statement that is to address any new information that is brought to the Forest Service's attention.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 341-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the cultural and historic impact of these closures on my family as required under 40 USC Sec. 1508.8. The cultural and historical direct and indirect effect of these closures must be considered. I and my family have used these roads/areas for generations for berry picking, fire wood collections, hunting, fishing, 4 wheeling, camping, photography, rock hounding, motorcycling, etc. Being as cross country travel has been eliminated, I say all roads should remain open. These roads were built to carry loaded log trucks and heavy machinery and I'm pretty sure they are not jeopardizing any wildlife or fish. The USPS on the other hand through mismanagement; in my judgment; is the one responsible for the resource damage.

(Individual)

Comment: 350-4

The Forest Service failed to adequately review the significance of this action as required under 40 USC Sec. 1508.27. The City requests the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 395-7

The Forest Service failed to take a hard look at the significance of these roads and stopping cross-country travel as required under 40 CFR NEPA Regulations Section 1508.27. They acted arbitrarily and capriciously in their decision by ignoring the significance of this action to me and my family. I recommend the Forest Service remand this travel management plan and complete further analysis as required under NEPA Regulations.

(Individual)

Comment: 401-6

The present Rangers are not fully responsible for the current mess. The previous "managers" failed to do their homework and listened to the wrong people. The previous Supervisor stated that he has instructed to write this plan for the court. He refused to consider alternative 1 or 6 so he had two lawsuits at the onset.

Thank you for giving us this opportunity to appeal. For my part I would suggest we "scrap" this whole mess and draft a good Forest Plan and coordinate with the stakeholders.

(Individual)

Comment: 402-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded until a supplemental ESI is completed in accordance with the standing plan of operation and all of the previous submitted documentation on road inventories, historical off road camping sites, water rights, private property, mining and cattle operations as well as the total economic, social, educational and historic aspects have been totally reviewed by the current Wallowa-Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 410-3

Also, they did not look close enough at laws or rules 295, 261.70, 251.18, 251.14, 212.55, 212.52, 212.51, 212.50, 212.5, 212.1. I believe that they need to take a hard look at these rules.

(Individual)

Comment: 424-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]I have attached Public Meeting since 2007 and no one has listened to me. Forest Service failed to perform due diligence and asses the cultural, historical, financial consequences of roads proposed being closed, my family uses these roads for camping, hunting big game, grouse, fishing, gathering fire wood, berry picking, sightseeing, mushroom hunting.

Please consider the effect your proposal would have on the general public. Please consider another alternative. After all the Wallowa-Whitman actually belongs to the citizens of this free country.

(Individual)

Comment: 450-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]The United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and(f) Section – as your Agency did not consider the direct impact these road closures have me socially, ecologically, culturally, historically, economically and traditionally

(Individual)

Comment: 478-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

The forest service has continued to ignore all the information furnished to them on the impact of closing these roads to the citizens of Oregon, and especially the families in and near the Wallowa-Whitman Forest as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Comment: 543-11

The Forest Service failed to take a hard look at the significance of the Travel Management Plan under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of their actions. I request the Forest Service remand their decision, and complete further analysis, as required under NEPA regulations.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 544-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

(1) Sec.1502.16 Policy, 1502.16 & 1502.19 Environment

The Forest Service failed to take a hard look at all of the trails/roads and the impact their actions would have on the environment both human and natural.

(Individual)

Comment: 544-2

Sec. 1503.1 Inviting Comments

The Forest Service failed to invite comments, both from the general public and the Oregon Dept. of Fish & Game.

(Individual)

Comment: 551-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I have lived in these mountains all my life, both in the Wallowa's and raised in the [illegible] of the Elkhorn's. Rode my horse as a child into the high lakes and as a grown woman snowmobiles and 4-wheelers. Why deny this to my children? We like to camp, but you have closed so many campgrounds it is hard to find. As to messes, we clean up more than you do.

(Individual)

Comment: 560-2

I am requesting that under 40 UFC sec. 1506.6, public involvement, that the Forest Service remand the Wallowa-Whitman Forest Travel Management Plan.

(Individual)

Comment: 562-3

Also the Forest Service has failed to take a hard look at the effect these closures will have on the quality of the human environment by closing the roads in such a wide spread area Your closures will effect the human environment in Wallowa, Union, and Baker Counties. You are required to consider these effects as per 40 USC Sec. 1500-2 and 40 USC Sec. 1508.14 These roads are important to my family and all the residents of these counties. We all have had life experiences in these closed areas and by closing these roads you have eliminated our ability to continue our way of life. The Forest Service has acted both arbitrary and in a capricious manner in closing these roads without adequate NEPA analysis in the effect these closures will have on our human environment. For these reasons I request the Forest Service remand the decision until a supplemental EIS is completed.

(Logging, Timber, Wood Products)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 565-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I think the public has a right to use the roads or trails in the forest as long as they do not damage the plants and landscape. It has been a tradition for many years.

(Individual)

Comment: 596-16

The proposed WWNF TMP will essentially lock me out of many areas of the forest that are an important part of my family's life. Many of the closed areas are an important part of my family's traditional experiences with nature.

This plan adversely effects and impacts my human environment.

I demand that you rescind this plan immediately. The role of the USFS is to provide stewardship to this land for the peoples, not to lock us out of it.

(Individual)

Comment: 628-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service is creating hardship because of:

1. All trails, some trails (specific trails)
2. Social
3. Economic
4. Cultural
5. Historical
6. Traditional
7. Private access roads
8. Health (ADA)
9. The USFS acted arbitricious and capriciously

(Individual)

Comment: 631-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service has failed to listen to the people that live in this community and how it will affect the people that live here and use the forest for recreation and their livelihood.

The Forest Service needs to work on a plan that will serve everybody.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 648-2

The Forest service failed to take an honest look at the significance of this action as required under 40 USC Sec. 1508.27. In the first place the land and roads belong to me and every other citizen of this country and the Forest Service should manage these lands for the people and pay more attention to the wishes of the majority of the people who use the forest and less to the special interest groups who seem to want to revert back to living in caves. There is already enough wilderness areas for the 1 % of the population that actually use them. I strongly believe that the road system should be left alone and all roads on the Wallowa-Whitman National forest by left open. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 658-3

The Forest Service failed to take a hard look at the following:

- The importance of all trails and roads
- The Forest Service failed to respect my rights within 1500.2-environmental consequences.[...]• 1508.25-Scope-The Forest Service Failed to look at the cumulative impact.
- The Forest Service has eliminated privileges of my children and my grandchildren.

(Individual)

Comment: 669-13

My family and friends love to Jeep, camp, hunt, fish and gather as well as take photos and truly enjoy one another while enjoying the freedom of our forest. Showing our children all of the history and traditions that we have grown up with is in jeopardy. Your plan is flawed and it should be rescinded immediately.

(Individual)

Comment: 671-4

Several sections of 36 CFR 215, appear to be in direct conflict with the proposed Travel Management Plan. Section 1500.2 (d) encourage and facilitate public involvement in decisions affecting the quality of human environment. Has the NEPA process been used to identify and access the reasonable alternatives to proposed actions that will avoid or minimize the adverse affects on human environments as well as plant and animal environments?

(Individual)

Comment: 677-3

The Wallowa-Whitman Forest Management Plan does not address any real, specific problem. In reality, the plan will not save the USFS any significant amount of money, as the targeted roads have not been maintained for years anyway. Therefore, the Wallowa-Whitman Forest Management Plan is a bureaucratic, arbitrary and an unnecessary move by the USFS to garner more control and power over PUBLIC lands.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 677-13

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.[...]The Wallowa-Whitman Forest Management Plan is thoroughly inconsiderate, arbitrary and capricious in its effort to garner control over the public's use of its own lands. This plan will cause significant damage to local communities and families; the plan will realize few if any real benefits for the forest, the wildlife, or the public. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 685-4

APPEAL POINT #4 ADVERSE EFFECT TO HUMAN RESOURCES THROUGHOUT A LARGE PORTION OF THE PLANNING AREA

Using the National Forest, not only for mining, but for exercise of water rights, hunting, wood cutting, camping, grazing animals is part of our heritage, and taking that use away represents important adverse effects to the human resources throughout a large portion of the planning area. The TMP would make significant changes in the public's ability to drive throughout "a large portion" of the Wallowa-Whitman Forest.

APPEAL POINT #4 RELIEF REQUESTED

Remand the Wallowa-Whitman Travel Management Plan decision. It is a significant amendment to the 1990 Forest Plan. A supplemental Forest Plan EIS or a revision to the Forest Plan is necessary before the Travel Management Plan can be adopted.

(Mining (locatable))

Comment: 705-2

The Forest Service acted arbitrary and capricious in their decision by not inviting comments. (Sec. 1503 .1)

(Individual)

Comment: 706-6

Several sections of 36 CFR 215, appear to be in direct conflict with the proposed Travel Management Plan. Section 1500.2 (d) encourage and facilitate public involvement in decisions affecting the quality of human environment. Has the NEPA process been used to identify and access the reasonable alternatives to proposed actions that will avoid or minimize the adverse affects on human environments as well as plant and animal environments?

(Individual)

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Response To Comment Report

Comment: 707-8

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental BIS is completed.[...]The Forest Service failed to recognize the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 730-4

The FS acted arbitrary and capricious in there decision by Sec. 1500.2 policy [illegible]

1502.16 Environmental consequences, 1502.19, 1503.1 [illegible] comments, 1506.2 B C D, 1506.6 A B, 1508.8 A B, 1508.14 Human environment, 1508.25 A B, 1508.27 [illegible]

(Individual)

Comment: 734-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]This is wrong done by you as you're only hired to maintain our forest land not take it away and do as you want. We the people of this great country should have a say as what should be done! Well here it is – leave our forest and roads open as you are not thinking of the older or disabled people or the people that can get around. You're thinking of what's best for Forest Service bull. Or this leave things alone. I watched you on the last road closures and I saw 1/16th mile road going nowhere tanked trapped (waste of our money) saw gates put in and pulled out (more wasted money.) Garbage you could help haul out, you left for us to do! We do a better job than you do. Then you would stand and lie to us when we cleaned up not you. So leave things the way they are or give us our god given right to have things like they are. We the people want you to listen and take into consideration what we say. I have left with our rights to speak. Sec. 40 USC 1500.2 and 40 USC Sec. 1508.14

(Individual)

Comment: 23-7

REMAND REQUEST No. 4: The United States Forest Service was arbitrary and capricious in the decision by ignoring the significance of its action as required under 40 CFR 1508.14. These road closures will affect the natural and physical environment and the relationship people have with that God-given environment. These actions will basically change ownership of National Forests from the people to a government agency.

(Individual)

Comment: 35-5

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508-27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

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Comment: 125-2

They failed to take a look at the laws they violated, such as Sec. 1502.16

To look at local land use plans. Ex. Indian rights 1502.16

To look at specific agencies.

To look at cooperation with local, state and county agencies.

To better integrate environmental impact statement with local planning processes

Make diligent efforts to involve the public in preparing and implementing the NEPA procedures.

1508.8 Effects.

Look at the following historical, cultural, economic, social, health whether direct, indirect or cumulative.

Will these actions be beneficial or detrimental.[...]Also: 1508.24

The Forest Service failed to: take a look at the relationship or the people in the environment

Also: 1508.24

The Forest Service failed to take a look at: consider cumulative actions, alternatives and impacts (bas....)

Also: 1508.27 Significantly

a. Intensity or severity of impact

b. Road travel – Oregon trail

(Individual)

Comment: 140-2

The Forest Service fail to take a hard look at the human environmental use Sec. 4500.2

(Individual)

Comment: 152-3

The USFS was arbitrary and capricious in closing these roads without adequate NEPA analysis and the effect that these closures will have on my human environment. I formally request that the USFS remand the decision until a supplemental EIS has been completed.

(Individual)

Comment: 162-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons: The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing roads (numbers) by closing any and all roads as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. These roads are important for my family and me for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes.

(Individual)

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Response To Comment Report

Comment: 162-2

The Forest Service was arbitrary and capricious in closing those roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.[...]My family and I have used these roads/areas for five (5) generations for berry picking, firewood collections, hunting, mushroom picking, fishing, 4-wheeling, social gatherings, camping, photography, wedding ceremonies, rock hounding, gold panning, motorcycling, skiing, etc.

(Individual)

Comment: 179-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look 40 cfr 1500.2 (d), (e), and (f). The significant amount of road closures in the selected alternative chosen will have devastating effects on the human environment. The people of the communities within the Wallowa Whitman National Forest choose to live here because the forest is their backyard. They manicure it, clean it up, and they take care of it, which the Forest Service will not admit to or acknowledge. The forest is a place to go to relieve stress, feed our families, fuel our homes and educate our children. I watched people say this over and over again during the comment and scoping periods, what this would do to them, yet it was not addressed in the EIS as was required. The question was asked recently why was this ignored? The Forest service could not give them a straight answer.

(Individual)

Comment: 229-3

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA Regulations.

(Individual)

Comment: 232-2

The Forest service has violated 40 USC Sec. 1508.8 effects. The forest service acted arbitrary and capricious in the decision.

(Individual)

Comment: 244-5

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

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Comment: 343-8

The Forest Service acted arbitrary and capricious in this decision and I request that this decision be remanded until a full analysis of these impacts is completed. The Forest service has failed to take a hard look at the real significance of this decision as required by 40 USC Sec. 1508.27. The Forest Service ignored the significance of the action and thus acted arbitrary and capricious. I request that the decision be remanded and the forest service complete further analysis as required by NEPA regulations.

(Individual)

Comment: 348-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons.

I find that the Forest Service violated 40 UFC sec 1508.8. You, the Forest Service when making your decision, FAILED to take into consideration the cultural, social, historical, and direct effects this decision has on all of us who live in this area and utilize its offerings. Roads in the Sled Springs, Imnaha, Pine Creek, Chesnimnus, Snake River and Minam are part of our heritage and a life line to our surrounding communities.

(Individual)

Comment: 349-4

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. The City requests the Forest Service to remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 353-24

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 364-5

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]1508.25 Cumulative impact of the closure of these roads on all ATVs and 4-wheelers being put on just a few trails.

(Individual)

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Response To Comment Report

Comment: 376-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1. The Forest Service is maintenance dept. under the Deputy Interior. They own nothing.
2. Since F.D.R. the Forest Service has over spent, in the 1930 it was the government F.D.R. C.C.C. proposed that supplied the labor and paid the volunteer.
3. The Smokey Bear program filled the forest full of brush. The general public voted to donate the money to private contractors to build the roads. The Forest Service said they needed to get their equipment to the fires.
4. Now the Forest Service wants to close their public built roads so they can sell usage permits to create more money to squander.
5. I suggest public ballot vote to eliminate the Forest Service.

(Individual)

Comment: 377-9

The Forest Service neglected to take a hard look at the significance of this action as required under 40 USC Sec. 1508.8 The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and make a sincere effort to serve the public in opening all roads "maintained" by our tax dollars.

Make an effort to support the public who employs all people of the Forest Service (State and Federal). Who else is going to clean up the forest environment, besides loggers, wood cutters, and the general public?

(Individual)

Comment: 395-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the direct and indirect effects upon the quality of the human environment when they arbitrarily and capriciously closed the roads and stopped cross-country travel in the Wallowa-Whitman National Forest under 40 CFR NEPA Regulations, Section 1500.2 (d), (e), & (f); Section 1508.8 (a) and (b); and Section 1508.14. When the Forest Service closed the roads and stopped cross-country travel in the Wallowa-Whitman National Forest it cause substantial hardship to, and directly affected myself and my family's cultural, recreational and social activities; economics (both personal and business); health (both mental and physical); and physical safety.

(Individual)

Comment: 403-4

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508-27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

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Comment: 477-7

The Forest Service failed to take a hard look at: Section 1508.14 Human environment. My relationship and my ability and opportunity are taken from me with this travel management plan.

(Individual)

Comment: 499-1

1. Forest Service failed to take a HARD LOOK at 36 CFR 215.11 Sec.1500.2e impact on the quality of the human environment.
2. Forest Service failed to take a HARD LOOK at 36 CFR 215.11 Sec.1500.2f at the impact of their actions upon the quality of the human environment.

(Individual)

Comment: 512-10

The Wallowa-Whitman Forest Management Plan is thoroughly inconsiderate, arbitrary and capricious in its effort to gamer control over the public's use of its own lands. This plan will cause significant damage to local communities and families; the plan will realize few if any real benefits for the forest, the wildlife, or the public. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 562-4

The Forest Service has failed to take a hard look at the hugely significant impact of these actions of this road closure action as required under 40 USC Sec. 1508.27 The Forest Service was arbitrary and capricious in their actions and their decision by ignoring the significance of this decision. I request the Forest Service remand this complete decision and complete further analysis as required by NEPA regulations.

(Logging, Timber, Wood Products)

Comment: 566-3

I also don't believe the Forest Service looked at National Environmental Policy Act (NEPA) 1500.2, 1506.2D, 1502.19, 1503.1, 1508.8A and direct and indirect effects of 1508.14 the area of human environment, 1508.25, 1508.27 the overall [illegible] and how road closures like this will impact people who like to be in the forest, the cattle ranchers who run a business and fuel others, the researchers who study nature, and mostly the habitat itself. Road closures often lead to increase of 4-wheeler activity by some and could potentially destroy habitat and land, thus not preserving

(Individual)

Comment: 580-5

These are some of the direct effects to my family from the Wallowa-Whitman National Forest Travel Management Plan. Under the National Environmental Protection Act (NEPA), Section 1508.8(a), I believe the Forest Service has failed to take a hard look at the direct effects of closing approximately 6200 miles of trails and roads. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

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Response To Comment Report

Comment: 604-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I think the closing of roads is stupid. People are getting tired of doing what the politicians and government want. The people of Oregon have the right to enjoy the forest without having to find other ways into the forest to enjoy them. I think you should consider the wants of the people instead of yourselves. The politicians from other states have no say so over what takes place in Oregon.

(Individual)

Comment: 609-6

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

(1) Sec.1502.16 Policy, 1502.16 & 1502.19 Environment

The Forest Service failed to take a hard look at all of the trails/roads and the impact their actions would have on the environment, both human and natural.

(Individual)

Comment: 635-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1508.8a The United States Forest Service failed to take a hard look at the entirety of closures of these two tracks called level 1 roads and user created trails and roads in their decision would create amongst the rural communities. The closures of these much used, but much taken care of by their users, trails will kill not only the economic outlook, social stability, cultural and historic travel-recreation and rites of passage by citizens but it will also kill trust of the citizens for the United States Forest Service.[...]Sec 1508.8b The Forest Service failed to take a hard look at the effect of this decision on reasonable and traditional and historic travel by motorized vehicles in 4x4's

(Individual)

Comment: 704-2

The Forest Service acted arbitrary and capricious in their decision by not inviting comments. (Sec. 1503.1)

(Individual)

Comment: 18-10

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded until a supplemental ESI is completed in accordance with the standing plan of operation and all of the previous submitted documentation on road inventories, historical off road camping sites, water rights, private property, mining and cattle operations as well as the total economic, social, educational and historic aspects have been totally reviewed by the current Wallow-Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

(Individual)

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Response To Comment Report

Comment: 47-1

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The USFS failed to use public involvement in the decision to close roads.[...]The USFS failed to take a hard look at the Rule 295, the public participation in the process to see what roads would be.

(Individual)

Comment: 83-1

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I feel that the Forest Service fail to make a complete inform decision on the Travel Management Plan. Because they really didn't listen to what the people were telling them.

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508-27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action.

I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 152-7

The Wallowa-Whitman USFS has failed to take a hard look at giving adequate notice of this action to me as required and suggested under 40 USC Sec. 1506.6. These are roads that I have used and my family have used for years, they are important to me and my family for recreation, and enjoyment of federally managed public land. Many experiences now and in the future, depend on access to and on these precious routes.[...]I request that the decision on the Wallowa-Whitman Forest Travel Plan be remanded for the following reasons:

(Individual)

Comment: 178-3

The Forest Service failed to take a hard look at the significance of this action as required under 40 CFR Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

I hope this will be stopped before it is too late for all of our people living here and enjoying our great outdoors.

(Individual)

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Comment: 183-5

These roads are important for me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes. The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 197-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded until a supplemental ESI is completed in accordance with the standing plan of operation and all of the previous submitted documentation on road inventories, historical off road camping sites, water rights, private property, mining and cattle operations as well as the total economic, social, educational and historic aspects have been totally reviewed by the current Wallow-Whitman National Forest Supervisor and deciding officer, Monica J Schwalbach.

(Individual)

Comment: 198-5

The USFS failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The USFS was arbitrary and capricious in their decision by ignoring the significance of this action. I request that the USFS remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 217-4

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis of the effects these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 225-6

The statutes that apply to this appeal are:
212.51 Big Game Retrieval
212.52 Public Involvement
251.14 Timber Rights
261.15 Use of vehicles off road
295 Use of motor vehicles off Forest Service roads.

(Individual)

Comment: 237-1

The agency failed to take a hard look (212.52), require public involvement and coordination with appropriate federal, state, county, local sentiment fell on deaf ears. Counties suggestions were largely ignored.[...]Overall the FS failed to take a hard look at every aspect of the local citizens. The proposed action is totally arbitrary and capricious.

(Individual)

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Comment: 238-1

Forest Service failed to take a hard look at the proposed actions effects upon the quality of the human environment by closing roads. All of the roads in the Wallowa-Whitman are uses by trekkers, woodgathering, mushrooms, dispersed camps, hunting, fishing. The accumulative closure of 600 miles of roads to the motorized community is a significant loss. The disabled, and the aging population retreat to these off the beaten path places. 40USC Sec 1500.2, 40 USC Sec. 1508.14 2. I don't believe the FS enhances my recreation experience by arbitrarily dictating where I can ride, camp, hunt, cut firewood. Four generations have used the forests. City people flock to the malls. Rural people head to the mountains. The seasons dictating our purpose. Woodcutting, berries, mushrooms, hunting, following a traditional pattern that has evolved to a point of culture. 40 USC 1508.8[...]I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1.

(Individual)

Comment: 341-5

The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.[...]The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEP A regulations

(Individual)

Comment: 344-1

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.8. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis under NEP A regulations.

(Individual)

Comment: 367-3

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplement EIS is completed.

(Individual)

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Response To Comment Report

Comment: 396-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the direct and indirect effects upon the quality of the human environment when they arbitrarily and capriciously closed the roads and stopped cross-country travel in the Wallowa-Whitman National Forest under 40 CFR NEPA Regulations, Section 1500.2 (d), (e), & (f); Section 1508.8 (a) and (b); and Section 1508.14.

By closing these roads and stopping cross-county travel, the direct effects are substantially detrimental to myself and my family's cultural, recreational and social activities economics (both personal and business); health (both mental and physical); and physical safety.

(Individual)

Comment: 411-1

While I recognize the plan has temporarily been withdrawn- this letter will serve as written notification of my objections, concerns and requests.

I request the decision on the Wallowa-Whitman Forest Travel management Plan be remanded for the following reasons- and challenge the current proposal based upon these Sections and Laws.

CHALLENGE CONSIDERATIONS:

Section 1500.2(d)

Section 1502.16 Environmental Consequences

Section 1500.2 Policy- d) Encourage & facilitate public involvement

Section 1506.6 Public Involvement- Failure to give proper notice

Section 1508.8 relative to the economic, social, historic, Water Hunting, ATV Use, water

Section 1508.8(a)

Section 1508.14 Human Environment:

Section 1508.25 Scope of alternatives

Law of 1866 -Easement and 1909 Water Laws

Federal land Policy Management Act of October 21, 1976

FSM 5500- LANDOWNERSHIP TITLE MANAGEMENT- 5522.1 Grants for Water Conveyance Facilities.

(Individual)

Comment: 475-18

The Forest Service violated 40 USC Sec. 1508.14 by failing to take a hard look at the relationship between the people and the Wallowa-Whitman National Forest, and how the human and physical environmental effects of the travel management plan are interrelated.

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads listed above in section 2 (a-f).

(Individual)

Comment: 478-6

The forest Service did not consider these actions as required under 40 USC Sec.150B.27 and I request the Forest Service remand the decision as required under NEPA regulations and discontinue these unnecessary road closures.

(Individual)

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Comment: 483-2

Sections 1508.14 talks about the human impact to the environment. As stated above people can have a positive impact to the social and physical environment. By removing the privilege of people to have access to the forests you would be creating a negative environment. Ruling to close the roads is a capricious judgment and one that will be detrimental to both people and forest environment. Please reconsider!

(Individual)

Comment: 546-4

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations

(Individual)

Comment: 591-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]The United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (f) Section- as your Agency did not consider the direct impact in that I am personally directly affected socially, ecologically, culturally, historically and traditionally by these road closures. These closures limit my ability to explore new areas for camping, fishing and hunting.

(Individual)

Comment: 664-5

By closing the roads, you are creating problems. You are not managing the land given to you to manage. You have no right to block us out of our National Forest.

(Individual)

Comment: 692-3

The Forest Service failed to take a hard look at Sec. 1500.2 policy d, e, f.
Forest Service failed to take a hard look at Sec. 1508.8a "Effects;"

(Individual)

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Response To Comment Report

Comment: 699-5

APPEAL POINT #5

The United States Forest Service acted arbitrary and capriciously in their decision to close the thousands of miles of roads thru their TMP. The Forest Service failed to take a hard look at 40 CFR 1500 of the NEPA regulations, section 1500.2(d), and (f) in making their record of decision. The closing of so many miles of roads that the public has used for wood, hunting, mushrooming, berry picking, fishing, hiking, prospecting, logging, off roading, search and rescue significantly affects a large portion of the population in the three affected counties. Our lands and access are essential for our existence, everything the human race use on a day to day bases, is either mined minerally or agriculturally. So we need access to all resources. It will have a significant change to how the public can recreate on the WWNF because of the significant adverse affect of the TMP.

(Individual)

Comment: 723-8

The Forest Service failed to take a hard look at: Section 1508.14 Human Environment. My relationship and my ability and opportunity are taken from me with this travel management plan.

(Individual)

Comment: 74-4

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 118-3

The Forest Service failed to take a "hard look at" Section 1508.14 Human Environment. My ability and relationship will be taken away with this current Travel Management Plan.

(Individual)

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Response To Comment Report

Comment: 165-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at:

Social, economic, cultural, historical, traditional, private inholdings, etc.

Section 1500.2 policy of E & F.

Section 1502.16 policy c

Section 1502.19

Section 1503.1

Section 1506.2 policy b, c & d

Section 1506.6 policy a, b(3)

Section 1508.8 policy a, b – Direct and indirect effects

Section 1508.14

Section 1508.8

Section 1508.25 Scope to hunt...A-2

Section 1508.27 Significantly b & 8

(Individual)

Comment: 173-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons: until a supplemental EIS is completed in accordance with the standing plan of operation.

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing the following roads (all forest roads on the Pine Valley Ranger District) as required by 40 CFR Sec. 1500.2 and 40 CFR Sec. 1508.14. These roads are important to me and my family for recreation and enjoyment of federally managed public lands.

(Individual)

Comment: 173-3

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request this closure decision be remanded until a supplemental EIS is completed.

The Forest Service failed to take a hard look at the economic impact that these road closures will cause. This is required under CFR 40 Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 181-2

These roads are important to me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to these precious routes.

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplement EIS is completed.[...]This notice of appeal filed pursuant to 36 CFR 215.11

The appellant objects to the decisions to adopt the Record of Decisions for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa-Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

(Individual)

Comment: 183-7

All in all the Forest Service Failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was irresponsible by ignoring the significance of this action. I again request the Forest Service block the decision and complete further analysis required under NEPA regulations.

(Individual)

Comment: 196-15

The Forest Service also violated 40 USC Sec. 1500.2 (d), (e), and (f) by failing to encourage and facilitate public involvement in their decision that affects the quality of the human environment in Wallowa County. The Forest Service has given the citizens of Wallowa County no legitimate reasons for the road closures. No specific legitimate detrimental effect of motorized vehicle use on Forest Service roads in Wallowa County has been stated. The Wallowa County travel management option involved extensive work and was not included in the final decision.

(Individual)

Comment: 199-5

The USFS failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The USFS was arbitrary and capricious in their decision by ignoring the significance of this action. I request that the USFS remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 200-5

The USFS failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The USFS was arbitrary and capricious in their decision by ignoring the significance of this action. I request that the USFS remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 220-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

On page 4 of the record of decision is the statement, the WWNF forest plan is the statement "Once roads, trails and areas are designated, this decision will prohibit motor vehicle use off these designated routes and areas. The WWNF forest plan is amended to close routes and areas within the national forest to motor vehicle use unless they are designated open."

This decision is arbitrary and capricious for the following reasons:

It, combined with the road closures that are proposed in this Record of Decision, results in the closure of approximately 90% of the national forest to vehicle traffic. This is in addition to the already significant portions of the forest already closed to vehicle traffic such as wilderness areas and designated roadless areas.

(Individual)

Comment: 220-18

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 226-4

This notice of appeal filed pursuant to 36 CFR 215.11

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.[...]Statutes that apply:

212.52 Public Involvement
251.14 Timber Rights
295 & 261.15 Off Road Use

(Individual)

Comment: 228-3

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA Regulations.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 252-3

The Forest Service failed to take a hard look at the significance of the action as required under 40 USC sec 1508-27.

The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 338-4

Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes. The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 338-6

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27 and the effect it would have on the area and citizens of the State of Oregon. The Forest Service was irresponsible by ignoring the significance of this action. I again request the Forest Service block the decision and complete further analysis required under NEPA regulations

(Individual)

Comment: 347-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The United States Forest Service acted arbitrarily and capriciously in their decision to close 4300 miles of roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (f) section- as your agency did not consider the direct impact in that I am personally directly affected "socially" and "culturally" by these road closures.

(Individual)

Comment: 350-3

The Forest Service was arbitrary and capricious in this action to close these roads without adequate NEPA analysis of the effect these closures will have on the local human environment and economy. The City requests the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 362-3

The USFS failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the USFS remand the decision and complete further analysis as required under NEPA regulations.[...]I pray this will be stopped before it is too late for all of our people living here and enjoying our great outdoors.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 363-4

The Forest Service failed to take a hard look at Sec. 1500.2 policy to assure human environment in "our" forest. We live here so that we can enjoy our forests and we take care of it.[...]The Forest Service failed to take a hard look at Sec 1508.14 Human Environment. My ability and relationship and opportunity with my environment. It was taken away by the Travel Management Plan.

(Individual)

Comment: 378-9

The Forest Service neglected to take a hard look at the significance of this action as required under 40 USC Sec. 1508.8 The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and make a sincere effort to serve the public in opening all roads "maintained" by our tax dollars. Make an effort to support the public who employs all people of the Forest Service (State and Federal).

(Individual)

Comment: 396-7

The Forest Service failed to take a hard look at the significance of closing the roads and stopping cross-country travel as required under 40 CFR NEPA Regulation Section 1508.27/ they acted arbitrarily and capriciously in their decision by ignoring the significance of this action to me and my family. I recommend the Forest Service remand this decision and complete further analysis as required under NEAP regulations.

(Individual)

Comment: 401-4

WE request that you remand this plan and tier from our existing Forest Plan as the Snow Basin Project has done.

The Forest Service has failed to take a hard look at our "Way of life" We have lived and worked on the "Public land" for many years. This cannot be measured by workshops, seminars.

We are not "confused" and will not give without a struggle.[...]The Forest Service has failed to take a hard look at the proposal affecting the quality of the human environment.

(Individual)

Comment: 404-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

According to 40 USC Sec. 1508.27 the Forest Service was required to seriously look at the significance that closing these roads would have on the people and community as a whole.[...]Due to the recent changes regarding the Travel Management Plan, I am requesting a new supplemental Environmental Impact Statement that is to address any new information that is brought to the Forest Service's attention.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 435-3

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decisions and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 436-10

REMAND REQUEST #6: The USFS has failed to take a hard look at Sec. 1508.27 and the significant effects to cultural and historical resources of this decision. I disagree with losing our public lands. It is lands of the people. for the people, by the people. We the people can't afford to lose our freedom to enjoy the forest. If it wasn't for us voting government officials in, you wouldn't have a job to take away our freedoms. We don't need you to tell us that we can't use our land.

The proposed WWNF TMP will essentially lock me out of many areas of the forest that are an important part of my family's life. Many of the closed areas are an important part of my family's traditional experiences with nature.

This plan adversely effects and impacts my human environment.

I demand that you rescind this plan immediately. The role of the USFS is to provide stewardship to this land for the peoples, not to lock us out of it.

(Individual)

Comment: 512-8

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 528-6

The Environmental Quality Improvement Act of 1970 also known as the National Environmental Act (NEPA) is the national charter for the protection of the environment. Some of the Forest Service's reason's for the closing of 6,200 miles of roads are the protection of the environment. But, the Forest Service is not following the legal procedures required by NEPA to enact changes. Under Sec 1500.1 (b) of NEPA it states that NEPA procedures must insure that environmental study information include public input and be made available to public officials and the citizens. And, that it is essential for the citizens to scrutinize this information before implementing any NEPA actions. Since the Forest Service has refused to follow the letter of the law the county officials are hiring attorneys to file appeals. The citizens are so out ragged that they have amassed meetings of over 700 citizens in an effort to stop these road closures by filing individual appeals.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 590-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the economic, social and cultural impact the Travel Management Plan will have on the citizens using their own forests.

(Individual)

Comment: 672-6

The forest Service did not consider these actions as required under 40 USC Sec.1508.27 and I request the Forest Service remand the decision as required under NEPA regulations and discontinue these unnecessary road closures.

(Individual)

Comment: 682-2

The Forest Service failed to look at 1508.8. I think they should look at this plan for the good of all the people.
1508.27?

(Individual)

Comment: 701-5

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 722-9

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 733-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]This is wrong done by you as you're only hired to maintain our forest land not take it away and do as you want. We the people of this great country should have a say as what should be done! Well here it is – leave our forest and roads open as you are not thinking of the older or disabled people or the people that can get around. You're thinking of what's best for Forest Service bull. Or this leave things alone. I watched you on the last road closures and I saw 1/16th mile road going nowhere tanked trapped (waste of our money) saw gates put in and pulled out (more wasted money.) Garbage you could help haul out, you left for us to do! We do a better job than you do. Then you would stand and lie to us when we cleaned up not you. So leave things the way they are or give us our god given right to have things like they are. We the people want you to listen and take into consideration what we say. I have left with our rights to speak. Sec. 40 USC 1500.2 and 40 USC Sec. 1508.14

(Individual)

Concern: 24:

The Forest Service should address the problem of enforcement.

- Especially the illegal use of non-motorized trails by motorized vehicles

Response:

[Sample Statement] Comment: 11-1

As a hunter and frequent recreational user of the National Forests, I have a couple of other concerns about the nearly five thousand miles of roads left on the WWNF. One of those has to do with the frustration caused by the abundant use of those roads by motorized vehicles, specifically about Off Highway Vehicles. Anyone who has hiked for many hours, in pursuit of game animals, only to step onto a road with OHVs traveling up and down it, knows the frustration that results. That's especially true when those roads are supposedly closed to motorized vehicles. Four-wheelers are the worst offenders of those road closures, ignoring the signs and tank traps as if the closure didn't apply to them. How is the Forest Service supposed to monitor the nearly 5,000 miles of road to prevent this kind of abuse?

(Individual)

Comment: 696-5

To many green pick ups with red lights badgering the people

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 25:

The Forest Service should consider other or additional management options, instead of road closures.

- Such as hiring managers for trouble areas or use a permit system
- Such as promoting this as an opportunity to support special uses to provide access into areas with closed roads such as outfitters
- Such as providing some ORV scramble areas in non-sensitive resource areas
- Such as developing a fee-based license for ATV users to pay for enforcement
- Such as create a reporting system to allow the public to report violations
- Such as working with the State to license ORVs to improve identifying law breakers
- Such as partnering with local groups to improve road and sign maintenance and public education
- Remove roads and fences in elk habitat
- Close some hunting units for a period of time to repopulate elk herds
- Issue permits or passes for big game retrieval
- Adjust closure periods or use green dot system
- Establish more seasonal closures instead of year round closures during hunting season
- Remove all livestock from public lands

Response:

[Sample Statement] Comment: 91-4

Most ORV users I have encountered, don't seem to care that they are somewhere they should not be. And, I agree 100% with Dale Bosworth's recent article where he mentioned having identification (license plates or similar) that can be read at a distance so ORV users are not under the cloak of anonymity. How about the FS working with the state on that issue?

(Individual)

[Sample Statement] Comment: 109-2

Also the public needs a reporting system where they can call in and report violations and expect some positive response from it.
Don't cave into the naysayers on this issue.

(Individual)

[Sample Statement] Comment: 220-6

If closures are needed in specific locations or at specific times, such as when the trails are muddy and rutting will occur or, for specific wildlife needs like elk calving, those specific areas can be closed for a the time necessary, without making the majority of the forest inhospitable to motor vehicles.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 285-2

Limiting access during a hunting season is understandable due to the impact on wildlife, but total closure will have too big of an impact on residents and visitors.

(Individual)

[Sample Statement] Comment: 538-6

As a member of a public group, we are willing to partner with the USFS to maintain these roads, signs, as well as educate other public individuals who access these roads. We are losing this opportunity as well as to be a volunteer of the USFS.

(Individual)

[Sample Statement] Comment: 449-1

We are submitting comments in favor of the road closure plan for the Wallowa-Whitman National Forest.

We have been annual visitors to the forest since 1981. We have taken backpacking trips with friends for a week or more at a time, rafted and kayaked on the Minam and Grande Ronde rivers, driven throughout the forest to sightsee, camped in campgrounds, and attended the annual Fishtrap writers gatherings at Wallowa Lake. We have spent a significant amount of money while we were there on lodging, food, supplies, gas, fees, and other items. We also pay federal taxes that are used by the Forest Service.

We place an extremely high value on wildlife and protection of wildlife habitat—the forests, meadows, valleys, and streams. Protection of the wildlife and habitat depends to a great degree on maintaining large habitat areas and migration corridors free of roads and human interference. This has never been more obvious than during a trip last fall when we were driving to the Red Hill lookout. About half way up the forest road to the lookout we rounded a corner and encountered a large elk herd racing across the road. We stopped and watched in wonder as the herd thundered across the road then were forced to leap over a barbwire fence on the other side. But a small calf became entangled in the wire and could not free itself. Knowing the barbs were cutting into the baby I hesitated to do anything afraid I would only make it struggle more and do more damage if I tried to help. But when the calf still could not free itself I got out of the truck and went toward it. In one last effort it freed itself and ran off torn and bleeding.

Two things became evident to me at that time. The noise of approaching vehicles likely set the herd off and running, a type of encounter they must experience regularly. Just as important, the presence of fencing, especially wire fencing poses a severe threat to wildlife. Why is fencing allowed in elk habitat? And how can there be an outcry against allowing wolves to reenter their ancestral grounds, with an argument that wolves deplete elk populations, when fences are allowed that can maim and kill?

In conclusion, we are strongly in favor of closing roads in the forest, even though that will limit our access into beautiful places. The health and viability of wildlife is far more important than us being allowed to go anywhere and everywhere we wish.

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 479-17

I have a plan that is not perfect but might provide a way that will minimize an ATV's (ORV) potential for tracks and noise. The use of an ATV for packing game gives one the opportunity to hunt many more miles from an open road. The National Forest has almost a third Wilderness that is available exclusively to foot and horse traffic and another third is roadless. That only leaves a third that an ATV can use.

Here are my suggestions for that remaining one third:

Year round travel only on green dot (if legal) or an access matrix that is on all weather roads and provide dispersed access.

Travel on dirt spurs only when drive. Roughly from June 15th to August 26th (start of bow season).

Fish and Game shall issue a one day ATV pass for each big game tag to pack game with.(punch just like a big game tag) and only punched with a downed animal. That tag would only be good from 10:00am till one hour before sunset. Design the hours to eliminate scouting and disturbing hunters on a stalk.

This system will more evenly distribute hunters throughout the forest and minimize ATV impact.

(Individual)

[Sample Statement] Comment: 6-6

When the decision first came out, I actually got phone calls at home asking how to get standing to appeal the decision because "traditional multigenerational hunting camps" would not be available via motorized vehicle. But in many cases, they likely didn't use motor vehicles to get to them when they were first established. The other "whine" I got was that closure denied access to disabled hunters. Not so. In fact, the next decision notice may be an opportunity to take advantage of some ways to use special uses to provide access (and accessibility) and accountability for the areas with closed roads. For example, Eagle Cap Pack Station can accommodate both able-bodied and disabled riders on back country hunting trips. There is no reason they can't use well managed! accessible pack services to get back to the back country. It's a business opportunity at minimum!

(Individual)

[Sample Statement] Comment: 6-8

This could even be an opportunity to engage more back country volunteers to keep "eyeballs" on the closure areas (while doing restoration work, as they do at Nine Mile Station on the Lolo National Forest). It could be a financial opportunity for one or two more outfitter guide services, specifically for hunting. It could be a great way to engage knowledgeable retirees and old-timers as volunteers for very limited special use access to the area, whether as "sherpas" for users or packers. Volunteers also -when managed well- help YOU make the difference you want to make. They -and retirees, like myself- make terrific third party endorsers, too!

Yes, it takes a bit of time investment, but the return to the Forest via positive relationships (let alone work done) is very high.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 30-4

Sound forest management requires balances of all users within the forest ecosystem. Quieting down the forest is a misnomer. Animals gathering in town and the valleys happens because of winter weather and predators-not vehicles. Stay in eastern Oregon during a typical winter and see for yourself. Granted, there are areas that are over used that need to be addressed. Rather than close off virtually the entire forest to protect these smaller areas, hire some recreational managers to help alleviate problem areas, designate riding trails, encourage other recreational alternatives. To prevent vehicular overuse of an area, go to a permit system for that particular area. Signing roads and slapping heavy fines will only encourage more abuse of the areas you want to protect.

(Individual)

[Sample Statement] Comment: 91-7

How about the WWNF and other forests work with ODFW to establish more seasonal non-motorized areas during the big game hunting seasons to expand the quality of hunting for all. It is a fact that the numbers of elk and the amount of motorized access are inversely correlated

(Individual)

[Sample Statement] Comment: 188-1

Please do not bow to pressure from Off Road and Beef/sheep industries.[...]Remove all live stock from public lands, stop all corporation involvement in the public lands, use public employees on public land and close as many roads as you can.[...]Thank you and good luck with the political pressure.

(Individual)

[Sample Statement] Comment: 268-2

Why can't the Forest Service develop a fee based license for ATV users. Like a special license to ride in National Forest, pay a fee, take an educational class to enable to ride in more available roads. kind of like a master hunter program.

Monies raised by this would be dedicated specifically for enforcement

(Individual)

[Sample Statement] Comment: 443-3

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]I think that there is other ways to repopulate the game in this region. For instance close various units for a couple of years or however long it takes. Or make it four point or better.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 62-1

I am completely dissatisfied with the original plan. I spoke with Nick Myatt (Acting Grande Ronde Watershed

District Manager) on December 12, 2011 and provided written suggestions to improve game habitat in this area while maintaining "limited" access for the various users of this Nat' I Forest. We discussed my proposals and he was very nice, but indicated that "all of our eggs are in the basket with the new Forest Plan which will be implemented in summer of 2012". My family has also spoke with

Pat Mathews (biologist with the ODFW in Enterprise) about our hunting area and he has similar ideas as ours on what should be done relative to road closures.[...]1. Main gravel roads (i.e. like Harl Butte/Jaynes Ridge Roads) need to remain open for all recreational users (hunters, wood cutters, mush roomers, and general recreation}. ALL SIDE ROADS NEED TO BE CLOSED FOR ALL

MOTORIZED TRAVEL (INCLUDING ATV/s) FROM 3 DAYS PRIOR TO THE OPENING OF ARCHERY SEASON THRU THE END OF MAY OF THE FOLLOWING YEAR). This would significantly reduce off road travel to improve habitat, yet still provide limited access during the summer months for users with a need to use this area.

2. Others areas like the Sled Springs area of this Nat' I Forest have already implemented this suggestion and in my opinion it seems to work well.

3. Another alternative is to implement the "green dot" system which is already in effect in the Harl Butte/ Jaynes Ridge Road area during the bull elk season. This could be extended to cover a longer time frame, like 3 days prior to archery hunting season thru the winter months. This would still allow limited entry for recreational use and wood cutting, but protect wildlife and habitat thru a critical time of year.[...]It is in all of our best interests to make changes, however, the original Road Closure proposal swung the pendulum too far. Let's compromise and implement some of my ideas and make habitat better and allow users to still use the forest. The original plan would likely end our family hunting party hunting together which would be a tragedy, because some of us could not walk the 3-4 miles just to get to the area that we start to hunt!![...]4. All parties using and responsible for this Nat' I Forest need to be willing to compromise. There is seldom a perfect solution, and the original Road Closure plan was clearly not well communicated or thought out.

(Individual)

Comment: 163-2

example 7750-025 at the end is where two Color Ttrail begins and it has become a road all the way to Color lake. It is even listed on the map as a trail and the majority of those who are causing damage to the hillside are the very same one's who use that trail because once they get up on top the ATV's go of rd. all over the hill and meadows, all it would take is one officer sitting at the back side of Color lake and write tickets for those who drive there ATV's on the trail past the lake and up from the bottom. RD. # 7750-130 is open for those who wish to use it and get access to the same area without driving through their [illegible] area! (two Color Trail)

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 634-4

I would like to see a compromise with locals stepping to the plate (which they already have) and help with local road clearing, etc. And I would like to see USFS officers come to earth and realize they are truly servants of the public – in our public lands – for the people and the good of the people.

(Individual)

Comment: 688-6

As a member of a public group, we are willing to partner with the USFS to maintain these roads, signs, etc. as well as educate other public individuals as to the proper use of those who access these roads. We are losing this opportunity as well as to be a volunteer of the USFS.

(Individual)

Comment: 736-29

The Travel Management Rule does not provide a general exception for fuelwood gathering. In order for fuelwood gathering to be exempt from application of the TMR, it must be tied to a permit and a specific allowance of motorized use off designated routes. This off-route authorization should be sparingly applied in order to fulfill the intent of the TMR to limit resource damage from cross country travel (TMP Rule guidelines, revised June 30, 2008). These areas should be limited enough to discourage users from simply getting a firewood permit so they could drive cross country for other reasons.

(Environmental Conservation/ Preservation)

Comment: 163-3

example 7750-025 at the end is where two Color Trail begins and it has become a road all the way to Color lake. It is even listed on the map as a trail and the majority of those who are causing damage to the hillside are the very same one's who use that trail because once they get up on top the ATV's go off rd. all over the hill and meadows, all it would take is one officer sitting at the back side of Color lake and write tickets for those who drive there ATV's on the trail past the lake and up from the bottom. RD. # 7750-130 is open for those who wish to use it and get access to the same area without driving through their [illegible] area! (two Color Trail)

(Individual)

Comment: 479-6

As a young forester I spent many days on foot appraising USFS timber sales. As roads were built, ATVs and snowmobiles developed and the time on the ground was cut in half. I thought this was real progress. As a retired forester I still use these tools but for recreation. As I get older the ATV gives me the ability to hunt places I could no longer hunt if back packing was my only option. I don't favor the use of ATVs to hunt from, but I do need an open road system or a 'packing punch card' system like a game tag to pack out game and keep ATV use in big game season to a minimum.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 163-1

My biggest complaint about the way things have been in the past years and what I would like to see done is more law enforcement on the roads that are already closed and ATV's making RDs

(Individual)

Comment: 736-30

No Forest may move to a system that allows essentially forest-wide cross country travel for firewood gathering without fully analyzing and disclosing the impacts to the forest resource. These impacts include loss of snag and down wood, damage to water resources, damage to soil from compaction, new user-created routes as a result of full size vehicles driving off of designated roads, increased difficulty of enforcing against illegal off route travel, and increased motorized use in wildlife habitat during potentially critical times of year.

(Environmental Conservation/ Preservation)

Comment: 91-8

I would support the WWNF in establishing one or two scramble areas for ORV enthusiasts to meet the demand for places to ride freely, as long as they are places in non-sensitive areas (fish, wildlife, etc.).

(Individual)

Concern: 26:

The Forest Service should grant enforcement responsibility to local law enforcement agencies.

- To address the costs of enforcement

Response:

[Sample Statement] Comment: 1-6

I also feel that forest land should be run by County Law Enforcement and the Sheriff so we can make it profitable instead of being in the RED.

(Individual)

Comment: 410-7

I also feel that forest land should be run by County Law Enforcement and the Sheriff so we can make it profitable instead of being in the RED.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 27:

The Forest Service should ensure that access to the municipal water sources of Halfway, La Grande, and Sumpter are preserved.

- To allow access for maintenance and operations

Response:

[Sample Statement] Comment: 349-3

The Forest Service failed to take a hard look at giving adequate notice of this action to the City as required and suggested under 40 USC Sec. 1506.6. The City's water source located in Township 4 South, Range 37 East, and Township 5 South, Range 36 East, and Township 5 South, Range 37 East will be affected by this closure and the Forest Service should have notified City of their proposal to close access to the City's watershed area by phone or direct mail.

(Individual)

[Sample Statement] Comment: 18-7

It appears on the map provided for the Pine Creek area in the notice of decision that the road to the City of Halfway springs is to be closed. The City of Halfway's municipal water rights need to be left open for access and maintenance of the area around their springs

(Individual)

[Sample Statement] Comment: 364-6

Sec. 1508.27 This will have an impact on our City of Sumpter water sources and the Forest Service failed to take a hard look.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 349-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The City has a developed water right dating back to 1909 for the purpose of furnishing the citizens of La Grande with water. This has been done through a Special Use Permit issued to the City by the Wallowa-Whitman National Forest District. To be able to continue to maintain this vital water source the City needs to unrestricted access to this area frequently. We also may desire to hire a full time care taker who would live at the residence constructed at the site. This water is needed for both domestic and lire protection within the City of La Grande. The existing improvements funded by our citizens in exchange h1r the benefits derived from this water source have been estimated at approximately \$7 million.

The City has been working with the Wallowa-Whitman National Forest Service and other regulatory agencies on developments for the enhancement of fish habitat that would require the construction of improvements to remove barriers that exist for the migratory fish costing around 2 million dollars. During the process of evaluating the effects of the road closure of the intake area the City's needs were never considered in the process and the City's access to our water rights were ignored. As a result, the City was never contacted tor input or consideration under the proposed road closure plan. Until the City is assured of the continuation of the existing, long-standing practices that have been successfully implemented for many years, the City cannot support any additional restrictions which limit our ability to access and/or maintain the watershed system and/or our water pipeline.[...]These roads are important for the City to continue to supply, maintain, and access the water intake system from these federally managed public lands. The City's depends on this water source for use by the citizens of the City of La Grande depends solely on access to and over these roads without the delays and hardships that would result from a requirement to request and obtain a separate permit each time the City needs to access this area.

(Individual)

Comment: 197-4

Closing more of the existing roads is closing access to private land, mining claims, grazing lands, historic camping sites, good fire wood areas, and water right access both private and municipal. It appears on the map provided for the Pine Creek area in the notice of decision that the road to the City of Halfway springs is to be closed. The City of Halfway's municipal water rights need to be left open for access and maintenance of the area around their springs.

(Individual)

Comment: 363-6

The Forest Service failed to take a hard look at the City of Sumpter Water Source (Sec. 1508.27)

(Individual)

Comment: 402-6

It appears on the map provided for the Pine Creek area in the notice of decision that the road to the City of Halfway springs is to be closed. The City of Halfway's municipal water rights need to be left open for access and maintenance of the area around their springs.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 723-5

The Forest Service failed to take a hard look at: [Illegible] Water supply from the watershed being lost to the town of Sumpter (because of it's location.)

(Individual)

Concern: 29:

The Forest Service should examine needed levels of coarse wood for long-term soil productivity.

- While balancing the needs of mixed fire severity ecosystems

Response:

[Sample Statement] Comment: 37-3

Our second recommendation was for the FEIS to include a Project Design Feature/ Best Management Practice/ Mitigation Measure which addresses levels of coarse wood required to protect long-term soil productivity. One reason for this comment is the issue of overall sustainability of utilizing coarse wood for bioenergy or other non-timber forest product purposes. Your response that high fire frequency ecosystems have persisted for thousands of years with low levels of coarse woody debris is valid. We expect the Forest Service and other land management agencies to continue to examine needed levels of coarse wood for long-term soil productivity and we now recognize that such questions may be most important for the management of mixed fire severity ecosystems.

(Federal Agency/Elected Official)

Concern: 30:

The Forest Service should evaluate the effect of closing roads on wildfire suppression

- To ensure that the plan won't increase the potential for increasing wildfire size and severity

Response:

[Sample Statement] Comment: 3-3

By closing fire access roads will increase my life risk from wild land fires! It will increase suppression cost, wild land fire will be more "catastrophic" to life and home!
Wild fire is many times more severe than prescribed fire! Higher intensity fires are much carbon producing than Px fires.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 82-2

Increased risk from wildfire, higher resource damage, greater carbon footprint.[...]The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508-27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action

(Individual)

[Sample Statement] Comment: 437-2

The USFS has failed to take a hard look at providing access for fire suppression control where currently the roads allow fire suppression equipment to areas that would no longer be accessible. This would mean taking equipment, pushing another road in, time and money that would not be required to be spent.

(Individual)

Comment: 538-5

The USFS has failed to take a hard look at providing access for fire suppression control where currently the roads allow fire suppression equipment to areas that would no longer be accessible. This would mean taking equipment, pushing another road in, time and money that would not be required to be spent.

(Individual)

Comment: 618-4

I think that for fire protection, you need to have more than just a few roads to get to all side of a fire, depending on the wind currents.

(Individual)

Comment: 118-2

The Forest Service failed to take a "hard look at" how the road closures will effect responsible forest fire protection.

(Individual)

Comment: 220-4

This closed unless designated open also creates a different perspective within the forest. It implies that this is not owned by the people, but is owned by the agency, and if we the people are properly respectful of the agency, we may be permitted to actually use the forest, if we don't remove anything of value. Meanwhile, the forest accumulates fuel, and it all goes up in smoke in a devastating conflagration, ruining habitat and forest products, while the Forest Service pretends to fight it, but really doesn't want to put it out, because they are making too much money on this project fire.

Closure and lack of use of these roads will result in unnecessary delays in fighting fire.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 649-2

You all didn't look at how it will affect resource management and fire suppression.

(Individual)

Comment: 600-2

No access to these roads creates a higher risk of wild fires spreading due to not being able to access the area to bring in fire trucks.

(Individual)

Concern: 32: The Forest Service should analyze the effects of closing roads that are needed for fire suppression.

Response:

[Sample Statement] Comment: 23-5

This action also threatens and violates Federal, State and local law or other requirements imposed for the protection of the environment as provided under 40 CFR Sec. 1508.27 (10). The Agency has failed to take a hard look at providing access for fire suppression control where currently open roads allow fire suppression equipment to areas that would no longer be accessible. Time and considerable amount of money would be necessary to push open new roads in the event of fire.

(Individual)

[Sample Statement] Comment: 567-3

The roads being closed will make it very hard to fight fire and dangerous to the people of Halfway.

(Individual)

[Sample Statement] Comment: 256-1

I am a wild land firefighter and I feel that closing these roads will make it hard to escape from a wild fire if needed. It would also make it hard to fight fires because of limited access for emergency responders.

(Individual)

[Sample Statement] Comment: 25-8

4) It provides greater costs when fighting fires, because of access issues because of the number of closed roads

(Individual)

Comment: 100-2

Roads need to stay open for fighting fires.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 407-12

Years ago there was a forest fire in the wilderness area around JOSEPH, OREGON. Many loggers, ranchers, and hunters came to help fight this fire. (Where was the environmentalist then? Not helping that's a fact.) There efforts were very restricted. THEY could not use dozers or any motorized vehicle because this was WILDERNESS. My dad and others had to listen to a herd of cattle bellar and bawl as they were burnt alive just because they could not take a dozer down a ridge to break a trail to get those poor animals out to safety. I'll never forget, this inhumane story he told of this incident. Have we become so stupid that we can allow this to happen? BY CLOSING OFF MORE ROADS THIS WILL HAPPEN AGAIN AND AGAIN

(Individual)

Comment: 161-1

I'm an owner/operator (haul logs) – need access to timber sales. Roads must be left open for safety in fighting fires.

(Individual)

Comment: 220-12

Fire fighting requires open roads. Otherwise the fuel will be removed by forest fires and all of the values including wildlife and fish habitat will be destroyed

(Individual)

Comment: 688-5

The USFS has failed to take a hard look at providing access for fire suppression control where currently the roads allow fire suppression equipment to areas that would no longer be accessible. This would mean taking equipment, pushing another road in, time and money that would not be required to be spent

(Individual)

Comment: 397-10

Years ago there was a forest fire in the wilderness area around JOSEPH, OREGON. Many loggers, ranchers, and hunters came to help fight this fire. (Where was the environmentalist then? Not helping that's a fact.) There efforts were very restricted. THEY could not use dozers or any motorized vehicle because this was WILDERNESS. My dad and others had to listen to a herd of cattle bellar and bawl as they were burnt alive just because they could not take a dozer down a ridge to break a trail to get those poor animals out to safety. I'll never forget, this inhumane story he told of this incident. Have we become so stupid that we can allow this to happen? BY CLOSING OFF MORE ROADS THIS WILL HAPPEN AGAIN AND AGAIN.

(Individual)

Comment: 534-3

These road closures will result in an end to road maintenance, havilg an adverse effect on any firefighting efforts on non-maintained roads.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 34: The Forest Service should acknowledge that roads have not been the cause of recent forest fires.

Response:

[Sample Statement] Comment: 8-7

B-4 Fire prevention (this is a joke blaming fires on the roads). The last two big fires in the Catherine Creek area were caused by your mismanagement. The fire above Medical spring was started by one of your people burning his toilet paper. The second fire above Flagstaff was stemmed from a lighting strike on a dead snag. This was witnessed by two campers who pointed it out to one of your Rangers. So he decided to watch it and he did for 2 weeks then it finally took off it could have put out originally with 5 gallons of water anyway it ended up costing you Million had the whole town of union swamped with standby equipment.

(Individual)

Comment: 644-1

In 2005 Bosworth (head of the us forest service) issued a directive that all national forest's develop a travel management plan that would limit the number of roads in their area. His reasoning was that one of the 4 biggest disasters that could happen would be a massive fire and by limiting the access into those area's would eliminate that threat. It is a well know fact that the major cause of a forest fire comes from mother nature but to dispel this common sense knowledge and still comply with the directive ,the local ranger's have came up with ever conceivable reason -running from ,the spreading of noxious weed's, game disturbance, stream siltation' Lack of funds for road maintenance and just about everything else, the latest I have heard is they want to establish a quite zone with vehicle's limited to certain roads. They tried to enlist the counties to help But thanks to the (county commissioners)Union County told them they were satisfied with the way things were and to leave things alone.

(Individual)

Comment: 701-4

The road closures will not have any significant impact towards the protection of the lands, as nature does in fact take care of the land without your intervention by picking and choosing who benefits and who is left out of the use of our lands. Your actions in deliberately lighting fires has done more to harm the forests by starting wild fires than any minor impact vehicles have had.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 35:

The Forest Service made incorrect assumptions, used inaccurate scientific findings, or provided inadequate information for big game effects.

- Hikers are more disruptive to wildlife than motor vehicles.
- Predation is a larger issue than the effect of motor vehicles to big game
- Vehicle travel does not impact wildlife or game
- Starkey big game studies are skewed and do not accurately depict how free ranging animals react
- Because logging and roads do not decrease big game populations
- Closing roads will lead to increases in wolf populations

Response:

[Sample Statement] Comment: 1-8

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

This plan states in error that the removal of roads will increase big game. Some of the areas where game numbers are the lowest are in the wilderness areas. Predation is a much more significant issue than motor vehicle traffic. In fact, studies in the Lobo wilderness area found that during a one year period 25% of the female elk were killed by predators and 27% of the calves were killed by predators. There is also research showing that elk which are pursued by predators often will abort their fetuses adding to the low numbers. While harassment by predators increases the metabolic stress on animals, when confronted with motorized vehicles, they move casually out of the way at a distance not significantly greater than that when they are confronted by someone walking or riding a horse.

(Individual)

[Sample Statement] Comment: 16-4

I believe the decrease population of game animals is not related to hunters, but to predators, who are now protected.

(Individual)

[Sample Statement] Comment: 146-4

Wolves... I have no issue with the "natural" migration of wolves, but these road closures will help the wolf populations more than the elk, since they are way more affected in road an people traffic than elk are. I believe this is another sideways, underhanded way to increase the wolf population in the area that has them already. Does anyone REALLY think these closures will have some amazing effect on elk and mule deer populations. I for one do not, but as I said will allow more area for the wolves to be undisturbed by humans.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 36-5

In the past when logging was going on we had more environment for big game animals which has shrunk. The tree canopy has shut out sunlight and killed former feeding areas. So the habitat destruction by roads doesn't hold water. Nor does logging when done properly.

(Individual)

[Sample Statement] Comment: 257-2

There also needs to be a way to control predators and that isn't by closing roads.

(Individual)

[Sample Statement] Comment: 353-19

The Forest Service acted in an arbitrary and capricious manner by designating a "quieting of the forest". Scientific data is not developed to determine acceptable decibel levels on the landscape, therefore making any management decision of said excessive noise levels arbitrary and capricious.

(Individual)

[Sample Statement] Comment: 488-4

if you think there is major negative impact to wildlife in areas with roads, tell that to the herd of deer, the coyotes, foxes, and other wildlife that live in the fields/brush around us within the Island City limits. Tell it to the deer who forage through neighborhoods throughout the winter in La Grande. They have certainly managed to adapt to humans and vehicles with no adverse effect.

(Individual)

[Sample Statement] Comment: 8-6

B-2 Animal disturbance- Vehicles do not disturb the animals as much as a single hiker, as shown by the multimillion Starkey experiments station study.

(Individual)

[Sample Statement] Comment: 371-3

I have heard some of the reasons for these closures, and I am really confused. For example, the area that I really enjoyed with my ATV in the Mt. Hood National Forest was closed because I was told that my riding the roads affected the wildlife, but it couldn't possibly affect the wildlife as much as the new and proposed trails being stamped out by the Forest Service right out through the flora and fauna and birthing areas.

(Individual)

[Sample Statement] Comment: 589-3

Animals adapt well to humans. Case in point, look in the back yards of Baker City. You will find the bucks you fed are missing in the forest. Look at the Bar C Bar, surrounded by humans. There are hundreds of elks, deer, and more.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 654-6

I also respectfully submit my fear that skewed science was used to base decisions on wildlife management and those wildlife harassment theories are unfounded. Said scientific studies being conducted on elk and mule deer locked-up over a course of decades behind a tall New Zealand wire fence, in an enclosed wildlife management area called the Starkey Experimental Forest near La Grande. These animals are subjected to processing chutes and testing, similar to domestic cattle management practices. A most un-natural living for any wild, free roaming large game animals of the North America.

I take a quote from the record of decision "These management practices may result in more deer and elk utilizing public lands where they will be available for public viewing, hunting, and as a traditional foods under American Indian treaty rights" does not address the knowledgeable fact of cougar and wolf killings in the Oregon and Idaho west being largely responsible for slaughter of these big game animals in current times. Big game deaths and injuries also occur from crossing busy State Highways and Interstates that bisect the 2.3 million acres of the Wallowa-Whitman. Closing additional forest roads and areas and restricting motorized use will not stop these migratory animals from following their historic travel routes between their summer and winter ranges.

(Individual)

Comment: 8-14

I object to your plan of closing any of the roads on the on the WW forest and to the reasons you have given for doing so. (maintenance cost, animal disturbance, spread of noxious weeds, fire prevention, safety and liability and the new one, the quite zone)

(Individual)

Comment: 386-5

I also respectfully submit my fear that skewed science was used to base decisions on wildlife management and those wildlife harassment theories are unfounded. Said scientific studies being conducted on elk and mule deer locked-up over a course of decades behind a tall New Zealand wire fence, in an enclosure wildlife management area called the Starkey Experimental Forest near La Grande. These animals are subjected to processing chutes and testing, similar to domestic cattle management practices. A most un-natural living for any wild, free roaming large game animal of North America.

(Individual)

Comment: 432-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

The closing of these roads is ridiculous and unnecessary. There is no prob with the animals using these same areas as people. They have thrived until the introduction of the wolves and the protection of cougars.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 432-3

The introduction of these very large wolves, nearly three times the size of the original habitants, seems to be another way of saying "no animals, no access, so no need for guns."

(Individual)

Comment: 25-7

3) It has no scientific focus on such a plan actually resulting in greater numbers of game animals.

(Individual)

Comment: 192-6

Supposedly this plan was to protect our elk herds, which are thriving here, with all roads being accessible. And if you were concerned about our elk and deer you would not have released wolves in this area.

I feel that the USFS acted arbitrarily and capriciously.

(Individual)

Comment: 686-4

I have seen some of the devastation caused by what the USFS has caused by closing roads. Now that is how to damage a forest.

(Individual)

Comment: 16-3

I have been using these roads for 40 years and don't believe I have in any way had any adverse effect on the deterioration of these roads.

(Individual)

Comment: 193-6

Supposedly this plan was to protect our elk herds, which are thriving here, with all roads being accessible. And if you were concerned about our elk and deer you would not have released wolves in this area.

I feel that the USFS acted arbitrarily and capriciously.

(Individual)

Comment: 241-4

for your elk habitat, I began elk hunting 42 years ago, in that 42 years there are twice the number of elk now 2012 as there was in 1970. The roads have not hurt their habitat, looks to me it has improved it.

(Individual)

Comment: 284-6

I believe it is based upon faulty science as there is significant evidence that the areas without human traffic actually have fewer elk due to predation.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 313-3

If you are truly interested in helping bring back the game animals in certain areas, instead of controlling access to the land, control the animals that are devastating the game population...bear, wolves, cougars and coyotes.

(Individual)

Comment: 321-3

And as for wildlife, our farm have fed more elk and deer than the high country ever has. These opportunistic animals will not stay in the remote areas, just because a road is closed. Elk are grazing our farmlands this very day.

(Individual)

Comment: 408-2

I don't feel like closing these roads are going to benefit deer and elk habitat.

(Individual)

Comment: 410-10

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

This plan states in error that the removal of roads will increase big game. Some of the areas where game numbers are the lowest are in the wilderness areas. Predation is a much more significant issue than motor vehicle traffic. In fact, studies in the Lobo wilderness area found that during a one year period 25% of the female elk were killed by predators and 27% of the calves were killed by predators. There is also research showing that elk which are pursued by predators often will abort their fetuses adding to the low numbers. While harassment by predators increases the metabolic stress on animals, when confronted with motorized vehicles, they move casually out of the way at a distance not significantly greater than that when they are confronted by someone walking or riding a horse.

(Individual)

Comment: 696-3

Humans don't disrupt deer and elk, wolves do!

(Individual)

Comment: 4-3

Granted, we don't have the large numbers of deer and elk we had 30 years ago. But I believe it is the predators like cougars and bear that have a great deal to do with this. The numbers have been going down since the people of Portland and Eugene voted to stop hunting with dogs. It is not caused by the use of A TV's or pickups. Most of the elk we see any more are down in the farmlands, so the people are not scaring them off.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 194-6

Supposedly this plan was to protect our elk herds, which are thriving here, with all roads being accessible. And if you were concerned about our elk and deer you would not have released wolves in this area.

(Individual)

Comment: 219-15

Add the Forest Service to the list of enemies of wildlife in general, and consider that deer and elk numbers are decreasing due to a dramatic increase of black bear, coyotes, cougar and now wolves, now seen in the Keating and Hells Canyon area and those wildlife corridors will not be necessary. The Dan Hammond family sold out and opened a cattle ranch in Oklahoma when one saw a cougar run up to a beef cow giving birth and pull the calf from the birth canal and kill it. Now wolves are not only pulling calf elk but killing the mother elk while she is still in labor.

(Individual)

Comment: 379-1

Almost 4,000 miles of WWNF roads being closed...
What a country this is becoming, elites keeping the public from their land.

I used to live in Oregon, went back several times to hunt elk with bow on public land...Made about 7 trips only got one elk ever. No problem I was at least seeing some. Last trip after the restrictions on bear and cougar hunting was in for a few years...10 days of hunting with 8 guys...one guy got a shot...I never saw an elk...and I hunt very hard. Can no longer spend for airfare, supplies and non-res. hunting license and not even see an elk....if only the deer and elk could talk...they would beg to bring the old days back. Yup! You guys are doing a GREAT job....

(Individual)

Comment: 393-3

I have experienced over the past 35 years the poor management choices in Wallowa County as I have traveled and hunted with my dad.

I have seen deep draws which had a small stream running down it one year be dried up the following after your management practices clear cut the tall timber protecting it. I have seen the effects of predation of bear, cougar, coyote and now wolves as they prey on the deer and elk herds of the area under the game management policies of the ODFW. To say you are closing these roads to protect the streams, to help the elk habitat is without a question a flat out lie.

Your past practices make it clear these are not of any true importance to you. Quite obviously this most recent plan is more to protect the establishment of a non-native wolf population which will have an even greater negative effect on the elk and deer population than even the cougar population explosion has done. If I can't travel the road and see the sad remains of their many kills everything must be ok.[...]There will be no need to travel the area for hunting purposes since you will have effectively destroyed deer and elk herds.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 410-12

You have made this decision in an arbitrary and capricious manner. The removal of motorized access to these roads will increase the predator numbers and there is no basis for removing these roads due to the benefits generated through hunting, sightseeing, camping and other recreational activities which provide a cultural and economic benefit to the surrounding areas.

(Individual)

Comment: 412-4

Almost all of the roads in general have been there for at least 25 years or more. The logging industry has been gone for about 15 to 20 years, and unless it can be proven that these roads are causing harm to the forest and animals then none of these roads should be closed. I have rode dirtbikes my whole life and have literally stooped within 25 yards of more than 6 to 12 elk at one time and they did nothing more than stand there and watch me. If I shut my motor off then they will "Trot" not run off about another 20 to 30 yards. Later on when I came back by they were right back where they were when I went by the first time.

Motorized vehicles do not and are not scaring animals out of our forests. I know that you have to be intelligent enough to see that the lack of using dogs to hunt cougars over the last 15 to 20 years has allowed their population to explode and as a result the deer and elk herds have suffered quite a bit. And now that the Department of Fish and Wildlife is illegally "INTRODUCING" not Reintroducing the Canadian Wolves, our deer and especially our Elk herds are seriously being devastated and chased off. I suppose that the Elk leaving Yellowstone is a result of too many roads ... you know that's not true. In fact it's a proven fact that the Wolves have destroyed that elk herd and also "KILLED" the only "NATIVE" wolves that the lower 48 states had.[...]Again, do not shut down any roads or any trails as they are not hurting anything in any way shape or form and this can be proven. Don't forget WE live here, you do not. If you want to see what it's like to be here, why don't you have Wolves placed in your Parks and Recreational areas around the city. When dogs, cats, joggers and children start disappearing then maybe you can see the stupidity in ALL of what's going on.

(Individual)

Comment: 479-10

In the Ladd Canyon area even alternative #4 doesn't allow enough access for reasonable big game retrieval.

(Individual)

Comment: 592-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]It is my opinion that riding an ATV in the forest will NOT HARASS the Elk population. You would be lucky to see one. What do you call it when Elk are hunted?

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 644-3

I am a 70-year resident of Union County and I am writing to request your help in opposing the attack that is being waged on the citizens of Union County by the US Forest Service.[...]The TMP is not a new thing the forest service has been closing off roads for the last 17 years with tank trap type berms and locking gates, hiring out side contractors to do the work, This was done without any input from the local citizen. You might drive a road one day and come back the next week and find it blocked or a new locked gate. In 2000 the FS tried to ban all ATV'S But a few of us got together and turned in a petition with 2000 certified signatures that was against any road closure. [...]The roads that they are blocking and closing should be considered an asset to the forest. They were built with taxpayer monies by the logging companies at FS specks to support 80,000 lb loads yet they claim a 400lb atv or2500lb jeep will tear them up if they were to leave things alone it would disperse the population of recreationer's

(Individual)

Concern: 36:

The Forest Service made incorrect assumptions, used inaccurate scientific findings, or provided inadequate information for effects to recreation and natural resources

- Because roads are not the primary cause of the spreading of invasive plants
- Should provide evidence that specific roads and trails are a problem for fish or wildlife
- ATV's cause only minor damage
- Poor timber management and road decommissioning create more damage than an ATV
- No scientific data exists to define excessive noise levels; therefore, noise levels should not be used for road closure decisions
- Because rocked roads do not cause damage and erosion
- Record steelhead runs have been experienced which contradicts the need to close roads to protect fish
- Cattle grazing does more damage than roads

Response:

[Sample Statement] Comment: 4-2

On the statement of protecting fish. I have read in our local paper a number of times in the last two or three years that there has been a record run of steelhead in our rivers. This contradicts your reasoning.

(Individual)

[Sample Statement] Comment: 10-4

I have found that traveling with an ATV does minimal damage to the forest and in one season of use the evidence of travel will disappear with the change of seasons

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 8-4

B-3 Noxious Weeds. You claim that vehicles are the cause of spreading the seeds. This is an exaggeration.

The main cause of the noxious weed is from your unplanted clear cuts the wind, animals and hikers. You don't see the weeds in a stand of green timber.

(Individual)

[Sample Statement] Comment: 53-1

This is one of several pictures I have taken of your latest forest restoration on South Catherine Creek. I think that this is very close to a criminal act. You have seen fit to completely destroy a very useable route that was used by numerous citizens going from Ranchers to Recreation. Plus it had a historic value being the first of the roads into the upper area of the Catherine creek drainage. It did not pose any threat to the environment as most of the destroyed road was 20ft or better above the creek and was the major haul road for the logging industry in the 60's an 70's.

If this is your idea of Travel Management then I am completely appalled.

(Individual)

[Sample Statement] Comment: 241-1

One wildfire causes more damage and erosions, then we the people could cause by using these roads in 250 years.

There is no erosions from these old roads because they are all rock, but you don't know this because you have never been there.

(Individual)

[Sample Statement] Comment: 479-5

To say that unregulated ATV use is one of the top 4 threats to USFS is to ignore existing restrictions and on the ground reality. Emotional pressures that have little relation to real on the ground conditions have increasingly restricted USFS management. I suggest that the lack of stocking control by thinning, timber management, restrictions of harvest of valuable, over mature trees 20 inches and larger, decommissioning many miles of roads that provided management and fire access and were not a source of sedimentation until they were ripped up are all much more of a threat. This armchair emotional management direction has resulted in a massive wildlife problem, and loss of rural community stability and infrastructure funds much more detrimental to the forest than ATV use.

(Individual)

[Sample Statement] Comment: 1-13

You have made this decision in an arbitrary and capricious manner. The removal of motorized access to these roads will increase the predator numbers and there is no basis for removing these roads due to the benefits generated through hunting, sightseeing, camping and other recreational activities which provide a cultural and economic benefit to the surrounding areas.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 54-2

You say that you need to do this for fish and wildlife needs. Yet there is no delineated evidence that any given road or trail is actually creating a problem. I maintain that an accurate, complete scientific analysis would prove that you really had no problem and you have not proved me wrong at this time.

(Individual)

[Sample Statement] Comment: 299-1

I just wanted to voice my displeasure regarding the impending road closures. Although I live in Tigard, I have been vacationing in the Willows in the Two Color area for 45 consecutive years and have traveled many of the roads that are on the list to be closed. Your contention that these roads have a negative impact on the environment is laughable as I have personally observed over a time period that none of you can match, little change in the areas that I have traveled.[...]The cattle that are allowed to roam freely in that country do far more damage to fish habitat and the elk range than the individuals who drive those roads.[...]You have though opened-up the possibility that the locals, who depend upon firewood, will start cutting timber along some of the main roads. If you don't think that won't have an impact on that environment, then you are just choosing to see what you want to.

(Individual)

Comment: 403-3

I have lived in La Grande for 5 years, and have been visiting family here for 10 years. Taking trips into the forest for hunting, wood cutting fishing, mushrooming, berry picking and sightseeing has always been a tradition and a part of our lives together. On these trips into the woods, we usually never saw another vehicle, and on rare occasion saw one or two other vehicles in our travels. This fact makes me wonder why the Forest Service is trying to shut down the roads? I know for a fact that vehicle travel by residents does not negatively impact wildlife or game. The forest is a way of life for most in this community and I shudder to think of what this town will become if the residents are not allowed to travel these roads as they have always done,

(Individual)

Comment: 180-1

Don't close the woods down! I spend a lot of time in the mountains weather permitting. Like a lot of other people in this area that cut wood, mushrooms and just riding an A.T.V. I see that the impact from off road vehicles seems to be an important factor. Anyone that's spent any time in the mountains knows that after one good rainstorm you can't even tell someone on an A.T.V. was there. Let people use the mountains, it's a beautiful place for all.

(Multiple Use or Land Rights Organization)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 40:

The Forest Service should avoid restricting access to the collection of wood for personal firewood, commercial firewood, and posts and poles.

- Because such limitations are outside the authority of the Forest Service
- To avoid creating unreasonable hardships and expense
- To avoid increased erosion, the taking of green trees, and increasing fuel loads
- Because use of firewood reduces the carbon footprint of local residents
- Because firewood collection reduces fuel loads on the forest
- Because most of the firewood near the main roads is already gone

Response:

[Sample Statement] Comment: 31-3

It also has an economic impact by limiting our access to fire wood cutting.[...]In these tough economical times we have to cut expenses where ever we can. We choose to cut firewood and use the firewood for heat as one of these cost savings. The new restrictions will force us out of the woods by not allowing us to access the firewood that we have in the past.

(Individual)

[Sample Statement] Comment: 454-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I am an ex logger in Halfway Oregon, I had to look for work in other states to provide for my family since the collapse of the logging industry several years ago. I travel for work in order to keep my children in a small town school and on my days off in the summer months I have to get fire wood to heat my house during the winter months Our only source of heat is wood and if you close the many roads you are trying to close I fear that I will not be able to fill my wood order to keep my family warm. We cannot afford to install a different type of heat source and if I cannot get the wood I need to keep my family warm then they will freeze in the winter.

(Individual)

[Sample Statement] Comment: 17-4

We are retired and on fixed income and require a woodcutting permit to supplement our heating needs. We require access to areas only accessible by vehicle. I believe causing limited access for woodcutting is outside the scope of your plan and exceeds your authority. Your plans lack of access to Travel in the Wallowa-Whitman Forest would gravely harm us financially.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 3-2

The decision to close the following roads affects me for the following reasons: fuel wood access which is done which is close to my home thus reducing my carbon foot from gasoline, also time to gather, cost from purchasing other carbon fuels!

I also fish, watch and photograph wildlife! Gather mushrooms and wild berries and other wild foods!

(Individual)

[Sample Statement] Comment: 30-3

My home is heated by wood. My wife and I like to take a ride in the forest enjoying the sites and looking for wood. I also buy wood from local woodcutters. Your policy of gathering wood, park, camp, etc within 300ft of an open road surprises me that the Forest Service would even consider this plan based on sound forest management. This rule would do several things: #1 create erosion of roadways. #2 encourage taking green trees after the snags are gone. #3 Drive up the price of wood. #4 Create unreasonable hardship and expense on everyone that uses wood for heat. #5 Encourage catastrophic forest fires, since snags and logs would accumulate over time creating matchsticks on hot July days. Just look at the lodge pole forests on the northern side of the Elkhorns in the wilderness area today.

(Individual)

[Sample Statement] Comment: 241-9

Firewood gathering – thousands of tons of firewood gathered every year, which reduces fuel for wildfires.

(Individual)

Comment: 67-1

First and foremost the fact that I must write this letter at all is a grave offense. I have served to protect my country as others are doing today; and to think that I and they may no longer be able to use the forests as we have for generations is an outrage and a disservice by the government which exists to serve not deny!

If my access to the forest for woodcutting is restricted to no more than 300 ft. off the road; and the road access cut back, we will not be able to obtain the firewood we use to heat our home.

I do not understand how you can restrict access to the property we, as citizens, own. I wish you would explain to me how you have this right. A response is expected.

(Individual)

Comment: 160-1

The closing of the roads in the Wallowa-Whitman National Forest is going to put a hardship on my family and me. We have been using the forest for posts for our ranch and the wood we burn to keep warm which has been harder to get all the time. With the road closure it is going to make it almost impossible to get any wood.

(Multiple Use or Land Rights Organization)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 171-3

My only source of heat is wood, which my family and friends help me gather. With these restrictions in effect, I would have a real hard time getting in my wood. Especially if there is a 300 ft cutting boundary from the main road.

(Individual)

Comment: 186-1

My home is heated by wood. If I have to add oil or electricity it will take money from my S.S. can not afford any extra bills.

(Individual)

Comment: 193-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1) We along with several others heat our home with firewood, this plan will make it almost impossible to get to suitable wood cutting locations.

(Individual)

Comment: 397-6

The individual will have to travel hundreds of extra miles to be able to: #1. Get firewood to heat their homes. Many older people in these areas use oil to heat their homes and at \$4.00 or more a gallon they have to use some wood heat to help keep the cost down, or freeze.

(Individual)

Comment: 450-6

The closure would negatively impact my ability to gather fire wood for my personal use and financially from selling fire wood.

(Individual)

Comment: 468-2

A lot of people in our area heat with wood or supplement their heat with wood. It's already hard enough to find good legal wood as is. The cost of heating is rising all the time. Heating oil is \$4.06 per gallon (Blacks Oil, Baker City). Electricity is \$.0682 per kilowatt/hr, Idaho Power. Propane is \$2.29 per gallon, Staub Propane La Grande. At these prices it cost at least \$100/month to heat a house in the winter (most are much more). It cost me \$50.00 a cord to cut my own wood. I already have my own pickup and chain saw. We use a cord a month in the winter plus its good exercise.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 482-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

My husband and I are in our 70's and cut four cords of firewood a year. There are many of us that cut firewood and we use this as a main source of heat during the cold months, including many seniors. It would be impossible to comply with your 300 ft. requirements and still maintain the freedom to cut wood. There aren't any dead trees that can be cut within the 300 ft. rule on the roads you want to remain open. This dead wood would then become a dangerous fuel for forest fires. I often cut wood in Area 10 and would be restricted to do so.

(Individual)

Comment: 483-1

I believe that the road closure would be in violation of Government Regulations Section 1508.8 because there are both direct and indirect effects of implementing the road closure. One of the effects that are both direct and indirect are closing the forests off to the wood cutters. People who harvest wood in the forest are doing so for one of the following reasons, to heat their homes or to sell the wood for income. There are already a lot of regulations as to what kind of wood they can harvest, type and size and they as well must buy wood permits. The effect of closing the roads would mean that people will no longer be cutting wood which would cut into the Forest Service's revenue as well as be detrimental to the economy of the wood cutter at a time when economic hardship is already present.

The above reason affects our people and the economy directly now. An indirect issue is the management of the forest itself. Wood cutters help "clean up" the woods by cutting dead timber. Dead timber is good fodder for forest fires and by eliminating it there is less fast burning materials to get a fire going quickly. This impacts the environment for both animals and plants and woodcutting impacts it in a positive way. Road closure would make it more likely that the forest would become overgrown and "Uttered" with down trees. I'm sure the Forest Service does not have the funds to make sure that the dead timber gets removed from the forest since the logging industry has also been downsized to almost nonexistent in Eastern Oregon due to environmental rulings.

(Individual)

Comment: 502-1

My ability to access Forest Service lands for the purpose of harvesting trees, mostly all dead, not only for firewood, but also for posts and poles for use in building and maintaining and building fences and other structures on my property. I also, in the future, need access to find some lumber trees that I can buy from the Forest Service, to have sawn into lumber for some needed repair work on my bam. These things are very important to me because my average yearly income is below the poverty level and I could not afford to keep my home warm or do the necessary work on my property if I had to buy all of the materials in the store.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 567-1

The USFS ruling on closing roads in the forest in Halfway put a real hardship on seniors getting firewood. A large percentage of us in Halfway use wood for heat. I guess if you live in the city you don't worry about things like firewood and hunting.

(Individual)

Comment: 596-13

The USFS has failed to take a hard look at Sec. 1508.25 at the cumulative impacts of the roads closures.[...]By closing so many of our roads it limits the resources such as fire wood. Causing more financial drain on people who rely on fire wood for heat

(Individual)

Comment: 646-2

I'm a senior citizen who still cuts firewood for my winter fuel. As time goes by it is more difficult to find and we must drive further each year. Only in remote parts of the forest can it still be found. Closing those remote roads will make it much more difficult to gather the needed fuel. Fossil fuels are already ridiculously expensive and rising. I do not relish buying oil heat or propane. I've lived here all my life and know most all the roads. I used to hunt but no longer because of the lottery method of buying a buck tag. I urge you to reconsider your decision to close so many miles of our local roads.

(Individual)

Comment: 670-8

In other places that we are not allowed, fuels will be excessive and forest fires, ramped which will cause a loss in other precious commodities and wildlife.

(Individual)

Comment: 677-10

These roads are essential to me and my family for the legal gathering of firewood, and closing them will greatly limit our ability to heat our homes as firewood is our only heat source. The above mentioned roads have also been used by me and my family for generations for the legal hunting of big game, the legal harvesting of mushrooms and berries, and other responsible recreational activities.

(Individual)

Comment: 18-3

I live in Halfway, Oregon which is in the Pine Creek drainage area and I have depended on the Willowa-Whitman National Forest (VWVNF) to provide my household with food, firewood and recreational opportunities for myself and my family. I know many, if not all, of my neighbors, friends and acquaintances also depend on the VWVNF to sustain their manor of lifestyle which they have been accustomed to for generations. Closing more roads will cause a hardship to me and this community, which is already economically stressed.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 32-3

It also has an economic impact by limiting our access to fire wood cutting.[...]In these tough economical times we have to cut expenses where ever we .can. We choose to cut firewood and use the firewood for heat as one of these cost savings. The new restrictions will force us out of the woods by not allowing us to access the firewood that we have in the past.

(Individual)

Comment: 175-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons[...]Closing these roads will greatly affect my ability to get firewood which I need and use to heat my home.

(Individual)

Comment: 194-1

We along with several others heat our home with firewood, this plan will make it almost impossible to get to suitable wood cutting locations.

(Individual)

Comment: 335-1

[I] want to know the Road Closure and Fire Wood take under the new management proposal for the NE part of the State in the Wallowa-Whitman forest area, for the Chessnemus unit. I would like to know before we apply for Elk tags for this unit. What will the Camping and Travel roads, and will we be able to take fire wood from beyond the 300 feet off road area?

(Individual)

Comment: 395-3

The Forest Service's decision to close the roads and stop cross-country travel also directly affects me and my family economically. We will no longer be able to cut the firewood we need to heat our home and shop during winter XXXXXXXXXXXXXXX CUT OFF most cases, no accessible or legal firewood. We rely on this firewood to keep our home warm during the winter. We also rely on it to heat our shop. Firewood is the only source of heat in our shop. We use our shop to build projects for our contracting business. If we have to use another type of heat for our home and shop it would be very costly, to the point of not being able to afford it. It would also be very expensive to purchase another type of furnace for our shop. The indirect effects of not being able to heat our home and shop with wood in the future would be financially devastating to me and my family.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 396-3

The direct economic effect these road closures and stopping cross-country travel will have on myself and my family is that we will no longer be able to cut firewood. The few roads left open by the Forest Service have very limited, and in some cases, no firewood which is accessible or legal to take. Our home and shop are heated with wood during the winter. Wood is the only source of heat in our shop, which we use for business purposes. We spend much of our time during the winter in our shop building things for our contracting business. If we are not able to burn wood for heat in our shop, we will have to purchase another type of heat source for our shop which would be very expensive.

Indirectly, in the future, the effects of not being able to heat our home and shop with wood would be financially devastating to myself and my family.

(Individual)

Comment: 420-2

The forest Service has restricted firewood cutting to such a point that it is hard to find the exact tree which is perishable to cut, now you restrict the amount of area that may be cut. It's getting almost impossible to find any trees to cut. But I guess that is what you are after.

(Individual)

Comment: 466-3

REMAND REQUEST #2 The USFS acted arbitrarily and capriciously in their decision to close more than 67% of the roads on the Wallowa-Whitman Forest. The quality of my human environment guaranteed under 1502.2 (f) will be directly impacted unless these road closures are overturned. The National Forest failed to take a hard look at the economic affect on the families in Eastern Oregon.

We have relied on wood to heat our home for over forty years. I am 63 years old and my husband is 66. We cut wood near our home. Because of the high price of heating oil, we rely on the wood heat. Many of the roads will be closed that we traditionally traveled on to cut wood. If we can no longer travel more than 300 feet off the road, our wood cutting will be VERY limited.

(Individual)

Comment: 567-2

The USFS ruling on closing roads in the forest in Halfway put a real hardship on seniors getting firewood. A large percentage of us in Halfway use wood for heat. I guess if you live in the city you don't worry about things like firewood and hunting.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 634-2

The economic issue will impact all these 3 counties more than anyone in the Willamette Corridor can imagine. A large percentage, probably 35-40%, of the people still cut firewood for heating. The homes that use wood heat are not low income junk shacks. These are expensive homes and the people choose to heat with wood because wood heat is so much warmer and they use propane back up. There people are not ????. They are professional people or ranchers. We are not a bunch of rednecks in this beautiful area.

No to sound negative, however, frustration may lead to that. The firewood then is an economical need but highly recreational.

I am a huckleberry lover and having certain roads closed will curtail our berry outings. It is very popular in the area in the social, economic, cultural arena. They are truly part of local culture.

(Individual)

Comment: 657-1

The Forest Service failed to take a hard look at the fact that the rural communities have a growing aging population that depends on National Forests for firewood for home heating. Sec. 1508-8A.

(Individual)

Comment: 677-8

The planned closures will drastically affect the lives of many families, including mine. As rural residents of Union County, firewood is our ONLY source of heat. We've legally and lawfully cut wood for 35 years in Union County, purchasing multiple Firewood Permits each year.

a. There already exist many regulations regarding firewood cutting, regulations we strive to adhere to; these existing regulations adequately protect streams, rivers, roads, and the environment as a whole.

b. There is LITTLE OR NO quality firewood to be had near main Forest Service roads. Main roads were cleared of quality firewood such as Western Larch, Lodge-poll Pine, and Red Fir, years ago. People who live in Eastern Oregon understand this reality.

c. The "unmaintained" roads targeted for closure are easily accessible by most pickups, in two wheel drive. These roads are ESSENTIAL to my family's collection of firewood.

(Individual)

Comment: 184-1

My wife and I are very concerned about all these road closures in our national forest. We have already paid for these roads to go cut winter fire wood.[...]According to the proposed map you cannot get to some of the authorized roads. We would appreciate a little more thought be given to this situation.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 192-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1) We along with several others heat our home with firewood, this plan will make it almost impossible to get to suitable wood cutting locations.

(Individual)

Comment: 219-13

We are watching the Forest Service burn logs four feet in diameter and 100 feet long. They have burned thousands of such logs worth a cumulative value ranging into billions of dollars. It is asinine of the Forest Service to close roads to such trees then set fire to them and burn them up.

While this is going on in the Wallowa Whitman Forests, I am forced to pay a high price for gasoline and drive a long distance to another forest to get my wood for home heating. This is a terrible hardship and unnecessary when the wood would be here if it was not going up in a smoke that makes me choke for breath. And the smoke from prescribed fires is NOT "insignificant."

We need road access to prescribe burn area~ where thousands of acres of good trees are being killed. This wood could be salvaged, especially those becoming forest insect incubators.

Every timber sale should be left with open roads until the good wood for home heating can be removed by woodcutters. I repeat, the usable wood that is wasted has a value of billions of dollars when considering the total waste that is going on.

Forcing woodcutters to become gardeners is not right. On one occasion the Forest Service asked an elderly man with a heart transplant to fill a stock truck with twigs two to three inches in diameter. Frequently woodcutters have been led to downed thickets, pole sized trees, criss crossed and piled high where it was impossible to salvage any kind of wood without weeks of work. Woodcutters should be free to find something to cut, cut it and get out of there.

Twenty years ago the Forest Service used woodcutters to help clean up the forest. Both parties profited. Woodcutters got wood, the Forest Service got rid of excess fuel on the Forest floor.

(Individual)

Comment: 225-4

I will not be able to get cut wood for my heat. There are a lot of people in Union County that use wood for heat; where are they going to get it?

(Individual)

Comment: 239-2

Our only source of heat is wood and I help my husband get it. If you close all these roads it will greatly impact our hauling wood, especially with the 300ft. restriction off the main roads.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 407-6

The individual will have to travel hundreds of extra miles to be able to:

1. Get firewood to heat their homes. Many older people in these areas use oil to heat their homes and at \$4.00 or more a gallon they have to use some wood heat to help keep the cost down, or freeze.

(Individual)

Comment: 516-1

Wood Cutting: Pine Valley is an economically poor area. Consequently, much of the population of Pine Valley cut their own or buy wood from local wood cutters, such as myself, to heat their homes because it is economical and has always been readily accessible. Many of these people are elderly and have no other heat source and/or cannot afford to pay for propane, electricity, or oil. Closing roads will dramatically limit the areas of wood cutting. In addition, wood cutters help clean up the forests in these areas which helps decrease fuel for forest fires.

(Individual)

Comment: 542-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons[...]won't be able to cut wood like I do now. I'm self-reliant and choose to stay that way. The National Forest belongs to the people, not the select few that want to keep us out!

(Individual)

Comment: 586-4

USC 1508.8 again mandates taking a look at effects of actions.

I recently talked with a high ranking forest official, recently retired, and he said it might be time to start looking at cutting green wood for fire wood. It makes sense. As I mentioned before I thinned timber for 3 years commercially on the forest. I could see a time when wood cutters might be used to thin out stagnant stands while getting their wood in. The closure of many roads would have a detrimental effect of trying to implement more forward looking policies.

(Individual)

Comment: 593-6

The remaining open roads would be heavily travelled and the traffic volume could become a safety issue for people simply enjoying the outdoors. Firewood cutting areas would see huge pressure and the availability would diminish greatly.[...]This plan will significantly affect my ability to find firewood to heat my home.

(Individual)

Comment: 607-4

Indirectly, this will cut families throats for firewood gathering. These people are poverty level and they need this wood to survive. To warm their houses or provide income for selling the wood.[...]I can see neighbor going against neighbor fighting for space to cut firewood, gather mushrooms, pick berries and recreate In general.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 623-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]Impacts on me and local communities must be considered under 40 USC Sec. 1508.8.

I have used these roads for many years for cutting my wood for home heat. This will have major impact on my finances.

(Individual)

Comment: 659-3

Firewood is what we heat our home with because they are on fixed incomes, wood is cheaper to burn for these long winters. Having to travel long distances to cut wood would cut into their budget. Since they live in the woods the wood source is local and we help the forest by clearing roads also cutting down snags.

(Individual)

Comment: 663-3

You have indirectly affected my family budget by limiting our ability to supply firewood to heat our home which we have solely relied on for many years. Like it or not, you rely on us and many other firewood cutters to help thin the forests. This in turn, helps control wildfires and diseased trees from insects, helping maintain a healthy forest.

(Individual)

Comment: 166-2

I need to be able to use all these roads to cut my wood to heat my house and all the wood is gone over 300 feet and so I need to be able to travel all the roads

(Individual)

Comment: 168-1

The forest service failed to look at the harm it will do to my family by closing the forest down. I need wood to heat my home – only heat source. I am 75 years old – wife 70 we need our four wheeler to get to mushroom and berry and our wood.

(Individual)

Comment: 176-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulation, Section 500.2 (d), (e), and (f) Section, as your Agency did not consider the direct impact in that I am personally affected "socially and "culturally" by these road closures. I personally enjoy riding on these roads to be closed. We spend a lot of our spring, summer and fall in these mountains, I am not someone who lives in a town and only visits on the weekend, I live in these mountains, about seven miles from the Baker/Graut Co. line, in Graut Co., but have a cabin on Greenhorn, so we are also property owners on the Wallowa-Whitman. We are affected culturally because we depend on this area for our fire wood. We cut a lot of our wood in the area.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 219-12

The Forest Service did not take a hard look at the serious need for providing access to wood for residents that rely on wood for home heating. This should be considered on a level of human survival. I am totally dependent on wood for home heating. Without it I could not survive, physically or financially. In this rural area there are a great many of us. With prices of fuel increasing, the reliance on wood as a supplement is rising.

The Forest Service is incredibly unfair and unreasonable to us who depend on wood. Nearly every log tree that falls is Prescribed burned on site. No one is given a chance to salvage anything. Competition prevents anyone from finding a tree within 300 feet of a road.

(Individual)

Comment: 451-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I'm a 65 year old, retired. We rely on firewood to heat our home and this plan of closing roads will greatly decrease our ability to find firewood. It becomes more and more difficult as you put all firewood users into smaller areas. Not all dead trees make good firewood, if you don't gather firewood you might not know who limited it is. Maybe you could keep the road open after they are dry in late spring so they don't get torn up.

(Individual)

Comment: 476-2

I request the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons[...]I also rely on the national forest to heat my home. Fire wood is already hard to come by. With 6200 miles of road being closed it will be impossible to get fire wood, for there will be more people competing for fire wood in a much smaller area. I have no other means of heating my home.[...]NEPA regulations 1508.14. The forest service failed to take a hard look at the effects on the human environment by shutting off 6200 miles of public roads. It is a tradition of mine every year to go deer and elk hunting in Wallowa County in the sled springs and minam units. I have been doing this since I was 12 and still look forward every year of going hunting and spending quality time with my dad and the rest of family. It will be almost impossible for me to do this with the many road closures being projected for that region. Plus that is also an area where I regularly get fire wood, and that will also come to an abrupt stop.

NEPA regulations 1508.25. The forest service failed to take a hard look at the scope of the accumulative actions this would have by implementing this many road closures. If that much area is cut off to the public for logging, wood cutting, hunting, and camping it will put everybody into a much smaller area to do those kinds of activities putting a severe strain on the land, timber, roads, and environment that left in just the 3000 miles remaining roads.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 484-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons: My wife and I are in our 70's and cut four cords of firewood a year. There are many of us that cut firewood and we use this as a main source of heat during the cold months, including many seniors. It would be impossible to comply with your 300 ft. requirements and still maintain the freedom to cut wood. There aren't any dead trees that can be cut within the 300 ft. rule on the roads you want to remain open. This dead wood would then become a dangerous fuel for forest fires. I often cut wood in Area 10 and would be restricted to do so.

(Individual)

Comment: 512-6

6. The planned closures will drastically affect the lives of many families, including mine. Although I currently live in Western Oregon, I return each summer to help my family gather firewood. For some in my family, this is the only source of home heating. We have legally and lawfully cut wood for 35 years in Union County, purchasing multiple Firewood Permits each year.

a. There already exist many regulations regarding firewood cutting, regulations we strive to adhere to; these existing regulations adequately protect streams, rivers, roads, and the environment as a whole.

b. There is LITTLE OR NO quality firewood to be had near main Forest Service roads. Main roads were cleared of quality firewood such as Western Larch, Lodge-poll Pine, and Red Fir, years ago. People who live in Eastern Oregon understand this reality.

c. The "unmaintained" roads targeted for closure are easily accessible by most pickups, in two-wheel drive. These roads are ESSENTIAL to my family's collection of firewood.

(Individual)

Comment: 534-4

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]What about the people who use the forest to get firewood as a main or supplemental source for heating? With the rapid cost increase of other heating fuels such as propane or oil, many could not financially afford to heat without firewood.

What about the people who use the forest to make a living, as a primary or supplemental source of income? Those who get firewood or fencepoles; those who pick mushrooms or huckleberries. Have these people been taken into consideration?

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 568-1

I feel the Forest Service failed to take a hard look at the effect it will have on senior citizens and their interests. As a senior citizen we use wood to heat our home and have been having a difficult time in recent years securing our wood supply, due to the many rules that have been implemented by your agency.

We also enjoy our travels to the mountains viewing the many species of wildlife, picking mushrooms & berries with our grandchildren.

(Individual)

Comment: 580-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

1. As a citizen with standing on this Wallowa-Whitman Forest Travel Management Plan, I believe the Forest Service failed to take a hard look at how the importance of all of the trails that are being proposed to close in Union County, would affect woodcutting in general and specifically my ability to harvest firewood in many areas that I have gathered from in the past to heat our home. Wood heat is our primary source of heat in this cold winter climate and has been for over 25 years. It would create an economic hardship on our family to have to switch to another form of heat just because we are not able to have access to a steady of supply of firewood on Forest Service land. Wood gathering regulations have already increased making it harder and harder to find wood. This Travel Management plan will make it next to impossible[...]because the Forest Service is no longer allowing any cross country travel, this will shut down the wood cutting roads in West Union County to access firewood supply in Fiddler's Hell and other areas. This would force a person to pack firewood long distances and this would not be physically reasonable. Another area I traditionally gather wood is in the East Union County/Catherine Creek area. Under the proposed plan, I would be unable to access side roads in this area to get wood. As stated already, this restricts access to firewood to such an extent that it would no longer be economically feasible to heat our home with firewood.

(Individual)

Comment: 594-2

The indirect effect of the USFS' decision to close these roads will eventually affect next generations in my family. How will my grandchildren know what I know out in the forest for hunting and gathering? How will they be able to pass on our traditions? They won't if this plan is implemented. [...]I feel that my hunting grounds will be limited and overcrowded, more than they already are. Firewood is already scarce, finding it 300 feet off the right of way is impossible.

(Individual)

Comment: 599-5

Firewood will be nonexistent in a matter of several years because access to many areas will be limited.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 611-8

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]Firewood cutting areas would be devastated in the areas of travel and the fuel left in the areas that cannot be accessed would become over fueled with dead wood that if a fire did start in the forest (as you well know) it would burn so hot we would not have a forest to enjoy for generations to come. Unfortunately there are several reminders of this very scenario in the Wilderness areas of the WWNF.

(Individual)

Comment: 718-2

I heat my home and shop with wood along with a large number of the residents in Baker County, These roads are important to me and my family.

(Individual)

Concern: 41:

The Forest Service should avoid reopening the NEPA process for the Travel Management Plan.

- Because the process has been consistent with NEPA, the Travel Management Rule, the ESA, and federal trust responsibilities to tribes, while providing reasonable public access.

Response:

[Sample Statement] Comment: 63-1

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) would like to convey to you our support for the March 15,2012 Record of Decision (ROD) adopting the Wallowa-Whitman National Forest Travel Management Plan (TMP). For the past five years, the CTUIR has actively participated in the National Environmental Policy Act (NEPA) process for the TMP, and has been working closely with the Forest Service to protect our treaty-reserved rights and resources for many decades. The CTUIR is concerned that the Forest Service might consider reopening the NEPA process in response to the strong public reaction the TMP has produced. We believe that the Forest Service's decision is consistent with its statutory obligations pursuant to the NEPA, the Travel Management Rule, and the Endangered Species Act (ESA), as well as the federal trust responsibility, while continuing to provide reasonable public access to the Wallowa-Whitman National Forest. The CTUIR understands the Forest Service has withdrawn the ROD primarily to address the public reaction that the TMP has produced and to ensure that the public is provided a thorough explanation of the Forest Service's decision. The CTUIR strongly believes this process should remain focused on explaining the decision prior to the reissuance of the March 15 ROD, as opposed to a reopening of the NEPA process and potential alterations to the TMP.

(American Indian Govt. Agency /Elected Official)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 44:

The Forest Service should reissue the Record of Decision and provide improved communication about the process and how public comments were used.

- To comply with NEPA and reduce public outcry

Response:

[Sample Statement] Comment: 63-5

The CTUIR believes the public outcry regarding the TMP is strongly related to the interval between the closure of the comment period on the draft EIS and the March 15 issuance of the final EIS, creating the appearance of a lack of public process. The appropriate response in such circumstances is for the Forest Service to explain how it met its NEPA obligation to provide public participation in the planning process and how it incorporated public comment. The appropriate means of recourse for members of the public who feel that the Forest Service has violated NEP A, or other relevant law is through the appeal process, not reinitiating the NEP A process.[...]The CTUIR urges the Forest Service to stand by the NEP A process and, following its efforts to inform the public of the nature of its decision and process whereby it arrived at that decision, to reissue the March 15, 2012 ROD adopting a final TMP for the Wallowa-Whitman National Forest.

(American Indian Govt. Agency /Elected Official)

Concern: 48:

Out of Scope, no clear comment, or other issue.

Response:

[Sample Statement] Comment: 219-14

I oppose the careless use of prescribed burning which has become a normal, destructive practice today.

The Forest Service has killed thousands of deer by setting fire to winter ranges at the forest boundary. Now they plan to use prescribed burning to take the place of roads used for fire fighting.

(Individual)

[Sample Statement] Comment: 260-1

Don't cover up mistakes with more of the same.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 453-2

http://www.youtube.com/watch_popup?v=JVAhr4hZDJE&vq=medium#t=19

(Individual)

Comment: 666-5

There will not be enough availability of resources in such a limited area.

(Individual)

Comment: 383-2

if you want to prevent the movement of elk, build a 12 foot high chain link fence, nothing else seems to work.

(Individual)

Comment: 129-1

I would have preferred to discuss this directly with Monica, but here goes, I have had three different people indicate that Monica lead people to believe that I have threatened Forest Service personnel. I recognize that the truth is somewhere in the middle, but, I am told there was some teleconference where she alluded to this. Let me say that a statement of concern over comments that others have made is not a threat. I am very concerned that the extreme nature of the proposed plan will result in innocent people getting hurt and I do not want that to happen. If indeed there was a reference to my threatening anyone, I am requesting a retraction. Given that this is not just one person's perception, there apparently needs to be a clarification. I have a good relationship with many of the forest service employees and it is not appropriate for my concern to be interpreted as threatening.

(Individual)

Comment: 438-1

I am Irene Gilbert and I did figure out that I have standing when I went to the meeting on Friday. Thank you for getting back to me.

(Individual)

Comment: 241-2

Protecting fish, 98% of the creeks and rivers have no endangered or threatened fish, 1/2 of the creeks and rivers run to reservoirs, such as Phillips Res. Where there is 98% trash or predator fish, that the fish & wildlife are trying to remove or poison.

(Individual)

Comment: 647-8

In Chapter 3 of the 1990 Forest Plan, under "Recreation Diversity", the 1990 EIS states, "there is a possibility of satisfying some of the unmet demand for semi-primitive motorized recreation by closing roads to conventional vehicles in these (roaded natural) areas . However, in most instances, the surplus of roaded capacity will not take the place of shortages in more primitive settings". The Plan recognized the public's need for motorized access to beautiful, primitive Forest settings, and recognized the importance of our customs and practices. The TMP denies us our heritage.

(Individual)

Response To Comment Report

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5/6/2013 5:58:39 PM

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 49:

The Forest Service should acknowledge that the Travel Management Plan constitutes a significant amendment to the Forest Plan.

- As defined by the NEPA Handbook
- Because closing a large portion of the forest to vehicular traffic is a significant change
- Because problems with road densities in the 1990 Forest Plan are not a sufficient reason for avoiding a significant amendment
- Because closing large areas of the forest to cross-country travel is a significant change
- Because the changes would create inconsistencies in the Forest Plan

Response:

[Sample Statement] Comment: 219-1

First: this Transportation Management Plan is a very significant change to the 1990's Forest Plan. The TMP is not an "insignificant amendment" It is significant as defined in the NEPA handbook under 1926.52. Over the last 100 years the lands inside the Wallowa and Whitman National Forests have been part of this area's infrastructure with the bulk of the area's economy based on the natural resource use within these boundaries. As proposed this TMP is life-changing to thousands living here. Remand Request #1.

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 447-10

This TMP and amendment to the 1990 Forest Plan is not compliant with laws and rules, because significant amendments require amending the direction in the master plan to manage the forest.

The 1990 Forest Plan did address the entire transportation system, if there was no resource damage occurring than cross-country travel could continue in those areas. The focus was more on, on-site specific problems when they occur. Also the 1990 Plan did address road densities and prescribed requirements in management and in the standards and guidelines to reflect the density of roads that each designated area needed as planned; some excerpts are: "the Wallowa-Whitman developed a general guideline in the late 1970s which was aimed at managing for an open road density of no more than 2.5 miles per square mile in roaded areas of the Forest' (p. 17 1990 Forest Plan): Where current density exceeds this amount, it is intended that the desired density will usually be achieved over time as roads are closed following future timber harvests. (p.3-2 1990 Forest Plan): The use of the transportation system on winter ranges is restricted so that only 1.5 miles of road per square mile are open to motorized use during the winter months. In areas where undeveloped dispersed recreation is emphasized, road density is maintained at current levels (p. 4-10 1990 Forest Plan).

The 1990 Forest Plan is replete with road density concerns, here is another: Meet the specific open-road density guidelines found in the direction for individual management areas unless a specific exception is determined, through the Forest Service NEPA process, to be needed to meet management objectives (p. 4-35 1990 Forest Plan). If the current road densities do not meet what is required, the Forest Plan cannot be faulted or changed by amending the plan with the 2012 TMP to close over half of the available roads, because this would be a dramatic and significant amendment to the 1990 Forest Plan and its objectives.

It would be the fault of Forest Service personnel if the guidelines were not followed leaving open road densities beyond an adequate road system and now requiring over half of the roads to be closed. Any problems with road densities cannot be a reason to finalize a significant amendment to the 1990 Forest Plan, since its requirement for road densities are well within normal requirements and my acceptance and the acceptance of many other citizens.

Significant amendments to management plans are "[c]hanges that may have an important effect on the entire land management plan ... follow the same procedures as are required for developing and approving the land management plan (See sections 219.10(f) and 219.12 of the planning regulations in effect before November 9,2000 ..." (FSM 1926.52 (2)).

The 2012 TMP changes the direction of the entire plan from access friendly, where resource damage is not occurring to only travel roads that are designated for motor vehicle travel; and by removing over half of the available roads across the entire forest currently used for motor vehicle travel, is more than a significant change.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 647-2

APPEAL POINT #2: THE AMENDMENT TO THE 1990 FOREST PLAN IN THE TWO RECREATION SECTIONS OF THE PLAN MAKES THESE SECTIONS INCONSISTENT WITH THE PLAN

The Federal Register Notice and TMP state that "the Wallowa-Whitman National Forest Plan will be amended to include changes to the two sections outlined below: Section 1 Transportation System Standard Section 2 Recreational Standard".

Changing the words in these two sections place these two sections in conflict with the rest of the land management plan, and these changes "have an important effect on the entire land management plan", because of the inconsistency. The TMP is a significant amendment to the Plan, and it affects the whole plan.

The 1990 Forest Plan is motorized vehicle user friendly, and encourages motorized access throughout the forest. Chapter 2 of the 1990 Forest Plan begins by describing the management situation for recreation as "... concentrated in the late spring, summer and fall when most of the Forest is accessible by wheeled vehicle ... " The Plan states, " the transportation system, with 9300 miles of road (7,000 open roads) will be "satisfactory for serving most future management scenarios". The Forest Plan states, "a full range of recreation opportunities will be provided". In Chapter 3, the transportation system heads the list of "issues, concerns and opportunities". The Plan responds to the controversy over road closures by "providing a variety of conditions, some of which should satisfy every Forest visitor". The goal in managing the transportation system in the 1990 Forest Plan is, "provide safe, efficient, environmentally sound access for the movement of people and materials involved in the use and management of the National Forest lands". The new TMP does not embrace these goals.

The 1990 Forest Plan encourages use of roads, and states, "where actual use densities exceed desirable levels ... encourage use in other areas". The TMP, in contrast, discourages use of roads everywhere within the Forest, and is not consistent with the direction in the Forest Plan.

APPEAL POINT #2: RELIEF REQUESTED

Remand the decision for the Wallowa-Whitman Travel Management Plan. It is a significant amendment to the 1990 Forest Plan. A supplemental Forest Plan EIS or a revision to the Forest Plan is necessary before the Travel Management Plan can be adopted. The 1990 Forest Plan must be revised and every reference to recreation, transportation, roads, travel and associated activities must also be rewritten so that the TMP can be consistent. The Forest transportation system, travel management and use of Forest roads are all integral parts of the 1990 Forest Plan, not just for recreation, but for all uses of the Forest. Simply changing these two sections of the 1990 Forest Plan actually makes the situation worse, since the remainder of the 1990 Plan contradicts the new sections.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 660-2

In the Record of Decision (ROD), page 3, it describes that there are 1.3 million acres "included in the project area." Then, in "Rational for Decision", page 13, it states: "This decision amends the 1990 WWNF Land and Resource Management Plan to reflect direction from the Travel Management Regulations (2005) ... " "In summary, this decision designates a ... total of approximately 4,300 miles is available for public motor vehicle use ... "

In Table I, of the ROD, it shows the total miles of "available/designated motor vehicle routes (roads and trails)" under the no action alternative 1, which is 6, 961 miles of roads. Under the chosen Alternative 5 Modified, it shows 3, 209 miles of roads available. This leaves the closing of 3,752 miles of roads, which is over half of the roads currently available for access to the 1.3 million acres of National Forest and it does not include the Hells Canyon National Recreation Area, wilderness areas, two municipal watersheds and several named areas. Total managed area, some not included is 2.4 million acres of National Forest.

There is no way that closing over half of the roads under this travel plan can be considered "insignificant" but is a major Federal action as defined under 40 CFR 1508.18 specially since there is already about a million acres where motorized travel does not occur as it is mostly withdrawn from motorized vehicle travel. Also, this will cause an increase in vehicle use on fewer roads, making the experience less enjoyable for the motorist and increasing environmental concerns on the impacted roads that are open on a traditionally accessed forest and subject to the access friendly 1990 Forest Plan, which included the "human environment" correctly balanced against any resource damage.

(Individual)

[Sample Statement] Comment: 660-7

Significant amendments to management plans are "[c]hanges that may have an important effect on the entire land management plan ... follow the same procedures as are required for developing and approving the land management plan (See sections 219.10(f) and 219.12 of the planning regulations in effect before November 9, 2000 ... " (FSM 1926.52 (2)).

The 2012 TMP changes the direction of the entire plan from access friendly, where resource damage is not occurring to only travel roads that are designated for motor vehicle travel; and by removing over half of the available roads across the entire forest currently used for motor vehicle travel, is more than a significant change and again may be exposing the Forest Service for takings law suits.

The decision could have chosen to comply with the 2005 rule by producing an atlas of the roads that are designated open and apply to this atlas the data and resource objectives that are governed by the management plan, however, by closing all areas to cross-country travel except in designated areas is a significant change in the entire plan objective. 1bis 2012 TMP does not meet the requirements of NEPA or the Forest Service Manual policy and much less, the specific statutory policy for multiple uses.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 220-15

Page 13 of the record of decision makes the following statement: This is amendment 43 to the forest plan. Analysis of this amendment (FEIS pages 351-354) indicates that the impact of potential change on these acres is imperceptible when compared to the total goods and services estimated to be provided by the forest plan over the long term. Therefore this amendment is considered non-significant.

This statement is not only arbitrary and capricious, it is arrogant and deliberately deceptive! Closing 90% of the remaining open area of the forest to vehicular traffic is significant to the people who wish to gather firewood, hike in specific areas, or search for berries and mushrooms! Having to walk miles further to get to favorite areas is significant! Total loss of access to 90% of the remaining forest by those without both the time and physical vigor to hike to those favorite areas is significant! Loss of precious time when attempting to put out a forest fire because the roads are tank trapped is significant!

(Individual)

[Sample Statement] Comment: 660-11

The Forest Service could have eliminated many misunderstandings and resulting hard feelings that this long in development, 2012 TMP has created in users such as I and other citizens. Which brings to head another point, if this TMP was insignificant, why has it not taken a hard look at the appropriate laws and has taken 7 years to develop with the associated EIS? It is surely a significant amendment to the 1990 Forest Plan resulting in a significant change of multiple use of the land and as such must be remanded on this alone.[...]The Forest Service failed to take a hard look at the significance of this action as required under 40 USC 1508.27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service to remand the decision and complete the land use plan first than analyze as required under NEPA regulations an appropriate road system.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 685-6

Under 1502.9, NEPA states that agencies "shall prepare supplements to either draft or final environmental impact statements if: (i) the agency makes substantial changes in the proposed action that are relevant to environmental concerns (ii) there are significant new circumstances or information relevant to environmental concern". In developing and obtaining approval of the amendment for significant change to the land management plan, follow the same procedures as are required for developing and approving the land management plan. (See sections 219.10(1) and 219.12 of the planning regulations in effect before November 9, 2000 (36 CFR parts 200 to 299, revised as of July 1, 2000)).

Regional Forester Connaughton, we ask that you require the Wallowa-Whitman National Forest to remand the TMP decision and go to work revising the Forest Plan. The Wallowa-Whitman Travel Management Plan will radically change the current Forest Plan direction of encouraging both use of forest roads, and non-resource impacting off-road use, and would have an "important effect on the entire land management plan". This change is not nonsignificant, and as a significant amendment, "documentation of a significant change, including the necessary analysis and evaluation should focus on the issues that have triggered the need for the change". The TMP decision is not legal and must be remanded.

We appreciate the opportunity to provide you this information and the basis for our appeal.

(Mining (locatable))

Comment: 220-10

On the Record of Decision Page 8 is the following statement:

C: Non significant forest plan amendment (Amendment 43)

The following sections of the forest plan will be amended by this decision to manage cross-country travel and meet the intent of the Travel Management Rule.

Section 1: ... effectively closes to vehicular travel to 90% of the remaining openly traveled forest. This is very significant., not Non-significant as claimed.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 447-6

In the Record of Decision (ROD), page 3, it describes that there are 1.3 million acres "included in the project area." Then, in "Rational for Decision", page 13, it states: "This decision amends the 1990 WWNF Land and Resource Management Plan to reflect direction from the Travel Management Regulations (2005) ... " "In summary, this decision designates a ... total of approximately 4,300 miles is available for public motor vehicle use ..."

In Table 1, of the ROD, it shows the total miles of "available/designated motor vehicle routes (roads and trails)" under the no action alternative 1, which is 6, 961 miles of roads. Under the chosen Alternative 5 Modified, it shows 3, 209 miles of roads available. This leaves the closing of 3,752 miles of roads, which is over half of the roads currently available for access to the 1.3 million acres of National Forest and it does not include the Hells Canyon National Recreation Area, wilderness areas, two municipal watersheds and several named areas. Total managed area, some not included is 2.4 million acres of National Forest.

There is no way that closing over half of the roads under this travel plan can be considered "insignificant". Especially since there is already about a million acres where motorized travel does not occur as it is mostly withdrawn from motorized vehicle travel. Also, this will cause an increase in vehicle use on less roads, making the experience less enjoyable for the motorist and increasing environmental concerns on the impacted roads that are open on a traditionally accessed forest and subject to the access friendly 1990 Forest Plan, which included the "human environment" correctly balanced against any resource damage.

I wrote, "traditionally", because historically, public access by members of the communities in this forest have thrived from harvesting food, wood fiber, minerals and agriculture; and more recently, recreation, because those who use to work in the forest, they and their families, never stopped using it or the majority of the roads. Closing over half of the roads will have a significant detrimental cumulative effect on the historic, cultural, economic, social use for me and for other citizens.¹ (See Background p. 4 FEIS, showing historical use)

[Footnote] 1: 140 CFR 1508 (b) The ROD may portray some beneficial effects to the forest; I believe that the FEIS and the ROD did not take a hard look at the "historic, cultural, economic, social" effects on the human environment that the 1990 WWFP provided within a balance of environmental needs.[...]The difference in the 1990 Forest Plan is that it requires some on the ground management, but the new direction of this TMP amendment shows much less management and more police action. Using these roads is part of the culture for local residence throughout this forest unit and many have been objecting to closing of these roads and areas for years, since the 2005 rule was promulgated, including me.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 647-1

APPEAL POINT #1: THE TMP IS NOT A NON-SIGNIFICANT AMENDMENT TO THE 1990 FOREST PLAN:

The Wallowa-Whitman Travel Management Plan is definitely not an "non-significant amendment" to the 1990 Wallowa-Whitman Resource Management Plan, since the closure of 4,000 roads to motorized access significantly affects a large portion of the planning area. In addition, almost the "entire land management plan" is affected; the effects are not just to recreation resources. Amendments that "may have an important effect on the entire land management plan" or those that "affect land and resources throughout a large portion of the planning area are actually significant amendments.

"Changes to the Land Management Plan That are Significant.

The following examples indicate circumstances that may cause a significant change to a land management plan:

2. Changes that may have an important effect on the entire land management plan or affect land and resources throughout a large portion of the planning area during the planning period. "

The TMP affects 13 million acres of the 2.3 million acre planning area. Most of the roads that are closed under the TMP have traditionally been used by all types of forest users, including miners, wood cutters, range permittees, hunters, campers and recreationists driving pick-ups and operating ATVs. The TMP closes at least half of all roads in the planning area, or a "large portion of the planning area and closure of this unprecedented number of roads results in a definite "important effect".

The current 1990 Wallowa-Whitman Land Management Plan states, "Additional road construction in unroaded areas, and the number of miles of roads that are open to unrestricted public use, have been identified as issues to be dealt with in the Forest Plan". The 1990 Forest Plan dealt with these issues in a positive manner, encouraging motorized access unless there was resource damage occurring. The new Travel Management Plan is 180 degrees from the current direction. This amendment is anything but a non-significant amendment.

APPEAL POINT #1: RELIEF REQUESTED

The Wallowa-Whitman should follow the direction in the 1990 Forest Plan which states, "Additional road construction in unroaded areas, and the number of miles of roads that are open to unrestricted public use, have been identified as issues to be dealt with in the Forest Plan". Remand the Wallowa-Whitman Travel Management Plan decision. It is a significant amendment to the 1990 Forest Plan. A supplemental Forest Plan EIS or a revision to the Forest Plan is necessary before the Travel Management Plan can be adopted. The solution is to rewrite the Forest Plan, and deal with the issues of number of miles of road through the Forest Plan process.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 647-5

APPEAL POINT #5: ADVERSE EFFECT TO HUMAN RESOURCES
THROUGHOUT A LARGE PORTION OF THE PLANNING AREA

The TMP represents a significant change in the Wallowa-Whitman direction, goals and objectives for using Forest roads and trails, as stated in the 1990 Forest Plan. The TMP would make significant changes in the public's ability to drive throughout "a large portion" of the Wallowa-Whitman Forest. Driving the roads and using the National Forest, not only for mining, but for exercise of water rights, for fencing, salting and monitoring cattle, and for hunting, wood cutting, cutting poles, camping, and timber sales is part of our heritage. Taking away the public's ability to access the forest for these pursuits represents important adverse effects to the human resources, both economically and spiritually, throughout a large portion of the planning area

(Individual)

Comment: 699-11

APPEAL POINT #1

According to NEPA under 1926.52 the TMP constitutes a significant amendment to the forest Plan. Changes to the TMP has an important effect on the entire land management plan or affect land and resources throughout a large portion of the planning area. The revision of the Wallowa Whitman 1990 Forest Plans, Travel Management amendment portion is "Significant In Affect" shutting down and closing thousands of miles of Forest roads adversely affecting the custom and culture of Baker, Union and Wallowa Counties. An amendment to the 1990 Forest Plan has to be "Non Significant. The Forest Service has the cart before the horse, The whole Forest Plan needs to be re-written, therefore it should be remanded as the TMP does not tier to the 1990 Forest Plan.

(Individual)

Comment: 401-2

I respectfully request that the decision on the Wallowa-Whitman Management Plan be remanded for the following reasons:

Appeal Point #1 The TMP is not a NON-SIGNIFICANT AMENDMENT to the 1990 FOREST PLAN.

The closing of over 4000 miles of roads to motorized access affects a large portion of the area. NEPA reg. 1926.52 TMP constitutes a significant amendment to Forest Pan.

TMP affects 1.3 million acres of 2.5 million acre planning area. A good portion of the roads are used including grazing; timber harvest, mining, wood cutting, hunting, picking huckleberries, mushrooming, and Christmas Tree harvest, recreating, and camping. This has important effect.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 543-7

The Travel Management Plan Proposed is NOT A NON-SIGNIFICANT AMENDMENT TO THE 1990 FOREST PLAN, since a significant portion of the planning area is affected. The Travel Management plan proposes to close at least half of all the roads in the planning area, resulting in a definite significant effect, contrary to the Forest Service own NEPA handbook under 1926.52, thus does not tier to the 1990 National Forest Service Plan.

The Forest Service is arbitrary and capricious in closing Wallowa- Whitman National Forest Roads without an adequate NEPA analysis; in the effect these closures will have a SIGNIFICANT Amendment to the 1990 Forest plan.

(Individual)

Comment: 564-4

APPEAL POINT #4

The Wallowa Whitman Forest has to remand the TMP decision. It is a significant amendment to the 1990 forest Plan. The Forest needs to do a complete Forest Plan EIS before the TMP can be implemented.

(Individual)

Comment: 699-12

APPEAL POINT #4

The Wallowa Whitman Forest has to remand the TMP decision. It is a significant amendment to the 1990 forest Plan. The Forest needs to do a complete Forest Plan EIS before the TMP can be implemented

(Individual)

Comment: 237-2

Amending of the Forest Plan. Changing present direction which is an open forest, to a closed forest. This is a significant change, I'm dismayed it could be considered anything else. Along with the proposed action, this would exclude approx 6,000 miles of roads to motorized use.

(Individual)

Comment: 447-15

The Forest Service could have eliminated many hard feelings that this long in development, 2012 TMP has created in users such as me and other citizens. Which brings to head another point, if this TMP was insignificant, why has it taken 7 years to develop with an BIS? It is surely a significant amendment to the 1990 Forest Plan and must be remanded.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 564-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

APPEAL POINT #1

According to NEPA under 1926.52 the 1MP constitutes a significant amendment to the forest Plan. Changes to the 1MP has an important effect on the entire land management plan or affect land and resources throughout a large portion of the planning area. The revision of the Wallowa Whitman 1990 Forest Plans, Travel Management amendment portion is "Significant in Affect" shutting down and closing thousands of miles of Forest roads adversely affecting the custom and culture of Baker, Union and Wallowa Counties. An amendment to the 1990 Forest Plan has to be "Non Significant. The Forest Service has the cart before the horse, the whole Forest Plan needs to be re-written, therefore it should be remanded as the 1MP does not tier to the 1990 Forest Plan.

(Individual)

Comment: 685-1

APPEAL POINT #1: THE TMP IS NOT A NON-SIGNIFICANT AMENDMENT TO THE 1990 FOREST PLAN:

The Wallowa-Whitman Travel Management Plan is definitely not a "non-significant amendment" to the 1990 Wallowa-Whitman Resource Management Plan, since the closure of 4,000 roads to motorized access significantly affects a large portion of the planning area.

According to the NEPA handbook under 1926.52 the TMP constitutes a significant amendment to the Forest Plan. "Changes to the Land Management Plan That are Significant.

The following examples indicate circumstances that may cause a significant change to a land management plan:

2. Changes that may have an important effect on the entire land management plan or affect land and resources throughout a large portion of the planning area during the planning period. "

The TMP affects 1.3 million acres of the 2.3 million acre planning area. Most of the roads that will be closed are currently used by all types of forest users, including miners driving pick-ups and operating ATVs. The TMP closes at least half of all roads in the planning area, or a "large portion of the planning area" and closure of this unprecedented number of roads results in a definite "important effect".

The current 1990 Land Management Plan states, "Additional road construction in unroaded areas, and the number of miles of roads that are open to unrestricted public use, have been identified as issues to be dealt with in the Forest Plan". The 1990 Forest Plan dealt with these issues in a positive manner, encouraging motorized access unless there was resource damage occurring. The new Travel Management Plan is 180 degrees from the current direction. This amendment is anything but a non-significant amendment.

The Federal Register Notice and TMP state that "the Wallowa-Whitman National Forest Plan will be amended to include changes to the two sections outlined below: ... Section 1 Transportation System Standard... Section 2 Recreational Standard".

Changing the words in these two sections place these two statements in conflict with the rest of the land management plan. The TMP is a significant amendment to the Plan, and it affects the whole plan. The 1990 Forest Plan must be revised and every reference to recreation, transportation,

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roads, travel and associated activities must also be rewritten so that the TMP can be consistent. The Forest transportation system, travel management and use of Forest roads are all integral parts of the 1990 Forest Plan, not just for recreation, but for all uses of the Forest. Simply changing these two sections of the 1990 Forest Plan actually makes the situation worse, since the remainder of the 1990 Plan contradicts the new sections.

The 1990 Forest Plan is motorized vehicle user friendly, and encourages motorized access throughout the forest. Chapter 2 of the 1990 Forest Plan begins by describing the management situation for recreation as "... concentrated in the late spring, summer and fall when most of the Forest is accessible by wheeled vehicle ... " The Plan states, " the transportation system, with 9300 miles of road (7,000 open roads) will be "satisfactory for serving most future management scenarios". The Forest Plan states, "a full range of recreation opportunities will be provided". In Chapter 3, the transportation system heads the list of "issues, concerns and opportunities". The Plan responds to the controversy over road closures by "providing a variety of conditions, some of which should satisfy every Forest visitor". The goal in managing the transportation system in the 1990 Forest Plan is, "provide safe, efficient, environmentally sound access for the movement of people and materials involved in the use and management of the National Forest lands". The new TMP does not embrace these goals.

The 1990 Forest Plan encourages use of roads, and states, "where actual use densities exceed desirable levels ... encourage use in other areas". The TMP, in contrast, discourages use of roads everywhere within the Forest, and is not consistent with the direction in the Forest Plan.

APPEAL POINT #1 RELIEF REQUESTED: Remand the decision for the Wallowa-Whitman Travel Management Plan. It is a significant amendment to the 1990 Forest Plan. A supplemental Forest Plan EIS or a revision to the Forest Plan is necessary before the Travel Management Plan can be adopted.

(Mining (locatable))

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Concern: 50:

The Forest Service should consider the economic effects of the Travel Management Plan.

- On the local communities
- On local businesses
- On local home prices
- On small local communities
- On Union County from loss of tourism
- On Baker, Union, and Wallowa Counties' tourism
- On northeastern Oregon
- Including the cumulative effects on businesses
- To comply with the law
- On tax revenue
- On recreation-based businesses
- Including growth-inducing effects

Response:

[Sample Statement] Comment: 18-2

I feel that the deciding officer, Monica Schwalbach, failed to take a hard look and consider the enormous impact there would be to the surrounding communities and citizens who live near the Wallowa-Whitman National Forest as well as the citizens of the state by closing more of the Wallowa-Whitman National Forest roads.

(Individual)

[Sample Statement] Comment: 167-4

Economic: Closing any roads will just add to the decline in the economy of the small communities as visitors will not come to our small towns. We have already seen a decline in population in the last five years.

(Multiple Use or Land Rights Organization)

[Sample Statement] Comment: 9-3

The Forest Service hasn't evaluated the economical and social effect that this will have on my entire family.

(Individual)

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[Sample Statement] Comment: 152-5

The USFS has also failed to take a hard look at the economic impact of these closures will have on small communities, such as Halfway, Medical Springs, Union, North Powder, Haines, Baker City, Sumpter, Richland, etc ... as required under 40 USC 1508.8. The economic direct and indirect effect of these closures must be considered. My family and myself have used the roads in the proposed closure areas and have economically contributed to the surrounding communities, while we have been there. We have done all of the activities listed in the paragraph above, plus fishing, rock hounding, mining, 4 wheeling, and bird watching.[...]I also have an automotive shop in La Grande, OR and have customers who break vehicles while up in the woods. Closing the above mentioned roads, plus many others will certainly have a direct economic impact on my business, I also repair ATV's. The USFS failed to take a hard look at the effect these closures will have on my business and my community. Analysis of these economic impacts must be considered under 40 USC Sec 1508.8 and by not including this analysis, the Forest Service is acting in an arbitrary and capricious manner.

(Individual)

[Sample Statement] Comment: 166-1

There is a big concern, what is going to happen to our Cities and Counties? Because our Cities and Counties get a lot of money with people traveling and coming in for hunting, camping, berry picking, mushroom picking, cone picking, and if people can't do all this then people will be moving and then our Cities and Counties go broke. And you have failed to consider the consequences what would to the people and me here in Union County.

(Individual)

[Sample Statement] Comment: 615-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the direct effect the travel management plan would have on one of the fastest growing recreational forms in the nation, ATV riding. This directly affects our community by loss of the recreation as well as a financial burden on many business's that support ATV recreation in the Wallowa-Whitman National Forest. This travel management plan is in direct violation of 1508.8 A which prohibits such action.

(Individual)

[Sample Statement] Comment: 31-4

depreciates the value of my home which has been an investment towards retirement years as it makes the location of my home less desirable due to its close vicinity to the Wallowa Whitman National Forest.

(Individual)

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[Sample Statement] Comment: 148-4

The economic environment to the businesses in this area will be devastating. The F.S. has not evaluated this in the proposed action. The area will be closed to motorized recreation, timber harvest, mining, hunting, fishing, berry picking, mushroom picking, firewood cutting which removes dying trees from the forest. This action will limit counties revenue to fund schools, roads, public safety and other services the counties provide.

I request this proposed action be remanded.

(Individual)

[Sample Statement] Comment: 178-2

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment.

The road closures proposed will harm all of our rural communities who depend on the tourists coming thru to go hunting, camping, mushrooming, fishing and berry picking,

This will hurt all of the business's here in Baker City and other towns around us. This is already a community hurting because of so much unemployment.

The Forest Service failed to take a hard look at the effect these closures will have on these businesses and our community. Analysis of these economic impacts must be considered under 40 CFR Sec. 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decision.

The direct and indirect economic impact to our local business must be considered as required under 40 CFR Sec. 1508.8 including the cumulative effects these closures will have to local communities.

(Individual)

[Sample Statement] Comment: 229-1

The Forest Service failed to consider the direct and indirect economic impact to our local businesses, including the cumulative effects these road closures will have to local communities in Baker, Union and Wallowa counties. These road closures will be a death blow to the economies of these three counties. The beautiful Wallowa mountains are the draw card for our tourism, including camping, hunting, fishing, back-country travel through forest-designed hiking and ATV trails.

(Individual)

[Sample Statement] Comment: 407-9

The businesses in these areas will have to lay off more workers or close altogether. Many owners in these areas depend on the extra income we get from hunters, campers, fisherman, hikers, and all the other outdoor activities that bring tourist into these areas, this is what makes the difference in staying OPEN and being able to pay the bills or CLOSING THE DOORS.

(Individual)

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[Sample Statement] Comment: 446-3

What this proposed road closure plan is telling us, the people of Oregon, the health of the forest that surrounds us, the present economic health and future economic health in this area of proposed road closure, really don't matter. We, in North Eastern Oregon struggle day to day to keep our economy going and promote sound government decisions.

(Individual)

[Sample Statement] Comment: 284-2

I worked in a sporting goods store today. Comments I overheard included: 1: The income from my grocery business spikes during hunting season--how do they think I can afford to donate to multiple causes in this county? It won't happen without the influx of hunters. 2: People are going to get hurt because of this. 3: I figure it is time to go out and start ripping out green gates 4: I hope someone goes out through the forest in August and starts tossing out matches and burns the whole damned forest down. 5: It is time to start a revolution--they are attacking our way of life 6: I think it is time to sell off the whole national forest system--we can't use it, we can't get economic benefit for it--we don't need it--if it is sold, at least it will bring in tax revenue.

(Individual)

[Sample Statement] Comment: 360-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

As a business owner of an ATV repair shop, the effects of these closures will be greatly harsh on my repair shop. Under Section 1508.8 a & b I believe the effects has greatly impacted my business and will continue to impact my business in the future.

(Individual)

[Sample Statement] Comment: 394-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at (NEPA) National Environmental Policy Act. Sec. 1508.8 a Direct Effects which are caused by the action and occur at the same time and place. Sec. 1508.8 b Indirect effects may include some growth inducing effects related to induced changes in pattern of land use, population, density, or growth rate and related effects on air and water and other natural systems, including changes and effects of forest use. Everyone here needs the forest for jobs, a place to go for a sanctuary and piece of mind. We need what we have to woodcut for heat in winter. I want to be able to take my daughter that is 6 years old to places that I went growing up. These road closers prevent that and change our way of life.

(Individual)

Comment: 10-5

the economic benefit from restriction of travel will hurt in all of the cities and counties that include the Wallowa-Whitman National Forest.

(Individual)

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Comment: 23-9

REMAND REQUEST No.2: The United States Forest Service acted arbitrarily and capriciously in their decision to close said roads as the Agency failed to consider the direct economic impact of these closures on small local communities and businesses as required under 40 CFR Sec. 1508.8. I am personally and directly affected "economically" as this will reduce the number of people utilizing public lands and will reduce any economic support for those businesses who provide construction equipment, logging, mining, fuel and groceries. Local businesses will not be able to provide services to local residences or support local activities in the area (school and charitable organizations).

(Individual)

Comment: 32-4

Another area of impact is that it depreciates the value of my home which has been an investment towards retirement years as it makes the location of my home less desirable due to its close vicinity to the Wallowa Whitman National Forest.

(Individual)

Comment: 142-3

I live in Union and my main area of recreation is in the Catherine Creek area for hunting, fishing and camping. If this TMP goes through it will eliminate all of my area. That is not the real big issue, with the way are economy is going it will have a real down effect on our economy. When I go out for just a day I figure it is at least a \$100 trip

(Individual)

Comment: 142-5

The ATV industry will receive an exceptional hit as not many are going to want to run a laid out track with 2ft of dust.

(Individual)

Comment: 175-1

I request the Forest Service remand the decision of closure due to the fact they failed to take a good hard look at the economic impact required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered.[...]Due to the recent changes regarding the Travel Management Plan, I am requesting a new supplemental Environmental Impact Statement that is to address any new information that is brought to the Forest Service's attention.

(Individual)

Comment: 228-1

The Forest Service failed to consider the direct and indirect economic impact to our local businesses, including the cumulative effects these road closures will have to local communities in Baker, Union and Wallowa counties. These road closures will be a death blow to the economies of these three counties. The beautiful Wallowa mountains are the draw card for our tourism, including camping, hunting, fishing, back-country travel through forest-designed hiking and ATV trails.

(Individual)

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Comment: 230-4

I feel that the US Forest Service, and its designated representative(s) failed to take a hard look at the economic impact to the communities bordering/with in 50 miles of the Wallowa-Whitman National Forest boundaries. It is estimated that 28 million dollars per year is brought into the communities surrounding the Wallowa-Whitman National Forest thru hunting, fishing, camping and other recreations/activities of all sorts. I believe this income will be severely impacted if this road and trail closure/travel management plan as proposed is enacted.

(Individual)

Comment: 232-5

Being a business owner the effect of the road closures will have huge impact on business and our community. The Forest service has failed to take a hard look and again has violated USC 40 Sec, 1508.8.

(Individual)

Comment: 284-7

I believe that there is an obligation under Oregon Law to pay compensation for taking away the value of land and this is public land which is now going to be worthless to any resident that does not own a horse or is able and likes to walk miles to obtain their nature experience.[...]I believe there was not adequate consideration of the economic and social consequences of these actions.

(Individual)

Comment: 317-3

What about the stores who sell and service ATVs? And let's not forget the financial dependency of those small surrounding towns that count on the hunters every year for purchase of food, supplies, gas, etc. that help support and stimulate their economies. And so with this proposed closure it would not only be detrimental to those of us who have enjoyed these areas as hunters and campers for much of our lives, but also the small surrounding towns would greatly suffer as well.

(Individual)

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Comment: 341-3

The Forest Service failed to take a hard look at the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8.

As one of the owners of Outlaw Motor Sports, it is obvious that the closing of so many miles of roads will adversely affect my business. My business was never contacted to see what kind of economic impact the road closures would have on us. My business depends on the ability to sell products and services to customers that use the proposed closed roads/areas for recreation activities, wood cutting, hunting, etc. The Forest Service failed to take a hard look at the effect these closures will have on my business and community. Analysis of these economic impacts must be considered under 40 USC Sec. 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decision.

The direct and indirect economic impact to my business must be considered as required under 40 USC Sec. 1508.8 including the cumulative effects these closures will have to local communities. I request the decision be remanded until a full analysis of these impacts is completed.

(Individual)

Comment: 343-6

My business depends on the ability to sell products and services to customers that use the proposed closed roads and trails for recreational purposes. The Forest Service failed to take a hard look at the effect that these closures will have on my business and the surrounding community. Analysis of these economic impacts must be considered according to 40 USC Sec. 1508.8. Without including a complete economic analysis the Forest Service is acting arbitrary and capricious in their decision.

(Individual)

Comment: 345-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered.

(Individual)

Comment: 356-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]I am 83 years old and I've enjoyed going into the forest all my life. If I can't drive in the forest anymore, I think what should be done is put the Travel Management Plan through the way you and all your environmental friends want it on the county property tax rolls. Then the school and County roads dept will have enough money to still operate.

(Individual)

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Comment: 362-5

The road closures proposed will harm all of our rural communities who depend on the tourists coming thru to go hunting, camping, mushrooming, fishing and berry picking. This will hurt all of the business's here in Baker City and other towns around us. This is already a community hurting because of so much unemployment.

The USFS has failed to take a hard look at the effect these closures will have on these businesses and our community. Analysis of these economic impacts must be considered under 40 USC Sec 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decision.

The direct and indirect economic impact to our local business must be considered as required under 40 USC Sec 1508.8 including the cumulative effects these closures will have to local communities.

(Individual)

Comment: 378-5

The Forest Service failed to take a hard look at the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered.

(Individual)

Comment: 378-8

The direct and indirect economic impact to my business must be considered as required under 40 USC Sec. 1508.8 including the cumulative effects closures will have to local communities. I request the decision be remanded. I have a family business located in La Grande, been in business 50+ years. We employ 45 people, including their families this totals 100+ people. These folks rely on revenue collected from people recreating on Forest Service roads.

(Individual)

Comment: 450-5

Indirectly, this plan would affect the resale value of my property, which will affect me psychologically, emotionally and economically.

(Individual)

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Comment: 463-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I own the Gold Post in Sumpter, OR. Our business depends on the ability to sell products and services to customers the use the proposed closed areas/roads in the Wallowa-Whitman national Forest Travel Management Plan. The Forest Service failed to take a hard look at the effect these closures would have on our business and the community. Analysis of these economic impacts must be considered under 40 USC Sec. 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decision.

The direct and indirect economic impact to our business must be considered as required under 40 USC Sec. 15008.8 including the cumulative effects these closures will have to local communities. I request the decision be remanded until a full analysis of these impacts is completed.

(Individual)

Comment: 536-8

The appellant has invested her earned income over the years in vehicles and equipment for recreation, camping, hunting, fishing, and timber harvesting, for present and future use. This investment will have been in vain if the travel management plan is implemented.

(Individual)

Comment: 565-2

My concern as a business owner is I believe this will definitely affect this area as far as attracting hunters, nature lovers, snowmobilers and tourists. We are all hurting economically already because of the economy. I believe this will definitely impact us even more. Our town of Halfway is already shrinking in population. Soon we will be a ghost town if the few attractions we still have are taken away. We need to concentrate on things that will bring people to our area instead of turning them away.

(Individual)

Comment: 581-3

The economic impact of these closures resulting from the Forest Service's failure to take a hard look at the effects on small local communities, businesses and mine owners is uncertain and needs additional scrutiny under the requirements of 40 USC 1508.8 and the U.S. Mining Laws 30 USC 22,16. The economic direct and indirect effect of these closures and limitations must be considered. The cost and potential unnecessary travel and social limitations incurred directly and indirectly should be considered. The actions of the Forest Service are arbitrary and capricious and the Forest Service should remand the decision until a supplemental EIS is completed.

(Individual)

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Comment: 608-4

By closing off so much area, local community sustainability will be affected because of loss of revenue from people visiting the forest for activities such as hunting and camping. These visitors to our forest will choose to go to other places and our communities will lose significant revenue which is necessary to a rural communities survival.

(Individual)

Comment: 622-12

The quality of my human environment guaranteed under 1502.2(f) will be greatly diminished due to these road closures which unless these road closures are overturned will be very adverse to me through social interaction, economic impact to the road closures by removing associated business with these road closures whether it be grading, hauling logs, cutting wood, or those industries which support hunting, fishing, camping; grocery stores who provide food and personal needs, as well as fuel stores who provide fuel for vehicles and white gas for portable light and cooking, etc.

(Individual)

Comment: 639-2

United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (f) Section – as your Agency did not consider the direct Social impact in that I am personally directly affected “economically” as I can or could use my equipment to work in the forest, as well as claim sites to provide minerals with access for and by our trucks and equipment on the roads.

(Individual)

Comment: 639-3

The quality of my human environment guaranteed under 1502.2(f) will be greatly diminished due to these road closures which unless these road closures are overturned will be very adverse to me through social interaction, economic impact to the road closures by removing associated business with these road closures whether it be grading, hauling logs, cutting wood, or those industries which support hunting, fishing, camping; grocery stores who provide food and personal needs, as well as fuel stores who provide fuel for vehicles and white gas for portable light and cooking, etc.

(Individual)

Comment: 643-1

REMAND REQUEST #2: United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (f) Section – as your Agency did not consider the direct Social impact in that I am personally directly affected “economically” as I can or could use my equipment to work in the forest, as well as claim sites to provide minerals with access for and by our trucks and equipment on the roads.

(Individual)

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Comment: 643-2

REMAND REQUEST #3: The quality of my human environment guaranteed under 1502.2(f) will be greatly diminished due to these road closures which unless these road closures are overturned will be very adverse to me through social interaction, economic impact to the road closures by removing associated business with these road closures whether it be grading, hauling logs, cutting wood, or those industries which support hunting, fishing, camping; grocery stores who provide food and personal needs, as well as fuel stores who provide fuel for vehicles and white gas for portable light and cooking, etc.

(Individual)

Comment: 668-1

The Forest Service failed to take a hard look at the following:[...]• The financial impact of the communities that rely on the hunters and campers.[...]The importance of all trails and roads.

(Individual)

Comment: 686-1

Closing roads and land off to the public will be economic devastation to Union and Wallow Counties.

(Individual)

Comment: 691-1

The Forest Service failed to take a hard look at the economic impact to the area I have lived in by choice my entire life or the historical uses of the areas impacted by the proposed roads closures. NEPA Regs. Sec. Direct and indirect effects listed under Sec. 1508.8 (a) and (b).

(Individual)

Comment: 701-3

I and my family have used these roads and forest areas for generations and by closing the roads in the Wallow Whitman, I am not likely to return for the enjoyment of the forests as I have every summer for the past 50 years. I have substantial family in the cities of La Grande, Ontario and Enterprise. These road closures will most certainly have a negative impact on the tourism in those towns.

(Individual)

Comment: 707-6

The Forest Service failed to recognize the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered. I and my family have used these roads/areas for generations for hunting, fishing, fire wood, shed hunting, & camping, etc.

(Individual)

Comment: 722-5

The Forest Service failed to take a hard look at the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered.

(Individual)

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Comment: 725-2

For someone who is never in the woods, where does she get off closing roads, they have never been on or traveled. To look at wildlife, and the scenery, they come straight out of college to a job they know nothing about or how to handle it. There are a lot of historical sites in Eastern Oregon and Wallowa Whitman National Forest. If you people close all of these roads, you will put a lot of people in [illegible] or out of work. For all road closures, you need to go see how people live and work without roads. The Department of Fish and Wildlife, raises license tags for fishing, woodcutting, hunting, boating and camping. If you close the roads you will not receive these fees no one will be doing nothing at all.

(Individual)

Comment: 146-3

The people in the area that use these "commercially built" roads for cutting wood to heat their homes, huckleberry pickers as well as the money brought in by tourism and hunting will in my estimation, be a thing of the past and that is just wrong.. In a time of tight economy, when the people of Eastern Oregon are barely hanging on to survive, they are hit another blow that may not get through. Fewer hunters will take the chance of going up to the Wallowa Whitman, and getting fined, for driving, less tourism dollars will shut down some of these towns for good.

(Individual)

Comment: 162-4

The Forest Service failed to take a hard look at the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508. The economic, direct and indirect, effect of these closures must be considered.

(Individual)

Comment: 220-14

This record of decision greatly diminishes use of our natural resources in a misguided attempt to protect those resources that will result in a depressed economy and a devastated environment.

(Individual)

Comment: 236-2

With lost timber sales our schools and roads have taken a 50% or more cut in funding too.

(Individual)

Comment: 284-1

I am outraged at the just released travel management plan. The economic impact on Union County is beyond comprehension. The economy in Union County is dependent upon access to the national forest lands which this county and state are receiving NO taxes from, virtually no timber moneys from, no meaningful access to and will now receive virtually no income or tax benefits from mushroom hunters, tourists, hunters, huckleberry pickers, wood cutters, sight seers, campers, ATV riders, etc. This is flatly a violation of the original agreement with the federal government that the states would benefit financially by turning over land to the federal system.

(Individual)

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Comment: 340-5

This plan will negatively affect my human environment as well as my neighbors, community, family and friends. The economic impact was quoted in a news release on the radio station 104.7 KCMB. Reference:

<http://www.1047kcmb.com/page.php?page id-47>

Irene Gilbert concerned about economic impact of travel plan
Apr 12, 2012 8:06am

Irene Gilbert, candidate for Union County Commission, says the proposed travel management plan for the Wallowa Whitman National Forest will have an economic impact on every community in Northeast Oregon according to a study released by the Forest Service: "There are over 509,000 visits to the Wallowa Whitman each year, and those 509,000 people bring in over \$27 million a year." That will effect restaurants, hotels and stores who rely on hunters and campers who will now go to other areas for their recreational activities.

(Individual)

Comment: 344-2

In addition, my business Outlaw Motor Sports, Inc. depends on the ability to sell products and services to customers that use the proposed closed areas and roads for recreation activities. The Forest Service failed to take a hard look at the effects these closures will have on my business and community. Analysis of these economic impacts must be considered under 40 USC Sec 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decision.

The direct and indirect economic impact to my business must be considered as required under 40 USC Sec. 1508.8 including the cumulative effects these closures will have to local communities. I request the decision be remanded until a full analysis of these impacts is completed.

(Individual)

Comment: 363-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]The Forest Service failed to take a hard look at the economic impact on City of Sumpter and all businesses involved. We depend on tourism, which is what the environmentalists left us after they took away the logging. Did the Forest Service take a hard look at that? No! It will put us all out of business and the town will die.[...]We own an RV park in Sumpter (The Gold Rush RV Park) and it will shut us down and put us into bankruptcy)

(Individual)

Comment: 377-8

The direct and indirect economic impact to my business must be considered as required under 40 USC Sec. 1508.8 including the cumulative effects closures will have to local communities. I request the decision be remanded. I have a family business located in La Grande, been in business 50+ years. We employ 45 people, including their families this totals 100+ people. These folks rely on revenue collected from people recreating on Forest Service roads.

(Individual)

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Comment: 386-1

It is my understanding that you visited Grant County in eastern Oregon in the recent past, so am reaching out to you for continued support in rural eastern Oregon. I request your support concerning the new Wallowa-Whitman National Forest Travel Management Plan and Record of Decision published in the Federal Register on March 16, 2012. The appeal period will be ending April 30, 2012. The changes occur on the 2.3 million acre Wallowa-Whitman National Forest located in eastern Oregon and western Idaho and affect four counties whose economies are based on the recreational tourism and commercial industries surrounding this huge forest area, including the Hells Canyon National Recreation Area.

The rural and small town economic situation is dire, many of our local residents and tourists from all over the world use these roads for family recreation, including but not limited to, fishing, hunting, back country travel through forest designed hiking and ATV trails, firewood gathering for heating our homes, gathering forest products for both commercial and personal use such as post and poles, lumber for small scale mills, fence stays, etc. Forest products include everything from timber products to wild edible gourmet mushrooms and berries, and many other forest products used in botanicals, decorations and the like. Natural resource extractions include legitimate gold mining, hunting and outfitter and guide services. Also cattle grazing under allotted permits have been a necessary use for small rural ranchers for decades.

I am respectfully requesting the process to be reversed for the good of the local citizens of Baker, Malheur, Union and Wallowa Counties. Many thousands of local residents will be affected by these drastic changes, a total reversal from past forest policy.

(Individual)

Comment: 407-5

REMAND REQUEST #2: The United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, section 1508.27 the economic hardship it takes on all of us, the individual, the businesses and workers affected by these closures.

(Individual)

Comment: 439-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on Eastern Oregon's economic environment. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

The Forest Service failed to study the economic impact of these closures on small local communities and business as required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered. My family has used these roads and areas for generations for berry picking, mushroom picking, fishing, camping and hunting.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 443-4

I have already been laid off all winter due to the water fluctuation on Brownlee Reservoir so I am sure closures would effect my job also.

(Individual)

Comment: 448-2

The forest service, itself cannot do anything but patrol the perimeter of closed areas, contributing little to the actual maintenance of the forest. Even firefighting ability is being shut off. Recreational uses, mining, and the cattle industry add to the economy, not to the national debt. Our government does not produce income, private industry does that - so, let's not cripple the local economy any further.

(Individual)

Comment: 469-1

Halfway, Oregon is a rural community within an easy, quick drive to the national forest. The forest is to this area's residents, what a beach is to a coastal town. The forest is a source of pride, and personal identity. It is a source of recreation, economic stability, cultural awareness and enhancement, and a way of life. Access to the national forest is a necessity for survival, and a means to keep Halfway from being nothing more than a "ghost town."

Tourism is a major economic factor in Halfway, and the surrounding region. In the summer, we receive large numbers of hikers, fishermen, campers, and small-game hunters. In the fall, deer, elk, and bear hunters arrive. In the winter, snowmobilers travel long distances to run their machines over the mountains. Each group spends a lot of money at the local grocery stores, service stations, and restaurants. Without access to many locations of the forest, Halfway will lose what economic base and stability we have. Without access, we have no Halfway, Oregon ... pure and simple.

(Individual)

Comment: 477-6

The Forest Service failed to take a hard look at: business in Sumpter, Oregon and other surrounding towns will die because of the lack of cultural, traditional and economic effects of the roads being closed.

(Individual)

Comment: 478-4

The forest service failed to consider the economic impact of these road closures as required in 40 USC 1508.8. Livestock and forest products have been an important addition to income in Eastern Oregon. These will be curtailed and mostly eliminated.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 505-3

I also have an automotive shop in La Grande, OR and have customers who break vehicles while up in the woods. Closing the above mentioned roads, plus many others will certainly have a direct economic impact on my business, I also repair ATV's. The USFS failed to take a hard look at the effect these closures will have on my business and my community. Analysis of these economic impacts must be considered under 40 USC Sec 1508.8 and by not including this analysis, the Forest Service is acting in an arbitrary and capricious manner.

(Individual)

Comment: 528-3

The Forest Service failed to take a hard look of how this closure affects the economy of Baker, Union and Wallowa County. These closures will devastate the county's economies by reducing tourists that come to these counties to enjoy the Wallowa Whitman Mountains.[...]Reduce or stop Jogging, mining, hunting, fishing and 4 wheeling. 4 wheeling is the fastest growing recreational activity in the US.

(Individual)

Comment: 528-8

It will devastate the economy by closing roads to get to and manage cattle grazing, irrigation water head gates and city water sheds located on forest lands. The closures will make it more expensive for the Forest Service to care for the forest and manage forest fires.[...]With the high price of gold, there are large mining operations already starting up substantial operations in Baker County.

(Individual)

Comment: 538-2

The other problem with closing these roads for us at our age is that it will ruin businesses and a lot of very good people who will no longer be able to support themselves with dollars earned through tourism.

(Individual)

Comment: 547-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the Sec. 1500.2 policy in closing the following roads in the Wallowa-Whitman National Forest. All of the proposed road closures in the Spring Creek/Bird Tract Springs, which the specific numbers are not listed on Map 10, Alternative 5 modified Wallowa-Whitman National Forest Travel Plan 12/13/2011, adjacent to that section of the Grand Ronde River.

As per Sec 1508.8 (a) Direct - Directly restricts my ability to use these scenic areas for horseback travel and vehicle access to fish without spending multiple days away from my business. Sec 1508.8 (b) indirectly affects my business as many local horseman, that, utilize my veterinary practice, will no longer have local access and therefore no longer utilize my services.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 549-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons[...]The closures will hurt the economy most.

(Individual)

Comment: 562-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1) Our business depends on the economic vitality of the North East Oregon Region. We have retail businesses in Wallowa, Union, and Baker Counties. By closing the HUGE amount of roads on the Wallowa-Whitman Forest you have immensely restricted the areas where our local residents and our customers can now cut fire wood to heat their homes. When these residents are forced to heat their homes by other sources of heat such as oil, electricity, pellets, or other means their heating cost will increase. Considering the already depressed local economy this will have a huge economic impact on our area of operations. Nowhere in your studies have I seen where you have studied this impact. The Forest Service has failed to take a hard look at the effect these closures will have on our business and community. Analysis of these economic impacts must be considered under 40USC Sec. 1508.8 and by not including this analysis the Forest Service is acting in an arbitrary and capricious manner.

(Logging, Timber, Wood Products)

Comment: 568-3

I feel the Forest Service failed to take a hard look at the effect the road closures will have on many of our small communities in Eastern Oregon. We live not far from Elgin in Union County... the whole town depends on the logging industry... the Boise Cascade Mill, the businesses, the schools, all of the people will be affected by the road closures and the town will literally "DRY UP".

(Individual)

Comment: 600-3

These closures will effect local economies, people will stop traveling to camp, hunt and fish in the area where roads are to be closed for fear they will not be able to access the areas they want to go.[...]It will eliminate job opportunities in a time when we need jobs.

(Individual)

Comment: 603-3

The indirect effect of the USFS decision to close these roads is that our friends and family will not come to recreate with us. Thus, they will not stay in the motels, eat in the restaurants or shop in our shops.[...]I feel less people will be drawn to Baker City as a resident.

(Individual)

Comment: 605-6

By closing off so much area, local community sustainability will be affected because of loss of revenue from people visiting the forest for activities such as hunting and camping. These visitors to our forest will choose to go to other places and our communities will lose significant revenue which is necessary to a rural communities survival.

(Individual)

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Response To Comment Report

Comment: 622-9

The USFS has failed to remember this is OUR land not yours. I have paid a lot of federal taxes in my day and have paid for the privilege to access any forest land (my land). Leave this land alone. Just this morning I read an article in the Corvallis Gazette Times that the USFS is using money collected from taxes on oil drilling to buy more land. You cannot manage the land you have let alone more. Take the tax money and use that to manage and maintain our land.

(Individual)

Comment: 642-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons.

Closing backroads of Wallowa County will inhibit our tourism revenue (hikers, hunters, wildlife enthusiasts, etc). The Forest Service is acting in an arbitrary and capricious manner by not considering the effect on the economy of Wallowa County which is already in decline. The well-being of our citizens depends on the revenues from tourists, the success of the cattle industry and the timber industry. The federal government has harmed the citizens of Wallowa County by restrictions on the timber industry (once a leading source of revenue for Wallowa County) as well as the introduction of the wolf which has deterred or eliminated incremental expansion of the cattle industry. The closing of the backcountry roads is only adding to the further destruction of our local economy, which already has an unemployment rate much higher than the national average. In this county, one can drive around neighborhoods and business districts and see entire blocks of business that have closed doors and many working family type homes that are empty and some even being foreclosed.

(Individual)

Comment: 654-1

The intent of this letter is to request the new Wallowa-Whitman National Forest Travel Management Plan and Record of Decision published in the Federal Register on March 16, 2012 be appealed.

The changes occur on the 2.3 million acre Wallowa-Whitman National Forest located in eastern Oregon and western Idaho and will affect four counties whose economies are based on the recreational tourism and commercial industries surrounding this huge forest area, including the Hells Canyon National Recreation Area.

(Individual)

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Response To Comment Report

Comment: 654-8

The Wallowa-Whitman has continued to ignore our requests to halt these drastic changes that will only hurt our weakened economy. I continue to hear of other natural resource agencies that expect their access will remain unchanged to these policies. Will the forest be relinquished, to federal game managers and the forest service worker using management access, while I and other fellow public users are kept out of these areas, having to stand back with the knowledge of facing large punishable fines a low-income citizen could never afford to pay. Prisons will be filling up with harmless criminal trespassers, just for wandering into the wrong area or driving on the wrong "un-gated" or "un-signed as a closed road" without said new policy map in hand.

Please take great consideration of my comments and concerns and appeal this record of decision.

(Individual)

Comment: 670-6

Indirectly, it will affect numerous local businesses in this area due to the affect that people will no longer be able to get to these areas that are traditions to many families here in our area as well as other areas. Commerce associated with outdoor recreation will suffer.

(Individual)

Comment: 671-3

The purpose of this letter is an appeal of the Record of Decision for the Wallowa-Whitman National Forest Travel Management Plan. This letter is in response to the decision signed by Deciding Officer, Monica J. Schwalback, Forest Supervisor, Wallowa-Whitman National Forest.[...]Many small businesses in rural communities of Oregon will also suffer a significant loss of revenue equal to the loss of revenue and jobs lost when timber mills were closed because of forest service decisions. I believe the USFS failed to take a hard look at the traditional, cultural and economic impact on families and business development. The USFS acted arbitrarily and capriciously in their decision to close forest areas for recreation and future economic development.

(Individual)

Comment: 687-1

economic direct and indirect effect of these closures must be considered. I and my family have used these roads/areas for generations for photography, fishing, camping, and firewood collecting. The economic stability of Wallowa County has been decimated over the last 20 years with the regulation of timber cutting. The economic impact of those decisions will be compounded by the Travel Management Plan. Families have moved away, business have closed, and further forest restrictions will add to the demise of Wallowa County's economy. My son works in a business that will be impacted by this decision which could easily result in having him move out of the area for work. This will plan will negatively impact my quality of life and my families.

(Individual)

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Response To Comment Report

Comment: 688-4

The other problem with closing these roads for us at our age is that it will ruin businesses and a lot of very good people who will no longer be able to support themselves with dollars earned through tourism.[...]Indirectly this will reduce the amount of people enjoying their public lands but will also reduce any economic support for those businesses who provide construction equipment, logging, mining, fuel stores who provide fuel for equipment and vehicles, grocery stores who provide food and personal supplies, recreational vehicle stores who provide equipment) parts and supplies to those who drive over those roads and who we work for will not provide economic support to us through their businesses.

(Individual)

Comment: 693-1

My reasons for not closing more roads in the Wallow-Whitman Forest, is that it will put a hardship on all people, young, old and the handicapped who enjoy the area. The berry pickers, mushroomers, the people who enjoy camping out and yes the ATV riders. Some private land owners will be closed off or closed off on a seasonal basis. The USFS has not looked at what effects it will have on the economic and social well-being of the area and the people within the area. Studies have been done that show that man is not all the problems in the forest. Mother nature takes care of its self both in control and environment. Closing down any more roads would have a economic and catastrophic impact on the area and people that use and enjoy the forest that "We The People" own and have a right to enjoy and use.

(Individual)

Comment: 713-1

The forest failed to take a "hard look" at economic, historical, traditional and many other aspects that impact our "my" National Forest. The loss to our economy through natural resources that are not being used; logging, mining, tourism from ATV use.

(Individual)

Comment: 717-4

Thus ACCESS and USE of The LAND is the MOST IMPORTANT ISSUE FACING OUR COUNTRY TODAY

Every time access and use is curtailed it takes a bite out of our economy and the amount of land being closed off by plan will further damage our shaky economy. Remember less use and production mean less income ,less taxes ,and less Government

30 Years ago our country was happy and prosperous, we were logging mining and producing surplus farm products that were exported All this on about 20% less budget and manpower

REMAND THIS PROJECT BEFOR WE BANKRUPT OUR COUNTRY

(Individual)

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Response To Comment Report

Comment: 31-1

The Forest Service failed to take a hard look at the impact to the local community by reducing the access to public lands. I believe the Forest Service acted arbitrary and capricious and did not give due consideration to the economic, cultural, social and traditional effects this plan will have on the local community.[...]Further they did not take into consideration the importance of all the trails they are planning to close in the Wallowa-Whitman National Forest Management Plan.

(Individual)

Comment: 65-20

This plan will negatively affect my human environment as well as my neighbors, community, family and friends. The economic impact was quoted in a news release on the radio station

104.7 KCMB. Reference:

<http://www.1047kcmb.com/paqe.php?page id=47>

Irene Gilbert concerned about economic impact of travel plan
Apr 12, 2012 8:06am

"Irene Gilbert, candidate for Union County Commission, says the proposed travel management plan for the Wallowa Whitman National Forest will have an economic impact on every community in Northeast Oregon according to a study released by the Forest Service: "There are over 509,000 visits to the Wallowa Whitman each year, and those 509,000 people bring in over \$27 million a year." That will effect restaurants, hotels and stores who rely on hunters and campers who will now go to other areas for their recreational activities."

(Multiple Use or Land Rights Organization)

Comment: 84-5

The US Forest Service has failed to take a good hard look at the economic impact of proposed road closures. I am retired, on Social Security and heat my home by wood. This is a direct and immediate negative impact on me and my family's financial well-being.

(Individual)

Comment: 137-1

The US Forest Service failed to take a hard look at the economic impact of the proposed road closures. I am employed as a contract logger. These road closures will reduce the income of my company and will result in the high potential of not having any work. This is a direct and immediate negative impact on me and my family's financial well being. I am appealing the closures as the economic information is inaccurate and understated.

(Individual)

Comment: 172-2

By locking us out of our public lands you are directly taking away our lively hood there are more people than you know who live in this area for the sole purpose of being able to drive a very short distance from home to be in the outdoors and enjoy the activities that they love. A major road closure would directly effect the local economy. This area of rural Oregon relies on recreational review and tourism, if that disappears its going to have a huge negative impact. Even in good times with a good economy it is difficult to make a living in rural Eastern Oregon don't make it harder.

(Individual)

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Comment: 182-2

The Forest Service failed to take a hard look at the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered.

(Individual)

Comment: 195-8

The appellant will be affected economically because the Wallowa-Whitman Forest Travel Management Plan will severely limit his ability to harvest timber for private use. Area access for hunting will be so restricted that the appellant and family members will no longer be able to subsist on wild game and other forest products. The appellant has invested his earned income over the years in vehicles and equipment for recreation, camping, hunting, fishing, and timber harvesting, for present and future use. This investment will have been in vain if the travel management plan is implemented. By living in rural Wallowa County, the appellant has worked for a lower wage, paid higher prices for consumer products, and traveled farther for additional services in exchange for the lifestyle and recreation opportunities available here. The Forest Service decision makes this exchange far less appealing and may eventually affect property values.

(Individual)

Comment: 211-3

The Forest Service failed to take a look at the fact that people such as my family who owns a second home in Sumpter who spend 6 months out of the year living here because of the access of our National Forest will be forced to sell out at a loss and move to somewhere they can have access to our National Forest.

(Individual)

Comment: 217-6

The Forest Service failed to take a hard look at the economic impact of these closures of small communities and businesses in the effected area as required under 40 USC sec. 1508.8. The direct and indirect effect of these closures must be considered.

(Individual)

Comment: 234-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service has failed to take a hard look at the economic aspect of this road closure.[...] This would be the loss of local economy in the form of purchases such as fuel, camping supplies, permits, hunting and fishing licenses at local stores in this area. Wood cutting for our homes will become impossible to do.

(Individual)

Comment: 241-6

Econom – cost many people in Oregon loss of money's and jobs.

(Individual)

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Response To Comment Report

Comment: 244-3

The Forest Service failed to take a hard look at the economic impact of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8. The economic direct and indirect effect of these closures must be considered

(Individual)

Comment: 322-1

I have a friend in Wallowa County that sent me the information on the closure of 4000 miles of roads. Are you insane? I have lived next to a National Forest in my younger years, and enjoyed off road riding, hunting and fishing. Our little town enjoyed the money the folks spent that visited the forest using these roads you want to close! The forest belongs to the public, leave the roads open!

(Individual)

Comment: 352-7

The Forest Service failed to take a hard look at the effect these closures will have on my business and community. Analysis of these economic impacts must be considered under 40 USC Sec. 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decision.

The direct and indirect economic impact to my business must be considered as required under 40 USC Sec. 1508.8 including the cumulative effects these closures will have to local communities. I request the decision be remanded until a full analysis of these impacts is completed.

(Individual)

Comment: 358-3

I also don't believe the Forest Service looked at National Environmental Policy Act (NEPA) 1500.2, 1506.20, 1502.19, 1503.1, 1508.8 A. Direct and indirect effects of 1508.14 the area of human environment, 1508.25, 1508.27 the overall s... and how road closures like this will impact people who like to be in the forest, the cattle ranchers whom run a business and f... others, the researchers who study nature, and mostly the habitat itself. Road closures oftenof 4-wheeleractivity by some and could potentially destroy habitat and land thus not preserving. Finally we will be losing revenue from taxes and thus schools and such will suffer!

(Individual)

Comment: 371-2

Enough about me, but what about all the jobs that will be lost due to this proposal? Sporting goods, ATV manufacturing and dealers, mom and pop stores in the country to name a few.

(Individual)

Comment: 377-7

The Forest Service failed to take a hard look at the effect these closures will have on my business and community. Analysis of these economic impacts must be considered under 40 USC Sec. 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decision.

(Individual)

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Comment: 397-8

The businesses in these areas will have to lay off more workers or close altogether. Many owners in these areas depend on the extra income we get from hunters, campers, fisherman, hikers, and all the other outdoor activities that bring tourist into these areas, this is what makes the difference in staying OPEN and being able to pay the bills or CLOSING THE DOORS.

(Individual)

Comment: 436-6

REMAND REQUEST #3: United States Forest Service failed to take a hard look Sec. 1508.8b and the indirect effects that the road closure will create. Indirectly, it will affect numerous local businesses in this area due to the affect that people will no longer be able to get to these areas that are traditions to many families here in our area as well as other areas. Commerce associated with outdoor recreation will suffer.

(Individual)

Comment: 458-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I own a restaurant in Halfway Oregon and I am very concerned about the closure of so many miles of road in our forest land in Eastern Oregon. Our area relies on these roads for tourism like camping, hiking, and hunting. When the mining and logging industries went away our businesses have struggled, now you are trying to take the only other means of our survival away. We cannot afford to lose any more natural resources. Eastern Oregon is already in an economic crunch and closing more roads will only add a hardship to the situation.

For the survival of our communities in Eastern Oregon I urge you to reconsider your decision. Keep Oregonians working, if you close more roads in our area our businesses will have to lay more people off and this will hurt the state of Oregon more then it is already suffering. More road closures are not the right choice. Keep Oregonians working and keep these roads open.

(Other)

Comment: 475-9

The appellat will be affected economically because the Wallowa-Whitman Forest Travel Management Plan will severely limit his ability to harvest timber for private use. Area access for hunting will be so restricted that the appellat and family members will no longer be able to subsist on wild game and other forest products. The appellat has invested his earned income over the years in vehicles and equipment for recreation, camping, hunting, fishing, and timber harvesting, for present and future use. This investment will have been in vain if the travel management plan is implemented.

(Individual)

Comment: 489-4

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons[...]Economic – fishing, picnicking, camping – license purchased

(Individual)

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Comment: 543-5

The Forest Service has failed to take a hard look at the ECONOMIC IMP ACT of these closures on small local communities and businesses as required under 40 USC Sec. 1508.8. The economic direct impact, as well as the indirect effect of these closures must be considered. These roads, trails, and areas of the National Forest have been used for years for berry picking, mushroom picking, camping, photography, etc.

(Individual)

Comment: 548-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]This closure directly affects my ability to get to my traditional camping and mushrooming areas. The Forest Service has also neglected to take a hard look at the indirect effects to our community, shutting down active OHV users and recreationalists that bring dollars into Union County in the form of the sale of gas, lodging, food and drink.

(Individual)

Comment: 562-2

Also the indirect and direct economic impact to our business must be considered as required under 40 USC Sec. 1508.8 including the cumulative effects these closures will have on our local communities and our business. The Forest Service has failed to take a hard look at the effect these road closures will have both directly and indirectly and for these reasons you have acted in an arbitrary and capricious manner.

(Logging, Timber, Wood Products)

Comment: 594-4

We depend on the access to our forest not only for recreation but for survival. Without this access, why should we stay? Our communities will suffer due to this restricted plan.[...]My dad took me to spots that we hunt, camp & recreate together. I have done the same with my children and I hope they carry on the tradition for generations to come. If the forest is closed to us, this will not be possible.

(Individual)

Comment: 610-4

Indirectly, I feel less people will be drawn to Baker City as a resident or for recreation.

(Individual)

Comment: 611-5

Eastern Oregon does not offer a large amount of industry or good paying jobs people live here because they love the outdoors and the quality of life. This area depends largely on tourism from summer time travelers as well as hunters that come from all around to hunt, without the ability to access with vehicles these areas tourism would be devastated.

(Individual)

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Comment: 614-5

At this current time our federal forests are decaying because of lack of management. Closing the roads is not going to boost our economy nor will it improve the quality of our National Forests. We use these roads for what livelihood we have left after losing our logging jobs- hunting, fishing, woodcutting, fire suppression, grazing, wildlife viewing. This is our way of life and our constitutional given right, our forefathers wrote laws to protect us and to prevent what you're are trying to do with these closures. It is time for us to be heard and for the United States to stand behind its forefathers and the laws that were put forth for the protection of the citizens of this country.

(Individual)

Comment: 629-1

This is a letter, written in opposition to the road closure (TMP) decision made by the USFS on the WWNF.

I have been a resident of eastern Oregon for almost 70 years now. The only time I was away was for completing college and serving in the military, including a tour in Viet Nam. It has been my choice to live here, as I enjoy the amenities that this area has to offer.

I have tried to be a conscientious, law abiding citizen loyal to my government and country. There are many more in this area just like me.

It is hard for young people to stay in the area due to very depressed economic climates. About the only thing left in this area is tourism, and recreation. It now seems that these are also in jeopardy. Many people use these roads for recreation, wood gathering, mushrooming, etc...

(Individual)

Comment: 632-3

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]This closure will also affect the economic status and value of the community. Once again the Forest Service failed to take a hard look at the economic impact on our counties by closing roads that stops ATVs, 4 wheelers, mushroom hunters, rock hounds. It will affect my relationships!

(Individual)

Comment: 644-5

I live in Union and my main area of recreation is in the Catherine Creek area for hunting fishing and camping. If this TMP goes threw it will eliminate all of my area That is not the real big issue ,with the way are economy is going it will have a real down effect on our economy. When I go out for just a day I figure it is at least a 100\$ trip[...]The ATV industry will receive and exceptional hit as not many are going to want to run a laid out track with 2ft of dust.

(Individual)

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Comment: 671-6

Section 1508.8b, appears to be direct conflict with the USFS Travel Plan. This action will indirectly affect counties like Baker, Wallowa and Union Counties already dramatically shrinking in population. An example of the indirect population drop was after logging mills closed in Baker County, since 2001, over 650 fewer students and their families were displaced, unemployed and devastated by the decision by the USFS to close forest to the lumber industry. Now, the USFS, if it gets its way, will limit recreational use and tourism with a second blow to these rural areas of Eastern Oregon, still significantly in distress. When will the human relationship to their environment be considered or will we continue to devastate families while protecting other components of the environment?

(Individual)

Comment: 672-4

The forest service failed to consider the economic impact of these road closures as required in 40 USC 1508.8. Livestock and forest products have been an important addition to income in Eastern Oregon. These will be curtailed and mostly eliminated.

(Individual)

Comment: 674-2

The United States Forest Service acted ARBITRARILY and CAPRICIOUSLY in their decisions to close said roads. This time the United States Forest Service FAILED TO TAKE A HARD LOOK at Section 1500.2 (d), (e), and (f) sections. Your Agency did not take into consideration the direct Social impact that I may suffer.

I am directly affected "economically" as I live in a small community and many people in my community depend on the forest as a source of income. This town was once a logging community and now that all or most roads have been closed or are threatened to be closed people have began to move out of this community-- directly affecting the economy of the community.

(Individual)

Comment: 674-3

The adverse affects will impact me through social interaction. My "environment" will be adversely affected by the economic impact-- the road closures will remove any associations business' have with the forest: hauling logs, cutting wood, or the industries who are supported by hunters, anglers, and campers. Grocery stores who provide food and personal needs, as well as fuel stations who provide fuel for vehicles and white gas for portable lights and cooking.

(Individual)

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Comment: 684-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I am a waitress in Halfway Oregon and I have two small babies I am raising. I truly hope that you do not close any roads in Eastern Oregon as I need my job to support my family. Halfway Oregon is already a economically stressed community and if you close more roads here I feel that I will be out of work and this is a hardship on my children. All of Eastern Oregon relies on the natural resources to support our communities, we have no other means of income in these areas and we need these roads to stay open. Without campers, hunters, hikers, and snowmobiles I fear that the businesses will struggle even more then they do and I will be out of work. Eastern Oregon needs these roads to remain open, please reconsider your decision

(Individual)

Comment: 706-4

The impact to our families to enjoy the outdoors will be adversely affected. Many small businesses in rural communities of Oregon will also suffer a significant loss of revenue equal to the loss of revenue and jobs lost when timber mills were closed because of forest service decisions. I believe the USFS failed to take a hard look at the traditional, cultural and economic impact on families and business development. The USFS acted arbitrarily and capriciously in their decision to close forest areas for recreation and future economic development.

(Individual)

Comment: 724-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1. The Forest Service failed to take a "hard look at" the Sumpter area as a recreational area for a lot of people from all over eastern Oregon and the impact on local business in Baker City and Sumpter.

(Individual)

Comment: 33-4

I feel that the US Forest Service, and it's designated representative(s) failed to take a hard look at the economic impact to the communities bordering/within 50 miles of the Wallowa-Whitman National Forest boundaries. It is estimated that 28 million dollars per year is brought into the communities surrounding the Wallowa-Whitman National Forest thru hunting, fishing, camping and other recreations/activities of all sorts. I believe this income will be severely impacted if this road and trail closure/travel management plan as proposed is enacted.

(Individual)

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Comment: 87-5

It should also be noted that when people like me visit the forest I also patronize nearby towns businesses including: restaurants, gas stations, grocery stores during my week + long yearly stay. These towns will loose large amounts of money from me and from a lesser amount of people travelling to the forest to recreate because of your over-the-top proposed restrictions. These are public lands meant to be enjoyed by the public. -More and more public land is being restricted from public access everyday. And for what purpose? You (USFS) will loose income and funding with a lesser amount of forest visitors, -the towns and business also loose out on sales and etc due to a decline in forest users - campers. This is a loose / loose proposition.

(Individual)

Comment: 118-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1. The Forest Service failed to take a "hard look at" all the trails in the Sompter area and how this will impact the home values and the loss of income to our local businesses.

(Individual)

Comment: 132-1

I feel the government is intruding on the publicly owned lands that belong to the people. These lands are used for recreation, wood gathering, berry picking, camping hunting and so many other things. These activities bring people here that help the economy thus providing jobs and economic gains for the area. The economic impact is devastating to the area surrounding the national forest. Visitors to the Wallowa-Whitman National Forest spend over \$27,000,000.000 per year within 50 miles of National Forest Boundary according to US Forest Service.

(Individual)

Comment: 140-1

The Forest Service failed to take a hard look at traditional use of the W and W by myself in feeding my family and heating my home. The direct effects Sec. 1508.8A of the Travel Management Plan will cause loss of income in my tool sales business by the loss of off road shop in the Tri county areas.[...]For me and my ATV, hunting, woodcutting
We don't need any roads closed

(Individual)

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Comment: 177-3

The Quality of my human environment guaranteed under 1502.2 (f) will greatly diminish due to these road closures which unless these roads closures are overturned will be very averse to me through social interaction, economic impact to the road closures by removing associated business with these road closures, those business which support tourism in the counties that are affected by this decision are going to be the ones who really feel the impact from all of this, in an already depressed economy this decision is going to depress it even future, They may come once but when they find that they have to be restricted to a 300-ft buff on the edge of the road they will not be coming back, the impact this will have on the ODF&W is going to be great, The economy of these counties depends on the out of town hunter in the fall. I have seen on the internet where they are already saying they won't be coming back to Eastern Oregon, now that the TMP has been made final, This Plan is going to affect every business in every County of Eastern Oregon.

(Individual)

Comment: 185-2

People have used the forest for many years, hunting, fishing, sports, and families having fun camping. It would be bad for anybody who has a Gun and Sports stores to close the forest to all who really own them.

(Individual)

Comment: 211-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:
The Forest Service failed to take a look at the effects of the Travel Manage Plan on local businesses that rely on business from people who travel to Sumpter and Baker to hunt, fish and enjoy the National Forest.

(Individual)

Comment: 343-7

The Forest Service failed to take a hard look at both the direct and indirect impacts that this proposal will have on my business and the local community. The direct and indirect economic impact to my business must be considered as required by 40 USC Sec. 1508.8. This includes the cumulative effects that these closures will have on each business and the local community's economy as a whole.

(Individual)

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Comment: 350-1

The local economic benefits of closing the forest service roads were not taken into consideration during the evaluation process and a lack of that review would have a devastating impact on all rural Oregon communities that rely on generations of people accessing these areas for berry picking, fire wood collections, hunting, mushroom picking, fishing, 4 wheeling, social gatherings, camping, photography, wedding ceremonies, rock hounding, gold panning, motorcycling, skiing, hiking, etc. These types of uses generate a large amount of revenue for the local businesses that depend on this use for financial survival especially during these extreme economic times.[...]The direct and indirect economic impact to the local communities must be considered as required under 40 USC Sec. 1508.8 including the cumulative effects these closures will have to local communities. The City requests the decision be remanded until a full analysis of these impacts is completed.

(Individual)

Comment: 353-16

The Forest Service failed to take a hard look at the direct economic impact on ATV dealerships, Gasoline distributors, Camping materials suppliers, Tire merchants, Grocery stores, and Clothing stores in Union, Wallowa, Baker, Grant, Malheur, and Umatilla Counties to whether this action would be a net positive or negative to those merchants.

The Forest Service failed to take a hard look at the direct and indirect economic impact on Union, Wallowa, Baker and Grant counties property tax base for property values.

(Individual)

Comment: 364-2

The Forest Service failed to take a hard look at: The economic impact on the businesses in Sumpter, OR. It will put us all out of business and the town will die.

(Individual)

Comment: 365-1

The forest service failed to take a hard look at the economic impact of these closures on small communities and businesses as required under 40 USC Sec 1508.8. The economic direct and indirect effect of these closures must be considered.

(Individual)

Comment: 366-1

I feel that the proposed new travel management plan is out of line. I hope that you will not impose this plan and feel that it will hurt the area for use of our national forests. I feel that people who travel into the area for summer rec will go elsewhere and that the plan is way over board you are making the forests land of no use to most of the people who enjoy and spend time there. I will support the class action lawsuit to stop this plan.

(Individual)

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Comment: 378-7

My business depends on the ability to sell products and services to customers that use all the above mentioned proposed closed roads as well as 2120 to Hwy 244, 2115, 2114, 2110, 2155, 2155/034, 2155/800, RD. 21, 2145, 2135, 2136, 2138, 2125, 2123 for recreation activities. The Forest Service failed to take a hard look at the effect these closures will have on my business and community. Analysis of these economic impacts must be considered under 40 USC Sec. 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decision.

(Individual)

Comment: 397-5

REMAND REQUEST #2: The United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, section 1508.27 the economic hardship it takes on all of us, the individual, the businesses and workers affected by these closures.

(Individual)

Comment: 419-4

1508.14 The Forest Service failed to take a hard look at the cumulative impacts on the local economic areas. Timber sales, firewood cutters for private and commercial use, hunters, motorized users, mushrooming, and other traditional outdoor recreational activities will be severely curtailed, if not stopped altogether, creating further financial difficulties for the rural areas surrounding these closures.

(Individual)

Comment: 454-2

I am urging you to reconsider your decision to close more roads in the Wallowa- Whitman National Forest. Eastern Oregon will not be able to survive this change and I fear that you will lose more Oregonians to other states if you close these roads, we cannot afford to have these roads striped from our communities, we need these roads for the survival of most all peoples who live in Eastern Oregon.

(Individual)

Comment: 475-10

By living in rural Wallowa County, the appellant has worked for a lower wage, paid higher prices for consumer products, and traveled farther for additional services in exchange for the lifestyle and recreation opportunities available here. The Forest Service decision makes this exchange far less appealing and may eventually affect property values.

(Individual)

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Comment: 476-1

Today I am appealing the forest service national forest travel management plan of closing over 66% of public roads in the Wallowa Whitman national forest. The reason for my appeal is due to the fact that the forest service failed to take a hard look at several NEPA regulations, and the impact on the people and the economy of Wallowa, union, and baker counties.

I am appealing all the proposed 6200 miles of road closures in the Wallowa Whitman national forest. NEPA regulation 1508.8A the forest service failed to take a hard look at the direct effects that the 6200 miles of road closure would have on my way of life for providing income for my family. I am a logger and with more of our land being locked up it is nearly impossible to make a living in the timber.

(Individual)

Comment: 477-2

The Forest Service failed to take a hard look at: The fact that our town of Sumpter, Oregon would become a ghost town without the tourism and economic stability it gets from the surrounding states during both the summer and winter months of the year.

(Individual)

Comment: 487-4

The economic stability of Wallowa County has been decimated over the last 20 years with the regulation of timber cutting. The economic impact of those decisions will be compounded by the Travel Management Plan. Families have moved away, business have closed, and further forest restrictions will add to the demise of Wallowa County's economy. My son works in a business that will be impacted by this decision which could easily result in having him move out of the area for work. This will plan will negatively impact my quality of life and my families

(Individual)

Comment: 499-2

Forest Service failed to take a HARD LOOK at 36 CFR 215.11 Sec.1508.08a at the impact of our community which this will be completely detrimental in all aspects.

(Individual)

Comment: 516-3

Recreation: In addition to local residents, numerous people come from all over to hunt, fish, explore, and camp in our local forests and contribute greatly to the local economy. Our local businesses literally depend on their business to survive.

(Individual)

Comment: 516-4

Closing the roads as proposed in the Wallowa- Whitman National Forest Travel Management Plan would limit access to many of the best locations for wood cutting, berry and mushroom picking, and recreation and would be devastating to our area. Our local community is already struggling to survive in a poor economy. These closures will only increase the burden for many.

(Individual)

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Comment: 523-2

The forest service, itself cannot do anything but patrol the perimeter of closed areas, contributing little to the actual maintenance of the forest. Even firefighting ability is being shut off. Recreational uses, mining, and the cattle industry add to the economy, not to the national debt. Our government does not produce income, private industry does that - so, let's not cripple the local economy any further.

(Individual)

Comment: 536-9

By living in rural Wallowa County, the appellant has worked for a lower wage, paid higher prices for consumer products, and traveled farther for additional services in exchange for the lifestyle and recreation opportunities available here. The Forest Service decision makes this exchange far less appealing and may eventually affect property values.

(Individual)

Comment: 538-4

Indirectly this will reduce the amount of people enjoying their public lands but will also reduce any economic support for those businesses who provide construction equipment, logging, mining, fuel stores who provide fuel for equipment and vehicles, grocery stores who provide food and personal supplies, recreational vehicle stores who provide equipment, parts and supplies to those who drive over those roads and who we work for will not provide economic support to us through their businesses.

(Individual)

Comment: 543-6

The Forest Service is arbitrary and capricious in closing Wallowa- Whitman National Forest Roads without an adequate NEPA analysis in the effect these closures will have on the ECONOMIC IMPACT of the people and communities affected, and does not tier to the 1990 National Forest Service Plan.

(Individual)

Comment: 566-4

we will be losing revenue from taxes and thus schools and such will suffer!
Do not close these roads

(Individual)

Comment: 571-10

The appellant has invested his earned income over the years in vehicles and equipment for recreation, camping, hunting, fishing, and timber harvesting, for present and future use. This investment will have been in vain if the travel management plan is implemented. By living in rural Wallowa County, the appellant has worked for a lower wage, paid higher prices for consumer products, and traveled farther for additional services in exchange for the lifestyle and recreation opportunities available here. The Forest Service decision makes this exchange far less appealing and may eventually affect property values.

(Individual)

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Comment: 614-4

This action will harm my family, this community, our state and our country. I'm a lifelong citizen of Wallowa County, have spent a large portion of my adult life working in the woods. A large percentage of that was working on National Forest land as a logger. As a logger I consider myself a true environmentalist, it was in my best interests to manage my work with the thoughts of future forest use. I do not agree with United States Forest Service practices or lack thereof and never will. It is time for the Forest Service to start managing the Forests and quit managing the people. I work for the Wallowa County Road Department which is greatly funded on federal timber receipts which is pretty much nil and I have grandchildren that are going to be attending local school which are funded by federal timber receipts which are nil.

(Individual)

Comment: 673-3

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]The United States Forest Service failed to take a hard look at the Economical Impact on our area. They force us to a much smaller area, I will not go as much. And maybe not at all; because of the closeness that we will be forced to be. I go camping for the peacefulness, not the over crowded areas that this will cause. If I don't go camping I won't need to buy food, or fuel, because I won't need it.

(Individual)

Comment: 689-1

I am a cook in Halfway Oregon and I have two small babies I am raising. I truly hope that you do not close any roads in Eastern Oregon as I need my job to support my family. Halfway Oregon is already a economically stressed community and if you close more roads here I feel that I will be out of work and this is a hardship on my family. All of Eastern Oregon relies on the natural resources to support our communities, we have no other means of income in these areas and we need these roads to stay open. Without campers, hunters, hikers, and snowmobiles I fear that the businesses will struggle even more then they do and I will be out of work.. Eastern Oregon needs these roads to remain open, please reconsider your decision.

(Individual)

Comment: 722-8

My business depends on the ability to sell products and services to customers that use the proposed closed roads/areas [INSERT TEXT] for recreation activities. The Forest Service failed to take a hard look at the effect these closures will have on my business and community. Analysis of these economic impacts must be considered under 40 USC Sec. 1508.8 and by not including this analysis the Forest Service is acting arbitrary and capricious in their decisions.

The direct and indirect economic impact to my business must be considered as required under 40 USC Sec. 1508.8 including the cumulative effects these closures will have to local communities. I request the decision be remanded until a full analysis of these impacts is completed.

(Individual)

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Comment: 723-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at: All the trails around Sumpter, Oregon.[...]The Forest Service failed to take a hard look at the fact that our town of Sumpter, OR would become a ghost town without the tourism and economic stability it gets from surrounding states during both the summer and winter months of the year.

(Individual)

Comment: 723-7

The Forest Service failed to take a hard look at: business in Sumpter, OR and other surrounding towns will die because of the lack of cultural, traditional and economic effects of the roads being closed.

(Individual)

Concern: 51:

The Forest Service failed to take a hard look at the cumulative effects of the Travel Management Plan.

- To comply with the law
- Including the effects on traditional uses
- Including the effects from concentrating use in smaller areas
- Including the effects of pushing users out of one area and into another area
- Including the increases in fire hazard from lack of firewood cutting

Response:

[Sample Statement] Comment: 144-1

The Forest Service failed to take a hard look at my rights to use the forest as I have for the past 30 odd years.

The Forest Service failed to take a hard look at all the trails, roads, fishing, hunting areas.[...]The Forest Service failed to take a hard look at my use of ATV, 4 wheel drive, camping, hunting, fishing, mushroom and berry picking and all other things I enjoy doing in my forests.[...]The Forest Service failed to take a hard look at Section 1508.14 – My relationship with my environment – I can no longer go to what I love most. The Forest Service failed to take a hard look at Section 150.25 scope what will happen when all people are forced into one area to hunt, ride, camp.

The Forest Service failed to take a hard look at Section 1508.27 – what is the forest going to look like when all people are forced into this small area

(Individual)

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[Sample Statement] Comment: 419-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1500.2 d,e,f The Forest Service acted arbitrary and capricious in their decisions by failing to follow NEP A policy requirements.

1508.7 The Forest Service failed to take a hard look at the cumulative effects of closing roads. By closing roads normally used by firewood cutters, the increases in dead timber stands create a future fire hazard.

(Individual)

[Sample Statement] Comment: 591-6

REMAND REQUEST #5: The USFS has failed to take a hard look at Sec. 1508.25 at the cumulative impacts of the roads closures. If people are condensed to one area the area will be visibly over used.

(Individual)

[Sample Statement] Comment: 669-6

I feel that you have not thought about the cumulative effects of the wood gathering 300 feet off the right of way.

(Individual)

[Sample Statement] Comment: 246-4

Forest Service failed to take a Hard Look at 36CFR 215.11 Sec 1508.25-2 these cumulative actions have far reaching restrictions on the community at large including all recreations.

(Individual)

[Sample Statement] Comment: 520-1

The United States Forest Service violated 40 USC Sec 1508.8 by not taking a "hard look" at the cumulative effects of the massive road closures.

(Individual)

Comment: 151-4

40 UFC 1500 NEPA regulations – 40 UFC Section 1506.6 sub (b) VIII – Section 1508.8 cumulative effects the massive closure of roads. Section 1508.14 – Human Environment. In Wallowa County there are 1,060,000 acres of WWNF – 810,684 acres are already closed; wilderness buffer zones, and restricted areas. Leave the remaining 249,316 acres open. The Forest Service acted (arbitrary and capricious) in their decision.

(Individual)

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Comment: 450-9

The USFS has failed to take a hard look at Sec. 1508.25 at the cumulative impacts of the roads closures. By closing so much of our forest from vehicular travel, this plan will put higher concentrations of vehicles and people in the areas that are not closed. I fear that there will be more damage to the roads and the roads will still be unmaintained. With so many miles of road being proposed closed, there will not be enough roads left open to ensure traveler's safety.

(Individual)

Comment: 499-4

Forest Service failed to take a HARD LOOK at 36 CFR 215.11 Sec.1508.25-2 these cumulative actions have far reaching restrictions on the community at large including all recreations.

(Individual)

Comment: 710-1

The United States Forest Service violated 40 USC Sec. 1508.8 by not taking a "hard look" at the cumulative effects of the massive road closures.

(Individual)

Comment: 363-3

The Forest Service failed to take a hard look at #1508.25 and the cumulative impact of these closures on all the ATVs and 4 wheelers being forced on just a few trails. It will devastate a small area, but shows very little impact when it is over a large area.

(Individual)

Comment: 700-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1. That USFS has failed to take a hard look at the cumulative effect on a tax paying, hunting, fishing, firewood acquiring, mushroom hunting, outdoor enjoying, main reason I moved myself and my family from western Oregon to eastern Oregon in 1968 type of citizen.

(Individual)

Comment: 706-9

In Section 1508.25, will it adversely affect the environment of one district when recreational campers and tourists are pushed out of one area to be crowded into another neighboring district? Has this impact to all communities been analyzed?

(Individual)

Comment: 723-9

The Forest Service failed to take a hard look at: 1508.25 Cumulative impact of the closure of these roads on all 4-wheelers, ATVs being put on just a few trails.

(Individual)

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Comment: 477-8

The Forest Service failed to take a hard look at: 1508.25 cumulative impact of the closure of these roads on all the 4-wheelers, ATV's being put on just a few trails.

(Individual)

Comment: 670-9

The USFS has failed to take a hard look at Sec. 1508.25 at the cumulative impacts of the roads closures. Over time there is going to be loss of foods and fuels to gather in places where we are allowed.

(Individual)

Comment: 671-7

In Section 1508.25, will it adversely affect the environment of one district when recreational campers and tourists are pushed out of one area to be crowded into another neighboring district? Has this impact to all communities been analyzed?

(Individual)

Concern:	52: The Forest Service failed to take a hard look at the direct and indirect effects of closing roads and trails
	<ul style="list-style-type: none">• On the human and physical environment• On families• On disabled veterans• On recreation opportunities• On local communities• On fish habitat in concentrated use areas

Response:

[Sample Statement] Comment: 141-2

The Forest Service failed to acknowledge the Direct Effect according to Sec. 1508.8a.

(Individual)

[Sample Statement] Comment: 149-2

The government has failed to consider NEPA Sec. 1508.8A & B and the direct and indirect effects of these and many other closures.

(Individual)

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[Sample Statement] Comment: 190-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA regulations, Section 1500.2 (d),(e), and (f) section – as your agency did not consider the direct impact these road closures have on my family and neighbors.

We enjoy fishing, hiking, gathering berries and wood. We especially enjoy taking long drives into the forest to picnic and take pictures of animals, birds and forest plants.

In our family we have a new generation who will need to learn, not only how to conduct themselves safely and responsibly in the forest, but how to enjoy the magic and the beauty in the solitude of the deep forest.

(Individual)

[Sample Statement] Comment: 195-17

The Forest Service violated 40 USC Sec. 1508.14 by failing to take a hard look at the relationship between the people and the Wallowa-Whitman National Forest, and how the human and physical environmental effects of the travel management plan are interrelated. In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads listed above in section 2 (a-f).

(Individual)

[Sample Statement] Comment: 511-2

As required by: 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14 the Forest Service has failed to look at the economic effect on closing all of these roads such as: logging, how many mills will close, berry picking, mushrooming, firewood, social gatherings, hunting and access for seniors and the handicapped. As required under 40 USC Sec. 1508.8.

(Individual)

[Sample Statement] Comment: 601-4

We grew up doing everything in the woods and I fully intended for my children to do all of those things. Bottom line this is our land. it has not been maintained properly and I don't expect this will change that fact.[...]You do not maintain what you have right now. How would you maintain it in the future? Too many people, too little resources in those areas, devastation is bound to occur for all.[...]Indirectly, I see a future with everything taken from us.

(Individual)

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[Sample Statement] Comment: 609-4

Sec. 1508.8 Effects

The Forest Service failed to take a hard look at the effects their proposed actions

Direct effect: Loss of traditional hunting, fishing, camping, wood cutting, mushroom picking, trail riding, both on horseback and ATV, backpacking, and generally exploring the forest. Forcing forest visitors into smaller areas, which will result in overuse and loss of serenity.

Indirect effect: Potential for an increase in trespassing on adjacent private lands

(Individual)

[Sample Statement] Comment: 196-13

The Forest Service violated 40 USC Sec. 1508.14 by failing to take a hard look at the relationship between the people and the Wallowa-Whitman National Forest, and how the human and physical environmental effects of the travel management plan are interrelated. In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads listed above in section 2 (a-f).

(Individual)

[Sample Statement] Comment: 419-2

1508.8a The forest Service fail to take a hard look at the direct effects the closure of roads, two track (level 1 roads), and user created trails would have on the local communities. Homeowners heating their homes with wood will be forced to other heating sources, or be forced to purchase wood at a substantially higher cost. The closures of these often used trails, and much taken care of by their users, would not only damage the economic outlook, the social stability, cultural and historic travel, but would also further damage the public trust in the United States Forest Service. [...]1508.8b The Forest Service failed to take a hard look at the indirect effects the closure of traditional, and historically used roads and trails by firewood cutters, hunters, motorized vehicles, would have on the local communities. Access to traditional hunting areas, mushroom picking, berry picking, firewood gathering are just a few examples of activities that would be affected for future generations.

(Individual)

[Sample Statement] Comment: 124-1

The Forest Service failed to take a hard look at all of the trails in the Travel Management Plan for the Wallowa-Whitman National Forest.

The Forest Service failed to take a hard look at the direct effects of Sec. 1508.8a.

(Individual)

[Sample Statement] Comment: 353-13

The Forest Service failed to take a hard look at the direct impacts on fish habitat in concentrated use areas.

(Individual)

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Comment: 144-2

The Forest Service failed to take a hard look at Section 1500.2
The Forest Service failed to take a hard look it direct effects under Section 1508.8a.

(Individual)

Comment: 233-1

The Forest Service failed to take a hard look at 1508.8 A & B Direct and indirect effects following;
The National Forests are becoming more and more restrictive in their management process, limiting access to people who cut firewood, mushroom, berry pick, hunt, hike and sight-see for enjoyment. [...]ATV usage in the forests are now being curtailed

(Individual)

Comment: 556-2

The recreation impact of all of these closures was not properly addressed. These include but are not limited to hunting, fishing, camping, mushroom Harvey, berry picking and just being.

(Individual)

Comment: 150-6

it's decisions were arbitrary and capricious, as it failed to take into effect the human environment loss the closure of these roads would cause, as directed in National Environmental Policy Act Section 1500.2 (NEPA).

(Individual)

Comment: 251-1

Has a concerned citizen of the United States of America and being a disabled veteran. I feel that the US Forest Service failed to take a hard look at the travel management plan! And how it would affect each and every one of us.

(Individual)

Comment: 556-5

You failed to consider the direct effects of these closures under Sec. 1508.8 (a). Also failed to see the impact of this planned action under 1508.8 (b).

(Individual)

Comment: 571-18

The Forest Service violated 40 USC Sec. 1508.14 by failing to take a hard look at the relationship between the people and the Wallowa-Whitman National Forest, and how the human and physical environmental effects of the travel management plan are interrelated.

(Individual)

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Comment: 591-4

REMAND REQUEST #3: United States Forest Service failed to take a hard look Sec. 1508.8b and the indirect effects that the road closure will create. We are fortunate to have these vast areas in the Wallowa Whitman forest and feel sorry for those that do not have the opportunity to discover this area.

(Individual)

Comment: 119-1

I believe that the National Forest Travel Management Plan did not take a hard look at direct and ent... of all closers of roads in Wallawa-Whitman National Forest.

If only for disabled, which I am; along with my community of Halway, OR. My family Horat.... Both Richland and Helway Oregon. We are good stewards.

(Individual)

Comment: 122-1

The Forest Service failed to take a hard look at all the trails in the Forest Management Plan for Wallowa-Whitman National Forest.

The Forest Service failed to take a hard look at the direct effects of Sec. 1508.8a.

(Individual)

Comment: 139-1

The Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA regulations, section 1500.2(d), (e), and (f) section – as your agency did not consider the direct impact these road closures have on my family and neighbors.

(Individual)

Comment: 353-17

The Forest Service failed to take a hard look at the direct impacts on the local disabled communities in regards to having free and open access to public domain. A statement of elderly and infirmed have the same opportunity as all motorized users, does not on its face value give relief from meeting ADA.

(Individual)

Comment: 411-8

Our forest is not only a source of water, grazing rights; but provides recreation, ATV use, hunting, fishing, mushrooming, huckleberry picking and wildlife viewing which are a few of the attributes cherished with our communities.

INDIRECT EFFECT: The Forest service failed to take a hard look at the indirect impact to our community. The reality is we are all aging, having access to the roads and areas for things such as hunting, fishing, huckleberry picking, mushroom and just enjoying the area and scenery is important especially in these rural communities. However, I am very concerned per 1508.8(b) Indirect Effects, that my children and my grandchildren will not be able to experience the same accessibility to a natural resource

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 536-17

The Forest Service violated 40 USC Sec. 1508.14 by failing to take a hard look at the relationship between the people and the Wallowa-Whitman National Forest, and how the human and physical environmental effects of the travel management plan are interrelated.

(Individual)

Comment: 596-10

United States Forest Service failed to take a hard look Sec. 1508.8b and the indirect effects that the road closure will create.

(Individual)

Comment: 607-3

The indirect effect of the USFS decision to close these roads. This plan could cause wildlife and vegetation overgrowth. How does the USFS plan to manage it all, you don't manage it now.

(Individual)

Comment: 667-3

The indirect effect of the USFS' decision to close these roads affects me because I believe that if you close these roads now, you will close more In the future until there are no more.

(Individual)

Comment: 692-4

The Forest Service failed to take a hard look at effects this will have on our communities by not being able to take advantage of the best growing recreation by the use of ATV.

(Individual)

Concern: 56: The Forest Service should inform respondents about project progress and add them to the project mailing list.

Response:

[Sample Statement] Comment: 43-1

Please keep me advised on the current issues of the Wallowa-Whitman Travel Management Plan in regards to issues and concerns of Baker County commissioners and the attempts to keep public use on public lands available in the future.

My email is bettye03@hotmail.com and my mailing address is P.O. Box 173, Unity, OR 97884.

I'm not able to attend public meetings as far away as Baker City or La Grande, but would like to be kept in the loop regarding the future plans of the Wallowa-Whitman in regards to future closures or access changes on the forest.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 60-1

I would like to be kept in the loop with the path forward regarding the above subject. Please send me updated copies of the updated maps, or let me know when they are available on the WWNF web site. I would also like to receive clarification to the questions asked and when and where public involvement workshops are scheduled.

(Individual)

Comment: 77-4

Please add us to all mailing lists regarding travel management.

(Individual)

Concern: 57:

The Forest Service should provide additional information about the appeal process to the public.

- Including a list of respondents who are eligible to appeal
- Including the dates of the comment period/appeal period
- Including how to gain standing for an appeal

Response:

[Sample Statement] Comment: 271-1

As a long term Oregon Native and most importantly an outdoorsman how do I appeal the ban on motor vehicles aka road closers in the Wallowa-Whitman National Forest?

(Individual)

[Sample Statement] Comment: 301-1

How do we appeal this?

(Individual)

[Sample Statement] Comment: 390-1

I want to give input on the 4000 mile road closure.

Please send me the info and when the dead line for comment.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 588-1

Many people I have been helping with appeals cannot remember if they signed a petition or cannot find the copy of the information they originally sent in on the above Travel Management Plan.

I am requesting that you e-mail me the names of the people you show as having standing either because they sent in a letter or signed one of the petitions which were submitted. I would be happy to look it up myself if you will direct me to the web-site where it is located. I cannot find the list of petition signers or those with standing that are not included in the list of "significant" issues raised. I have done multiple Google searches trying to find this information. I have also been into the local U.S. Forest Service Office. These people tried to be helpful, but they were also unable to locate this information in their records.

(Individual)

[Sample Statement] Comment: 201-1

I submitted comments on this travel plan starting in 2007. I can find no list of those who are able to appeal your decisions. I want confirmation that I am able to do that and am requesting a web site where I can see the list of all those who have submitted comments and thus are eligible to appeal your decision.

(Individual)

[Sample Statement] Comment: 430-1

As I read the rules, you had to have already commented to be able to appeal the decision. I did already comment, but I can find only one place where you list contributors who you determined had "substantive" comments. Does this mean you will not accept or can refuse to hear my appeal issues? Where can I find the list of all those who have commented to date?

(Individual)

Comment: 208-1

Thanks for responding so soon. I do realize you have to get 100's of emails. The Wallowa Whitman travel management plan is one I was first interested in. I don't know if my comment went through and I had standing. I know that project was put on pause. I tried to send in the comment in the period that was recommended, sometime in Jan. or Feb. of this year.[...]I am new at this and plan to try to keep up on these kind of projects in our area. Our economy is struggling and if we have some timber sales maybe we can get people back to work. Also since my husband and I own a business these kinds of things effect us. They effect every business here in our area. The other reason I got involved in the first place is I want future generations to be able to enjoy our Public Owned forests, which seems to be forgotten by many people that they are Public Owned.

(Individual)

Comment: 298-1

I want to express my displeasure with your decision to close forest roads. I can no longer hike or bike so vehicle travel is my only means of access. How do I appeal this decision?

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 520-3

I have appeal eligibility due to the written and oral comments I submitted during the 30-day comment period.

(Individual)

Comment: 277-2

Can you send me a map or link to a map that shows the roads that will be closed if this stays as proposed?

(Individual)

Comment: 284-4

I would assume there is a process for asking for a contested hearing on this plan. I would like the information to do so.[...]I will not continue at this time, but want the information on the legal process for getting my complaints on record and into the record for any legal actions taken by any and all parties related to this short sighted action which will result in the destruction of our public lands.

(Individual)

Comment: 557-6

P.S. ??? Standing Participant--July 2007

Why wasn't my name listed in your book for those who made comments in 2007? My comments were "hand delivered" by me to Travel Mgt. Planning, 3502 Highway 30, La Grande, OR

(Individual)

Comment: 156-2

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.[...]I have appeal eligibility due to the written and oral comments I submitted during the 30-day comment period.

(Individual)

Comment: 422-1

How do we appeal this?

(Individual)

Comment: 433-1

I just needed to clarify requirements for those who wish to appeal the Wallowa Whitman's TMP ROD. Do potential appellants need to have commented on the DEIS? Is public meeting attendance considered adequate "interest" as a basis for standing?

(Individual)

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Response To Comment Report

Concern: 58: The Forest Service should provide additional information and improve the Forest website so the travel management information is easier to find.

- Including the location of maps
- Including a complete map and road closure list
- Including the dates of the comment period
- Including a copy of the Travel Management Plan

Response:

[Sample Statement] Comment: 195-22

Disclaimer The Forest Service road numbers used in this appeal were obtained by the appellant from the only list of Wallowa-Whitman National Forest Travel Management Plan proposed road closures that he could find. To his knowledge, no existing Forest Service map indicating all of the Forest Service road numbers is available to the public_ The Forest Service has failed to provide a complete map and road closure list for the public in a timely manner for submitting appeals_ The appellant made a conscientious effort to include in this appeal, only roads proposed to be closed by this decision.

(Individual)

[Sample Statement] Comment: 295-1

Brian Pendergras called today at 11:00 - and is looking for the TMP website. Please call him at 503-347-8378

(Individual)

[Sample Statement] Comment: 384-1

Please mail a copy of the W-W proposed travel management plan and maps, before the appeal deadline hopefully, to Betty Duncan, PO Box 173, Unity, OR 97884. The maps available on the internet are impossible to read and print on a home computer.

(Individual)

Comment: 452-1

Yes, I ordered a copy of TMP maps be sent to Betty E Duncan, PO Box 173, Unity, OR 97884. I had a verification email from Debbie Hurd in LG that my request was sent to the roads team...are you keeping my information until after the appeal period ends? Is this how the FS does business now?

(Individual)

Comment: 274-1

I would like to know how to access the new travel management plan and the maps. I would also like to know how to file an appeal.

(Individual)

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Response To Comment Report

Comment: 279-1

I read in the Wallowa County Chieftain that the proposed road closures for your forest are now available. I have yet to see such a map in electronic, or printed form. The story said: "CDs, bound printed copies, and online versions of the plan itself are available free". If so, I would like a copy so that I can make an informed assessment of its merits.

My address is: 29598 Weslinn, Corvallis, Oregon 97333

(Individual)

Comment: 389-1

Can you send me a map of the Keating Unit roads being closed? Or all the units and roads being closed for that matter.

(Individual)

Comment: 587-1

I have been on your website and I am unable to find the planned road and trail closures here in NE Oregon, Wallowa County.

Are you able to point me in the right direction for discovery?

(Individual)

Comment: 127-1

Would it be possible to have you send me a copy of the MVUM for the Wallowa Whitman National Forest? Thanks
Brent Jenkins Deschutes National Forest
63095 Deschutes Market Road
Bend OR 97701

(Federal Agency/Elected Official)

Comment: 205-1

Where can I find the Proposed Plan for road closure and wood cutting information in this new proposed plan?

(Individual)

Comment: 254-1

Can you please send me the link(s) for map(s) showing the purposed travel management plan in the Wallowa-Whitman National Forest?
I am also interested in current road closures to ATVs for the area outside Joseph a around Buck Horn Springs and Dead Horse. Any information/links you can provide would be very helpful.

(Individual)

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Response To Comment Report

Comment: 293-1

Several folks have received the CD/hard copy of the plan...I have not yet received mine.

Is there an issue I need to address?

The LaGrande District has no maps available and indicates there will be none for us till June or July?

Several individuals have attempted to contact the individual mentioned by Monica in the conference call for help with the appeal process. They have been told no.

(Individual)

Comment: 196-19

Disclaimer The Forest Service road numbers used in this appeal were obtained by the appellant from the only list of Wallowa-Whitman National Forest Travel Management Plan proposed road closures that he could find. To his knowledge, no existing Forest Service map indicating all of the Forest Service road numbers is available to the public_ The Forest Service has failed to provide a complete map and road closure list for the public in a timely manner for submitting appeals_ The appellant made a conscientious effort to include in this appeal, only roads proposed to be closed by this decision.

(Individual)

Comment: 224-1

I cannot figure out which roads to use and this appears to be a deliberate attempt to deny me appeal rights. The USFS has maps with numbers. I would like the numbers of the roads they are going to choose.

(Individual)

Comment: 292-1

I am wanting the Travel Management Plan that was just released (March 15) to the public. The public has 45 days to respond, but I have yet to find a public copy of the document.

Please post it on the web and send me a link to it. Tell me how it has been released to the public so I can get a copy to read.

(Individual)

Concern: 61:

The Forest Service should publish the number of people who supported the Travel Management Plan.

- To provide a more balanced view of the public's position

Response:

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Response To Comment Report

[Sample Statement] Comment: 266-1

I strongly support your road closure plan. I notice that all the stories here in Portland mention the 6000 signatures opposed to the plan, but no mention is ever made of the people who support the plan. I'd like to know (and so would the rest of the supporters of your plan) how many people have contacted you to support this change? Perhaps you could share that information with the Oregonian who seem bent on overturning your decision.

(Individual)

Concern: 62:

The Forest Service should consider the effects of the plan on people on fixed or limited incomes.

- Because the forest is a source of fuel, food, and low-cost recreation
- Because road closures will reduce access to low-cost recreation opportunities

Response:

[Sample Statement] Comment: 250-1

I do not know that you have not listened or evaluated the comments and needs of people on fixed incomes who depend on personal use of the forests for both recreation and personal mental and physical health.

We personally use our forests for mental peace, our camping (because of cost of state parks fees are too high), our source of foods (mushrooms, berries, fishing and etc), our source of fire wood for winter heat and hiking for physical health. There are times when we need to just drive into our beautiful forest and feel the hope, renewal life, beauty and assurance that you cannot force a police state into our rights.

(Individual)

[Sample Statement] Comment: 402-3

I feel that the deciding officer, Monica Schwalbach, failed to take a hard look and consider the enormous impact there would be to the surrounding communities and citizens who live near the Wallow-Whitman National Forest as well as the citizens of the state by closing more of the Wallow-Whitman National Forest roads.

I live in Halfway, Oregon which is in the Pine Creek drainage area and I have depended on the Wallow-Whitman National Forest (WWNF) to provide my household with food, firewood and recreational opportunities for myself and my family. I know many, if not all, of my neighbors, friends and acquaintances also depend on the WWNF to sustain their manor of lifestyle which they have been accustomed to for generations. Closing more roads will cause a hardship to me and this community, which is already economically stressed.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 499-8

The Forest Service acted arbitrary and capricious in their decision by closing access and roads in the forest to all but a few. This management plan will be a hardship on those of us that are senior citizens whom are still able to get firewood to heat their home, gather berries and mushrooms or hunt for meat for the freezer. This is an economic impact that we can't bear. As with most senior citizens we live on a fixed income the forest recreation is the one thing we can still afford to do with the young children that so desperately need to learn there are ways to live that don't involve loads of money, and is good healthy clean fun

(Individual)

[Sample Statement] Comment: 1-15

My family and I feel that the Forest Service is trying to take away our rights and recreation. I have been driving on these roads for years and it is my lifeline. Closing off these areas is also going to harm the economy for this area. With the downfall of the economy, most of the local families can only afford to go on family outings in the local area. We go camping as a family where we can afford the gas to drive into nearby mountains.

(Individual)

Comment: 148-2

The following appeal is made in regard to 1508-2, 1508-8, 1508-8-A, 1500-2
The F.S. failed to recognize the human environment in their proposed action. I know of no study of human use in the WWNF. The action will keep local families who cannot afford expensive vacations from going to their favorite camp spot, also it will make my area inaccessible.

(Individual)

Comment: 630-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]The Forest Service has already closed many thousands of miles of roads in our forest and the closers of so many more roads would be a huge impact on my family. I would like to see the Forest Service come up with another solution to this problem.

In these hard economic times one of the few things my family is able to do together is go to the woods and enjoy a variety of activities such as go Barry picking, picnicking, camping, hunting, viewing and taking photos of the wild life and the beautiful Mountains we have around us.

We as a family have used our forest lands from Baker, Union and Grant counties for many years and many generations. I was taught and I have in turn taught my children and their children what the land can provide for us, along with teaching them about respect for our surrounding.

It makes me truly sad to think that we could lose the access to our forest land that we so love, have we not already lost enough.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 176-4

Due to the state of Economics in Eastern Oregon, many people in Eastern Oregon depend on these road systems for food, heat, and entertainment. We pick a lot of huckleberries in the late summer, mushrooms in the spring, our winters meat comes from these roads, our winters heat comes from these mountains, with the economy in the state it is, being a low-income retired family we cannot afford to purchase gallons and gallons of heating oil through the winter, if we cannot get out on these roads to harvest our wood supply I honestly do not know what we will do for heat in the winter

(Individual)

Comment: 177-5

Due to the state of Economics in Eastern Oregon, many people depend on the Forest for Fire Wood Cutting, Fishing, Hunting, Mushroom Picking Berry Picking and most important of all Hunting, A large number of these people are retired and older citizens who cannot get out and walk like the younger generation so they will not have access to the Forest, they will be confined to a small area. We are retired and live on a fixed income, Heating oil is expensive, we have not outlet for natural gas in the Austin area and it is expensive also, We depend on the Forest for our heat. How are we going to get our wood supply if we can't get anywhere to find it. Wood cutters help to maintain the forest, it would seem you would want us out there.

(Individual)

Comment: 657-3

The Forest Service failed to take a hard look [at the] impact these Rules will have on older people on fixed incomes. Sec. 1508.25.

The Forest Service is acting in an arbitrary and capricious manner by limiting access to public lands in regard to older Americans. Sec 1508.8A, 1508.8R, 1508.14, 1508.25

(Individual)

Comment: 410-5

My family and I feel that the Forest Service is trying to take away our rights and recreation. I have been driving on these roads for years and it is my lifeline. Closing off these areas is also going to harm the economy for this area. With the downfall of the economy, most of the local families can only afford to go on family outings in the local area. We go camping as a family where we can afford the gas to drive into nearby mountains.

(Individual)

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Response To Comment Report

Comment: 645-1

I am a senior citizen on a fixed income and I rely heavily on wood for heating. It has become more and more difficult to locate and with even more and more road closures will become even more difficult. My major form of recreation is mushrooming, huckleberrying and riding my ATV. With everyone forced into the same area there will be less and less opportunity to enjoy these pursuits. This area has had numerous road closures in the past. I believe upon review you will discover with these closures and the hundreds of miles of seasonal closures the resource damage concerns are met.

(Individual)

Concern: 67:

The Forest Service should close more roads.

- To protect habitat and natural resources
- To protect riparian areas
- To protect important unroaded areas

Response:

[Sample Statement] Comment: 90-6

I'd like to see additional road restrictions, rather than fewer, especially those allowing motorized stream crossings and damage to fragile riparian areas.

(Individual)

[Sample Statement] Comment: 90-3

The TMP leaves in excess of 4,000 miles of roads in the Wallowa-Whitman open to motor vehicles. This is certainly adequate access for local users. If anything, the closures don't go far enough. The remaining open roads allow thousands of motorized stream crossings that will degrade sensitive stream habitat. They venture into Inventoried Roadless Areas. And, key to our area's critical wildlife resource, the open roads do not provide adequate protection for elk from disturbance from motorized vehicle use.

(Individual)

Comment: 69-1

Close remote/failing roads in Wallowa-Whitman N.F.

This is vital for ecological balance/health of these spectacular/ preceious wilderness areas. Nix motorized use in Inventoried Roadless areas! It's highly inappropriate to allow expensive destruction. Do your job-Protect Our Public lands, waters, wildlife & health! Your attention to this most urgent matter would be much appreciated by all present & future generations of all species. Keep it Wild!

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 61-1

Please support road closures for damaged and failing roads to protect forests and wildlife and to protect traditional recreation. I support all road closures from motorized use. As many as possible.

(Individual)

Concern: 68: The Forest Service did not solicit public feedback on the gates and water bars which have been installed on roads over the years.

Response:

[Sample Statement] Comment: 253-3

There was no public input or permission to install gates and water burs on many of the roads that now have them and they need to be removed now not later.

(Individual)

[Sample Statement] Comment: 706-11

While hunting in the Umatilla Forest for the past 45 years, road closure after road closure signs on Pearson Creek Road 54, Road 170, were posted with absolutely no notice to the public, no appeals, no representation, no due process for the hunters and tourists that spend thousands of dollars, for example, on hunting license and tags. We have demonstrated by our actions that we have the greatest respect for our human environmental rights and we have respect for our environment.

Why were these rights stripped away and ignored by the USFS as more and more roads and trails in all districts were closed?

(Individual)

Comment: 2-3

There was no public input of permission to install gates and water bars.

(Individual)

Comment: 513-4

The Forest Service was arbitrary and capricious. Gave no public ??? to the closing of burned and gated roads depriving me and my family from recreation, woodcutting, berry picking, mushroom hunting and ability to share experiences with my grandchildren, great grandchildren and sons, daughters, friends.

(Individual)

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Response To Comment Report

Comment: 671-8

We have stood by and watched as many secondary forest roads were not maintained and/or closed while the USFS has acknowledge they are unable to maintain roads for even fire prevention. While hunting in the Umatilla Forest for the past 45 years, road closure after road closure signs on Pearson Creek Road 54, Secondary Road 170, were posted with absolutely no notice to the public, no appeals, no representation, no due process for the hunters and tourists that spend thousands of dollars, for example, on hunting license and tags. We have demonstrated by our actions that we have the greatest respect for our human environmental rights and we have respect for our environment.

Why were these rights stripped away and ignored by the USFS as more and more roads and trails in all districts were closed?

(Individual)

Concern: 71:

The Forest Service should clarify that confusion about the plan does not reside with the public.

- Rather the confusion exists within the Forest Service

Response:

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Response To Comment Report

[Sample Statement] Comment: 346-4

In reference to: (1) The Decision Release, legal notice of this decision as published in The Baker City Herald of Baker City, Oregon March 16th, 2012. And the News release on Wallowa-Whitman FS web site, "Forest Supervisor Stops the Clock on Wallowa-Whitman Travel Management Plan, Release Date: April 17, 2012"

(2) Notice of withdrawal: "It has been one month since the Wallowa-Whitman National Forest released its travel management decision. Since then, there has been considerable public interest and debate over various aspects of the plan. As I have listened to the many people who are commenting on the plan, it has become apparent that there is a good bit of confusion, as well as some concerns that would benefit from more discussion.

Because of these concerns I have decided to withdraw the travel management decision, and stop the clock on the appeal process that is underway. "

This notice of appeal is filed pursuant to 36 CFR 215.11 and herewith incorporates the Notice of Appeals from; (1) Guy Michael, 2640 14th Street Baker City, OR 97814, dated April 13, 2012, (2) Arthur Sappington, 46249 Snake River RD. Richland Oregon 97870, dated April 14, 2012. And my prior letter to the Travel Management Team, La Grande Office dated September 28, 2007.

The appellant applauds the decision to withdraw the Record of Decision for the Wallow-Whitman Forest Travel Management Plan (WWFTMP) as communicated by officer, Monica J. Schwalbach in the April 17th, 2012 News Release on the Wallow-Whitman National Forest web site. However, the statement "it has become apparent that there is a good bit of confusion" seems to mean that the general public making the comments are confused, which I can assure you, is not the case. However, if you mean the confusion of issues is on the Forest Service side of the issue; you are correct

(Individual)

Concern: 74:

The Forest Service should replace the local forest officers.

- Because they failed to appropriately consider public input
- Because they were out of touch to what is important to the local communities

Response:

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 64-2

I would further request that Monica Schwalbach, Supervisor of the Wallowa-Whitman NF be removed from her management responsibilities since she has demonstrated a total disregard for the wishes and needs of the local people, i.e. see the front page of The Record Courier, April 19, 2012, Baker City, Oregon.

Management of our National Forests is extremely important to the fabric of eastern Oregon. The lands should be managed to offer the greatest opportunities to our citizens. Recent Forest Service programs continually reduce them.

(Individual)

[Sample Statement] Comment: 386-4

I respectfully request the forest officers responsible for this policy be replaced as they are not in touch with the local people and economy. These changes are a result of several community meetings asking for public input over a process of several years, at a huge cost to the taxpayer.

Concerned local citizens and many others sent in signed petitions with several thousand signatures for the public record filed against this. Letters with legitimate concerns and comments were ignored and set aside with little regard.

(Individual)

Comment: 236-3

This Monica J. Schwalbach doesn't know the people of Eastern Oregon are all about. Please send her back to where she came from. Give the Federal lands back to the States, they will do a better job.

(Individual)

Concern: 75:

The Forest Service should provide for sufficient enforcement of the plan.

- Because increasing enforcement might allow for more roads to remain open
- Because there are currently too few law enforcement officers

Response:

[Sample Statement] Comment: 91-2

While this is a great decision, I still have several concerns/suggestions:

1) Enforcement - I realize it will take a couple years to get forest users used to the new rules. Once through this phase-in period it is imperative that the FS enforce the rules they set. I am concerned that there are too few LEOs for the area they cover. They are overburdened right now.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 176-7

I also would like to say that the Forest Service needs to take a hard look at the way they enforce the rules they have now. Maybe if they would enforce some of the rules and regulations they have in place now and made an example of some of those who are out their littering and destroying the roads in the spring, that they could leave them open for the law abiding citizens who take care of their forest instead of causing problems.

(Individual)

Comment: 109-1

Enforcement is critical for the success of any plan. I see way too much damage and litter by wood cutters. Most of the easy close wood is gone and we are seeing live trees being cut at an increasing rate.

(Individual)

Comment: 146-6

This is my comment on the road closures in Wallowa Whitman Nat. For.[...]I have read that cattle ranchers will be able to get permits on the roads closed. Again, the Forest Service has shown that unless there is a financial gain to be had by them, ie: land leases, timber cutting, mining rights,etc.. the FS ignores the basic rights of the individual. These forests are PUBLIC LAND... which means it is owned by us the public. I have gone through this same process in the Malheur Nat'l Forest in the late 90s and have found it to be very helpful in keeping the road hunters off of barricaded roads, but still is frustrating knowing the attitude of the FS when it comes to commercial versus public interests. These roads were all built by and for the logging companies who were at that time filling the coffers of the NF with timber money. Understandably, now that this money is dried up, there is less funding to maintain these roads, and apparently no money even to barricade or berm the roads that are proposed to be closed. My question is then of enforcement. There are no where enough LEO's in the area to enforce these road closures, not going to be marked roads, and is the publics responsibility to pick up maps to keep your butt from getting up to a 5000 dollar fine. Hmmm seems to be another way to get the public to pay one way or another.. This hasn't seemed to be very well thought out except by people who do not and have not used these lands in the past, and don't have plans to use them in the future.

(Individual)

Comment: 317-2

There will always be a few "bad apples" and it's because of this fact that our laws and regulations exist. Restricting use and being fined when in violation of permitted areas is completely understandable as this is common place in our society in a number of different arenas.

(Individual)

Comment: 669-12

Law enforcement will have to be ramped up which will make more people frustrated directly at the USFS. This TMP is a no win situation for all concerned including the environment and the land.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 213-2

We all own the roads and the forest. They do not just belong to one group. There are individuals that cause problems in the woods just like there are in the big cities. We all need to hold them them accountable and work together.

(Individual)

Comment: 412-5

In my opinion no roads or trails should be closed and as many times as I go riding every summer I cannot see any problems with cross-country travel. Granted there are always going to be idiots, and in the past several years I have tried to get someone from the Forest Service to do something about it. I have gone so far as to give GPS locations of roads and places of trouble. I was told they didn't have the time to deal with it... So we went from that to what is going on today???? This is just stupid.

(Individual)

Concern: 78:

The Forest Service should reveal the number and type of recent citations.

- To demonstrate that there is a need for increased control of motorized use

Response:

[Sample Statement] Comment: 179-4

The impact and stress of our limited tax dollars already spent on this significant and unnecessary plan is a burden that we as tax payers should not bear. You do not have the ability to enforce what you already have. There are laws in place for resource damage. I asked what type of citations have been issued the last five years on the WWNF. The majority of the citizens harassed were wood harvesters, christmas tree gathers and campers. If there was such a need for controlled motorized use then where are the citations backing this allegation?

(Individual)

Concern: 80:

The Forest Service should analyze the effect of insufficient past enforcement efforts.

- On natural resources

Response:

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[Sample Statement] Comment: 353-6

The Forest Service did not take a hard look at the lack of past enforcement efforts to address resource damage, the effects that would have had on reducing past resource damage, nor did they analyze what resource damage concerns could be addressed currently by using current Law Enforcement Officers or Regulations that are in place.

(Individual)

Concern: 81:

The Forest Service should reconsider the plans to limit road signage.

- Because it's unreasonable to expect users to be aware of which roads are closed

Response:

[Sample Statement] Comment: 393-4

I just read of the great National Forest Stewards' regulations to close an additional almost 4,000 miles of National Forest roads.[...]The other not surprising part of the article I read is that you don't even plan to sign the roads being closed and put the burden those who truly try to enjoy rather than those who regulate to make sure a road we may have been traveling on our entire lives is now ok to travel.

(Individual)

Concern: 82:

The Forest Service should make sure that water rights holders are notified of road closures and ensure they have access to their facilities.

- Because they need to be able to maintain ditches and water conveyance systems
- Because access is needed for operations and maintenance of facilities
- And analyze the effects of this plan on their ability to maintain, service, and access water conveyance systems
- To comply with applicable laws

Response:

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[Sample Statement] Comment: 411-6

Sec. 1506.6 Public Involvement: This section requires you make a diligent effort to involve the public involvement.

• QUESTION/COMMENT: Have holders of the water rights within the communities been notified under 1506.6 that the accessibility to be able to maintain ditches and water conveyance systems would be impacted by the effect of various road closures? In the spirit of transparency – it should be mentioned when soliciting public input so that involved parties make the connection.

(Individual)

[Sample Statement] Comment: 411-12

Section 1508.27: As stated during the discussion of the 1866 Act and the Oct 21, 1976 Grants, the Forest Service failed to take a hard look at the impact these road closures will have on holders of Water Rights and their ability to maintain, service and access their water conveyance systems.[...] WATER RIGHT/ACCESS to Lakes, Dams, Ditches, conveyance systems:

I am very concerned that the Forest Service failed to take a hard look at and address Landowners Water Rights, easement issues, economic considerations and recreational matters discussed throughout this document.[...]a) Grandfathered Rights:

Recognizing some water rights pre-date the inception of the Forest Service itself and are covered per the 1866 Act/easement(s) prior to Oct 1976- what is the Forest Services' official position on how those 'grandfathered' rights are to be treated? How will they be recognized in the new travel plan? What is your position as to those water rights and is the plan to try and attempt to restrict access, or to try to place the need for a permit on those areas? Servicing and maintaining lakes and water conveyance systems is positive for humans, the environment and animals. Please advise your official position?

b) Congress established the US Forest Service in 1905. For water rights that came into existence after the Forest Service was established, again there is no indication in your 61 page document to address water/water rights and resources and how it is proposed one service those areas. What are the ground rules/intentions for those areas?

c) Economics: Water plays a huge economic factor for both Pine and Eagle Valleys and the surrounding communities. As such it would make sense to have these issues addressed in the Forest Services' comprehensive plan.

3) What is the Forest Service's intent? What is the plan to:

- a. Protect and preserve the property owners' rights to access their sources of water?
- b. With each water right is the inherent need to access the source, and water transfer mechanism for maintenance and service. That means realistic access for tractors, backhoes, 4 wheelers and pickups to access lakes, reservoirs, tributaries, weirs, ditches, trails, and roads so that they can be maintained to be safe, limit the impact on the forest and remain useable.
- c. What provisions or expectations are being considered to specifically address the various water and property rights mentioned above- both those covered by the 1866 water rights?
- d. Water is a major resource with vital ramifications for property land owners, the economics of the community and ultimately the forest itself.

(Individual)

[Sample Statement] Comment: 411-14

STANDING: I have standing and a right of appeal/comment on this matter from several perspectives:

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1) Prior oral inquiry from July 2007 to 2012 to the Forest Service - inquiries made by Jay Joseph and/or Barbara Dion. Unfortunately, my father Jay Joseph is now deceased. 2) A letter dated July 20, 1992 addressed to Don Martin w/ cc to the Fish Lake Improvement District in relationship Rail Pile Road #3994-295. This letter was placed in the Pine Ranger District -Forest Service Road Management File. 3) Also, as a property owner in Halfway, OR - with water rights (Fish Lake, Fish Creek, North Pine, Dry Creek, Lake Fork of North Pine- ditches, tributaries, weirs, diversion area etc) some of which originate prior to the inception of the Forest Service and/or protected by the 1866 Act/1909 or 1976 Federal Land Policy Mgmt Act.

Several categories and/or groups were not considered, or somehow failed to appear in the final document.

BACKGROUND: My father, Jay Joseph, was one of the primary landowners responsible for the development of Fish Lake. Fish Lake is one of the water sources for our ranch. Additionally, it provides a recreational resource for the community and has in the past been a water resource used by the Forest Service to fight fires with.

Prior to my father's death, he and I have visited with the Forest Service, the local ditch walker and the Water Master many times about water rights and access issues. I fully anticipated this travel plan to be comprehensive, or at least address a primary issue for all community- the VITAL NATURAL RESOURCEWATER.

Imagine my surprise when I reviewed the proposed final 'comprehensive plan' and except for the info below the plan appears to be silent as to water and ditch rights/access issues.

Page 24 of the document discusses 'range management' and comments-
"Many livestock permittees across the national forest use motor vehicles to manage livestock operations on permitted grazing allotments and to maintain facilities. Other activities include installation and maintenance of water developments, fences, corrals, and other necessary improvements or maintenance activities and annual operation agreements."

Law of 1866- Act Rights-of-Way: U.S. divested itself of claims to its water when Congress passed the Act of July 26, 1866. This act was the foundation of subsequent western water law because it recognized the common-law practices.

By the Act of July 26, 1866, the federal government obligated itself to not only protect the rights of individual possessors of the water, but also to recognize the local customs, laws and decisions of the state courts. Water within states' boundaries was already looked upon as owned by the states, and its use by private individuals in the West was to be determined by state law and precedent.

In 1907 Gifford Pinchot, "father" of the United States Forest Service and its first Chief Forester, explicitly reassured westerners and constitutionalists across the country, as follows:
"The creation of a National Forest has no effect whatever on the laws which govern the appropriation of water," wrote Pinchot in a forest service 'use' book

Federal Land Policy Management Act of October 21, 1976 (90 Stat. 2770; 43 U.S.C. 1761).
Section 501(b)(3) of the Federal Land Policy and Management Act of 1976 (FLPMA), 43 U.S.C. 1761 (b)(3), as supplemented by section 1(c) of the Act of October 27, 1986 authorizes the Secretary of Agriculture to administer rights-of-way granted on National Forest System land by the Secretary of the Interior under previous Acts, including those existing under authority of the Act of July 26,

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1866.

FSM 5500- LANDOWNERSHIP TITLE MANAGEMENT

5522.1- Grants for Water Conveyance Facilities

CHAPTER 5520- ENCUMBRANCES

The direction in this section applies to all water conveyance system grants now administered by the Secretary of Agriculture, which were previously authorized and administered by the Secretary of the Interior, including those granted by the Act of July 26, 1866. Additional guidance is found in sections 5522.11- 5522.13 and in FSH 5509.11, Chapter 60.

1. Administer valid existing easements, which have been shown to exist prior to October 21, 1976, according to the public land law under which the grant was made. The grant is not diminished by defects in a survey or description made many years ago.

5522.1- Grants for Water Conveyance Facilities

1. Administer valid existing easements, which have been shown to exist prior to October 21, 1976, according to the public land law under which the grant was made. The grant is not diminished by defects in a survey or description made many years ago.

2. Administer easements according to the rights conferred under the grant, and Department of Interior regulations at 43 CFR Part 2800, unless otherwise ordered by a court of competent authority.

Grants authorize occupancy for particular purposes, and provide for use of the area actually occupied and used, or described in the easement or statute.

3. Allow use of a road when part of an existing right-of-way if it is adjacent to the system and was constructed as part of the system.

4. Allow a holder to perform maintenance and minor improvements within the easement right-of-way. A new authorization is not needed for normal maintenance or minor changes made in the facilities on the right-of-way to maintain capacity of the ditch as it existed on October 21, 1976. Significant changes in location or alignment, significant increases in the area occupied, construction of new access roads, and enlargements and extensions that increase capacity of the system or include new land will require application for, and issuance of, an authorization under FLPMA, as amended.

5. Allow a holder access to the easement on existing roads.

• QUESTION: Based upon the foregoing- what is the Forest Service's position and how will the 'grandfathered' rights be recognized and treated?

Section 1502.16 Environmental Consequences:

It appears the Forest Service failed to take a hard look at Section 1502.16 Environmental Consequences and the 1866 Act Rights-of-Way and the easements.

(Individual)

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[Sample Statement] Comment: 411-16

ACTION REQUESTED: While the record of Decision to close 6,200+ miles of Forest Service land is as a whole troubling, I am specifically asking that you open up the following areas for unlimited road use and access.

- Because your map is hard to find and confirm that I will be referencing the most current road/trail number, I instead petition that any roads and trails in the vicinity of our water resources NOT BE CLOSED. They are used to facilitate maintenance and the need to access them, at will is based upon the following water rights.
- Please see the attached record a copy of the State of Oregon, Baker County Certificate of Water Rights relating to property that is now owned by Jay H Joseph Ranches, Inc which include:
 - Specifically all roads/trails servicing the areas of North Pine, Fish Creek, Dry Creek, Lake Fork of North Pine, Fish Lake and Fish Creek and all tributaries, ditches, diversion points, reservoirs, trails and roads that provide access to these water conveyance areas.
 - Acknowledge in the Forest Service Travel Management Plan the Law of 1866 - Act Rights-of-Way; the FSMSOO Land-ownership Title Management Chapter 5520- Encumbrances and Federal land Policy Management Act of October 21, 1976
 - Additionally, as I know there are other farmers/ranchers that will be adversely impacted by these widespread road closures, I am also requesting reconsideration and opening up of ALL OTHER roads that provide access to other landowner's water rights with Rights of way per the 1866 Act in the Wallowa Whitman Forest Service. Unfortunately the farmers and ranchers in the area are aging and riding a horse or walking to maintain their water resources are not valid options.

(Individual)

[Sample Statement] Comment: 450-7

The road closure would affect my ability to check my water source that supplies my drinking/usable water.

(Individual)

[Sample Statement] Comment: 145-1

Our future depends on sustained agriculture as one of the top commodities in Baker County as well as in the State of Oregon. Almost ninety percent of water rights and use date from years 1863 to 1900. These rights have been beneficially used and maintained to date. Annually and sometimes more frequent there is countless hours of preparation to get ditches and their points of diversion ready for the season. It is hard enough to get to some even with roads and trails. Without key roads and access points many irrigation systems will suffer significant losses. Almost all of these high elevation irrigation systems were built on Federal and State lands long before being managed by the USFS. Restricting access for repair, maintenance and future storage development is of great concern of many irrigation companies. The future of Baker Count as well as Oregon would be threatened. We greatly encourage that water management be a vital decision factor in the Travel Management Plan.[...]The Forest Service failed to take a hard look at 40 CFR 1508.27(8). The undisturbed access to diversion structures are necessary for maintenance to our district and our users. I request the Forest Service remand their decision until a Supplemental EIR is developed.

(Individual)

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[Sample Statement] Comment: 411-13

Notification: Specifically, I would like confirmation that various Federal, State and local entities have been notified and their input solicited as to the Environmental Consequences of this plan. Has the US Department of Agriculture Secretary of Agriculture, Secretary of Interior, the Pine and Eagle Valley Soil Conservation District the OR State Water Master, Rick Lusk as well as All Local Holders of Water Rights for Pine and Eagle Valley that have water rights originating from what is now known as the Wallowa-Whitman National Forest been notified of the proposed impact to them and their input solicited? Also Section 1503.1 Invites comments from all appropriate State and Local Agencies - has that been done?

(Individual)

[Sample Statement] Comment: 612-1

We have a permanent right to travel the Rail Pile road 3994-285, Fish Lake Ditch road, Hooker Flat Ditch road, Fish Creek road and all of their tributaries in order to maintain our ditches and measure the water that comes thru them. The roads were established in the 1800's long before the Forest Service was established.

(Individual)

Comment: 564-2

APPEAL POINT #2 RELIEF REQUESTED

It was Arbitrary and Capricious that the Wallowa Whitman Forest failed to take into consideration the thousands of water rights and the access to same that is vital to the Counties in the Wallowa - Whitman. Access to ditches and the ability to periodically clean said ditches is a must. Access to head gates using established roads is a vital part of the economies of all three counties encompassed in the TMP.

(Individual)

Comment: 586-5

The forest service failed to take a hard look at giving adequate notice under USC sec. 1506.6 about what effects this action might have on my ability to irrigate. I draw water from eagle Creek through the Kay Young and Moody ditches, Access by water masters or ditch walkers might be required in the headwaters to see what conditions are.

(Individual)

Comment: 699-2

APPEAL POINT #2 RELIEF REQUESTED

It was Arbitrary and Capricious that the Wallowa Whitman Forest failed to take into consideration the thousands of water rights and the access to same that is vital to the Counties in the Wallowa - Whitman. Access to ditches and the ability to periodically clean said ditches is a must. Access to head gates using established roads is a vital part of the economies of all th.ree counties encompassed in the TMP.

(Individual)

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Comment: 411-10

Section 1508.14 Human Environment: The forest service failed to take a hard look at my relationship and ability to experience the environment, our streams and lake. My father, orphaned at a young age, was able to buy property in Halfway and make it a growing concern, putting 3 children through college and actively working the ranch until age 88. This ranch has been in the family and I intend to pass it on to my children. I am concerned with the ability for it to be self-sustaining and economically feasible to run if our water rights and access to the same are restricted.

(Individual)

Comment: 411-17

Also, I have concerns as to the Economic, Cultural, Historical, Recreational impacts this plan will have for Pine and Eagle Valleys for current and future generations. Water is vital for our community to be sustainable and for the small family farm/ranch to continue. It provides recreation, heritage and cultural and community foundation. Without protection of this resource/ access to maintain it- the community tax base will negatively be impacted.[...]My two sons plan to continue the family ranch and the goal is to keep it economically sound and productive. Water and our existing water rights and access to the conveyance system is an essential element toward that goal. I appreciate the Forest Service is now revisiting the Forest Travel Management Plan and look forward to a formal response.

(Individual)

Concern: 83: The Forest Service should analyze the current sediment rates in fish-bearing streams in affected drainages.

Response:

[Sample Statement] Comment: 353-11

The Forest Service failed to take a hard look at current sediment rates in fish bearing streams in effected drainages and report all analysis in an open forum for review.

(Individual)

Concern: 85:

The Forest Service should produce an atlas of roads that are designated as open.

- To comply with NEPA, the Forest Service Manual, and the policy for multiple use
- To comply with the Travel Management Rule

Response:

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[Sample Statement] Comment: 447-12

How can changing two or three paragraphs (as explained in the ROD p. 52) meet the requirement changes of the entire plan, when the 1990 Forest Plan is replete with analysis and guidelines throughout the Plan concerning the "transportation system" and "open road density".

The decision could have chosen to comply with the 2005 rule by producing an atlas of the roads that are designated open and apply to this atlas the data and resource objectives that are governed by the management plan, however, by closing all areas to cross-country travel except in designated areas is a significant change in the entire plan objective. This 2012 TMP does not meet the requirements of NEPA or the Forest Service Manual policy and much less, the specific statutory policy for multiple uses.

(Individual)

[Sample Statement] Comment: 447-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

The Wallowa-Whitman 1990 Forest Management Plan is replete with motor vehicle travel management. It already complies with the Travel Management Rule, except the requirement of a map designating the current roads open to public travel or areas closed to cross-country travel seasonally. By simply complying with this requirement of the rule, it would have been a truly insignificant amendment to the WWTMP and not needing the BIS, see 36 Part 212.2:

(a) For each national forest, national grassland, experimental forest, and any other unit of the National Forest System as defined in § 212.1 and listed in 36CFR part 200, subpart A, the Forest Supervisor or other responsible official must develop and maintain a forest transportation atlas, which is to be available to the public at administrative headquarters units. The purpose of the atlas is to display the system of roads, trails, and airfields of the unit. .. and other data to support analysis needs and resource management objectives identified in land management plans.

[Emphasis added]

Instead, it is now the year 2012 (7 years past the 2005 rule) and multi-thousands of dollars and time have been wasted on a travel plan that is significant, generated considerable opposition and does not comply with the requirements of law concerning the "human environment" in NEPA or other requirements of law and with multiple errors.

(Individual)

Concern: 86:

The Forest Service should confirm that federal, state, and local officials were appropriately notified.

- And were provided with copies of the draft document

Response:

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Comment: 411-4

I have heard that several local governmental entities did not receive a copy of the draft? Was it circulated for their input?

(Individual)

Concern: 87:

The Forest Service should reduce staffing significantly.

- Because the reduction in access should reduce management needs

Response:

[Sample Statement] Comment: 432-4

Since there is no access and no use then there should be no reason to maintain the personnel of the Forest Service. An immediate 75% reduction of forces upon implementation of this management plan would seem appropriate.

(Individual)

Comment: 534-7

These are many of the reasons why people like us live here -the mountains and forests that have been here long before the USFS has been in existence. And if there are less roads for the public to use, then in all logic, we no longer need the USFS. As with any business, when there is a lack of work, then workers are laid off. Many USFS offices should be closed down. This will decrease jobs and increase the unemployment rate.

(Individual)

Concern: 88:

The Forest Service should include Wilderness Areas and National Recreation Areas within the plan.

- To give a more accurate picture of the effects of the plan

Response:

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[Sample Statement] Comment: 341-4

I request that the Wallowa-Whitman TMP include the 9,780,000 acres of NFS land that are presently classified as wilderness and the Hells Canyon Recreation Area. It is blatantly deceitful to omit these acres in order to make the road density appear higher. Let's be fair.

(Individual)

Comment: 413-1

Furthermore, I understand that the Wallowa-Whitman did not include certain National Recreation and Wilderness areas in the planning process. As a result, the planning area reflected an artificially high percentage of land suitable for motorized recreation than is actually the case over the entire forest. When the Wallowa-Whitman is taken as a whole, with National Recreation and Wilderness areas included, more than 70% of USFS lands in Wallowa County are already dedicated to non-motorized "quiet" recreation.

(Individual)

Concern: 93:

The Forest Service should ensure access to forest products.

- To preserve the way of life in eastern Oregon
- To preserve opportunities for future generations
- To preserve access for senior citizens with limited income
- Because the forest is a source of fuel, food, and recreation
- To avoid causing economic hardships to local citizens dependent on these products
- To preserve access for senior citizens with limited mobility

Response:

[Sample Statement] Comment: 9-4

The Forest Service has failed to look at all of the harm it will do to my family by closing the roads in the forest. I am 54, my wife 50 and my son 21. We wood cut for our heat, we hunt for our food (elk, deer, mushrooms and berries), we fish the high streams. We ride 4 wheelers and dirt bikes for recreation.

(Individual)

[Sample Statement] Comment: 5-1

Please do not close all these roads. We've gone huckleberrying and mushrooming on them for fifty years. I am 90 years old and not able to walk very far. This is the way of life for the people of eastern Oregon.

(Individual)

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[Sample Statement] Comment: 232-3

spend a lot of time in the mountains, picking huckleberries, picking mushrooms, riding my horse, hiking and taking children to enjoy our beautiful mountains that surround the Grande Ronde Valley. This is going to have a huge impact on the future of our children and grandchildren.

(Individual)

[Sample Statement] Comment: 347-2

For 45 years I have logged, cut firewood, prospected for minerals, hunted, fished, camped, picked berries and mushrooms on the Wallowa-Whitman Forest. I am 75 years old now and am somewhat unable to get around to access firewood and to walk long distances to hunt. I also have many friends who are senior citizens and are physically limited in accessing firewood and in hunting very far from roads. Over the forest it is very evident that firewood access is getting to be very difficult. The 300 foot access area on either side of open roads is not much help in accessing wood as most roads do not allow getting off of the roads due to borrow ditches, thick tree's, steep banks and so on.

(Individual)

[Sample Statement] Comment: 124-2

I won't have the ability to gather firewood, or access the forest for recreations. The Forest Service failed to take a hard look at my historical heritage of living off the land as covered in Sec. 1508.14

(Individual)

[Sample Statement] Comment: 1-14

I have lived in this county for 65 years and all 65 of those years I have cut firewood, hunted, camped, fished, and mushroom and berry picked with my children and now I am doing these family activities with my grandchildren. It helps keep my grandchildren away from all the other detrimental things that they could be doing. This is a way of life for my family. This is not a national park.

(Individual)

[Sample Statement] Comment: 4-5

It seems to me that you are restricting the use of a lot of area and roads to only those who own horses or are young and able to walk or bike. This is where we have all been going for 40 to 50 years. I don't understand your thinking.

I don't have the financial means or property or the desire to buy, feed, and maintain horses. My knees and back are not young enough to bike or walk where I have always been able to go. I get fire wood, pick berries, mushroom, and enjoy our abundant wildlife. I have been doing this for the last 50 years.

(Individual)

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[Sample Statement] Comment: 164-2

If you close the forest down you will be disrupting a lot of lives.

For example: We heat our homes with wood and pick mushrooms and berries to supplement our diet – not being able to do this would cause us great hardship.

Please don't shut down any more of the forest as you would be causing a hardship for many people.

Thank you for reading my comments and please seriously consider the outcome your decision will have on the people.

(Individual)

Comment: 100-1

We are elderly and enjoy driving in the hills, mushrooming – berry picking.

(Individual)

Comment: 173-4

There roads are very important to me and my family both for the physical benefit of wood gathering, berry picking, mushroom harvesting, but also for the benefit of studying wildlife, plant life, and birds and the religious satisfaction involved with all the above uses.

We request that before you proceed further with whatever plan you are trying to implement you give some serious consideration to these who live in or near the forest and are year round users in many ways.

(Individual)

Comment: 229-2

Many of our local residents gather firewood to heat their homes, have family traditions which include berry picking, mushroom hunting, etc. The Forest is a wonderful place to go to relieve stress, feed our families, fuel our homes and educate our children.[...]I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

(Individual)

Comment: 318-1

These roads are also used by our family to cut firewood, hunt, camp, fish and pick berries and mushrooms. We also enjoy just driving around in the mountains and looking. We are limited in our area, as far as entertainment is concerned; going to the mountains is our entertainment.

(Individual)

Comment: 363-7

The Forest Service failed to take a hard look at the effects of traditional hunting, fishing, camping, mushroom picking, huckleberry picking. These are our culture and the reason we live in Eastern Oregon. We have done this since we were children and now we are seniors who still enjoy doing cultural activities.

(Individual)

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Comment: 501-1

I would like to see these roads kept open as they are the ones that we use for all our activities from berry picking, mushrooming, firewood, camping and hunting. We now have a 5th generation to teach all these things to, so please help us by keeping these areas open

(Individual)

Comment: 501-3

The Forest Service acted arbitrary and capricious in their decision by closing access and roads in the forest to all but a few. This management plan will be a hardship on all whom wish to get firewood to heat their home, pick berries and mushrooms or hunt for meat for the freezer. This is an economic impact that we can't bear.

(Individual)

Comment: 541-2

The direct effects this closure would have on our family are wood cutting to heat our home, hunting to feed our family and the recreational use of our public lands.

(Individual)

Comment: 552-1

As I am President of the Sportsmens Club of Halfway I am appealing the decision to close all those roads on the Wallowa-Whitman Forest. The Gov. has went too far in their process to get people out of our forest. The roads should be left open to the use by all. We that are disabled cannot retrieve their elk and deer because of the 300 foot and all the rest of the roads that are closed by this plan. This also excludes small log sales which is an economic burden to this small communities as there is in Pine Valley at least 7 small mills. This will stop all berry picking, wood cutting, which is a use that keeps most homes heated in the winter. It stops mushrooming as we cannot use the roads. Stop hunting and fishing on most of the roads. Therefore the Forest Service is breaking their own and government rules under the Disabilities Act of 1990s and the NEPA section 1508.8 which describes the effects and indirect effects of the final decision.

(Multiple Use or Land Rights Organization)

Comment: 558-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am protesting this National Forest Travel Management Plan because the USFS acted arbitricious and capriciously this is a foolish plan. I am an old man and suffer badly from arthritis. I love hunting, picking huckleberries and mushrooms.

Your new plan would severely limit me where I can and can't go. Also I heat my home with wood, this plan would make it almost impossible for me to get enough wood to keep me warn thru the winter!! I feel this plan was very poorly thought out and I strongly oppose it!

(Individual)

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Comment: 566-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]These roads are often used by miners, loggers, and pleaurists. Wood cutters who rely on wood to heat their homes will suffer, as well as those who hunt, fish, camp and 4-wheeler. I have been using these roads since I was a baby with my family and my dad with his dad. I am sickened by the idea that my boys, 3 and 5 who have already been on such roads 4-wheeling, may not get to [illegible] to experience the outdoors and environment. Cutting off roads limits access to nature.

(Individual)

Comment: 569-2

A lot of older people aren't physically able to hike into where they wish to go, be it for hunting, fishing, huckleberry picking or hunting for mushrooms. They at least need a 4-wheeler to get around.

The National Forest is supposed to belong to the people. But if we the people cannot access it, what good is it to anyone.

(Individual)

Comment: 570-2

A lot of older people aren't physically able to hike into where they wish to go. Be it for hunting, fishing, huckleberry picking or hunting for mushrooms. They at least need a 4-wheeler (at least) to get around.

The National Forest is supposed to belong to the people. But if we the people cannot access it, what good is it to anyone.

(Individual)

Comment: 620-1

I am a seventy year old man that has few hobbies or things to do. Two of the things I enjoy is mushroom hunting and huckleberry picking with my ATV. This decision will put an end to these great pastimes. Please remand this decision.

(Individual)

Comment: 631-3

In these hard economic times we need to look at solutions and not make it harder. For four generations we have been using our forest for Barry picking, hunting, and fishing, and all the while leaving the woods as we found them, along with teaching our children and grandchildren to respect and care for the forest as well.

My family and I have lived Baker Grant and Union Counties for over 150 years it is a crime to lose what we love.

(Individual)

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Comment: 675-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]Wallowa County is economically depressed. Many families rely on hunting to put food on the table and cutting firewood to heat their homes during our cold winter months. 40 USC Sec 1508.8, 40 USC See 1506.2

(Individual)

Comment: 686-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]People, some who make a living by wood cutting and mushrooming (who pay for permits) will no longer be able to do so.

(Individual)

Comment: 12-3

I believe that the U.S. Forest Service has not looked at the economic impact of the road closures on people like myself and my family, who pick berries, get wood and hunt deer and elk, as well as turkeys and grouse[...]I am handicapped and I am not able to walk very far, to do those things. My wife and I enjoy rides up into the mountains, on several of the spur roads, just to enjoy the beauty, the flowers, the birds and to see all of the treasured animals. We also camp out once in a while with our grandchildren and children.

(Individual)

Comment: 121-2

Were are we going to hunt, fish, mushroom pick, huckleberry. Spend time with the family. If we are not able to drive what are we going to do. I have hunted my whole life in the woods you are going to close down.

(Individual)

Comment: 161-2

I grew up here! Enjoyed mushrooming, berry picking. Lived here 47 years.

(Individual)

Comment: 342-1

There roads are very important to me and my family both for the physical benefit of wood gathering, berry picking, mushroom harvesting, and camping. But also for the benefit of enjoying wildflowers, birding and relaxation in a nature setting.

(Individual)

Comment: 345-2

I and my family have used many roads and areas in Wallowa County. Since cross country travel has been eliminated, all roads should be left open. For generations my family has used many areas and roads for fire wood collections, berry picking, hunting , 4-wheeling and OHV use.

(Individual)

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Comment: 425-1

I think this whole thing is a bunch of B...S..., spur roads need to be kept open as they are better places to find berry, mushrooms, and may be see wild game, which is very scarce, and maybe a stitch of firewood, and making it very bad for older folks you like to go and enjoy a drive in the mountains, because they aren't able to walk very well including myself. I have enjoyed the mountains for 80 plus years, but it looks as if it is about to come a stop, which is very sad.

(Individual)

Comment: 445-4

This action will harm my family, this community, our state and our country. We have used them for our livelihood, for feeding our families through hunting and berry picking, warming them with the wood in our stoves and teaching them how to respect ad protect their given rights to this land. Our family has Indian heritage and we have spent our lives sharing the forests with our children and grandchildren just as our forefathers did. This is our heritage and our way of life

(Individual)

Comment: 477-9

The Forest Service failed to take a hard look at: Cultural and traditional effects of mushroom picking, huckleberry picking, wood cutting, camping, hunting, fishing and complete disregard for the rights of American families.

(Individual)

Comment: 491-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons[...]Taking advantage of the fruits that the forest provides would no longer be available – mushrooms 1st - then huckleberries then strawberries, blackberries - fishing the streams and lakes.

3. We buy licenses, permits – hunting, fishing and woodcutting.

(Individual)

Comment: 549-3

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.[...]It will hurt huckleberry, mushrooming and wood cutting.

(Individual)

Comment: 571-9

The appellant will be affected economically because the Wallowa-Whitman Forest Travel Management Plan will severely limit his ability to harvest timber for private and commercial use. Area access for hunting will be so restricted that the appellant and family members will no longer be able to subsist on wild game and other forest products.

(Individual)

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Comment: 613-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am very much against the closing of Wallowa-Whitman Forest.

You are taking our rights away from us for hunting, camping, walking trails and picking berries that helps feed our family and wood to keep warm in the winter.

God put the thing there. So what right do you have to close any roads in any National Forest.

(Individual)

Comment: 654-2

The rural and small town economic situation in this area is dire, many of our local residents, in addition to users from all over the nation, use these roads for family recreation, including but not limited to, fishing, hunting, back country travel through forest designed hiking and ATV trails, firewood gathering for heating our homes, gathering forest products for both commercial and personal use such as post & poles, lumber for small scale mills, fence stays, etc. Forest products include everything from timber products to wild edible gourmet mushrooms and berries, and many other forest products used in botanicals, decorations and the like. Natural resource extractions include legitimate gold mining, hunting and outfitter & guide services. Also cattle grazing under allotted permits have been a necessary use for small rural ranchers for decades.

(Individual)

Comment: 657-2

The Forest Service Failed to take a hard look at access to the National Forest for older citizens with health and age problems to be able to pick berries, gather firewood, and to find solitude for camping and other recreation. Sec. 1508.14.

(Individual)

Comment: 662-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

They failed to take a hard look at hardship issue which I am. I have hunted and fished in Union County all my life.

(Individual)

Comment: 691-2

The action will negatively affect my picking of huckleberries, gathering mushrooms, cutting of firewood, "horn hunting," etc.

(Individual)

Comment: 723-10

The Forest Service failed to take a hard look at: Cultural and traditional effects of mushroom picking, huckleberry picking, wood cutting, camping, hunting, fishing and complete disregard for the rights of American families.

(Individual)

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Comment: 724-2

The Forest Service failed to take a hard look at the efforts of mushroom picking, huckleberry picking, wood cutting and camping. This will really make it hard on people who depend on these services even outside of this area.

(Individual)

Comment: 160-3

We have always gone mushrooming and berry picking. With the road closure and getting older we won't be able to get to our locations. We hunt and fish in the forest so road closure is going to eliminate and recreation that we have now. This is just another right we are losing.

(Multiple Use or Land Rights Organization)

Comment: 351-1

Since cross country travel has been eliminated, all roads should be left open unless NATUR'ALL Y closed. For generations my family has used many areas and roads for fire wood collections, berry picking, hunting, camping and 4-wheeling.

(Individual)

Comment: 442-1

I am against people or whomever closing Wallowa-Whitman National Forest and roads and any other roads to our forest. It's not only taking away our rights, but also the National Forests are ours also to enjoy. It would be taking our berry picking and mushroom picking that we enjoy doing and it also would stop a lot of people of gathering wood to heat their homes for them and their children.

(Individual)

Comment: 471-1

I am appealing Wallowa-Whitman National Forest Travel Management Plan because I use these roads for hunting, berry picking, and mostly for wood cutting. I haul wood 30 miles one way. I can't find good firewood along roads you plan on keeping open, there are too many people. I am a retired logger of 40 years and I don't like cutting wood next to other cutters. Some of the cuts and stumps I see are downright scary.

(Individual)

Comment: 516-2

Produce: The local forests generally have abundant crops of mushrooms and berries. Many people from the area and other locations harvest the mushrooms and berries for their own use or to sell commercially.

(Individual)

Comment: 556-3

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]Impacting access for wood cutting, prospecting and cattle grazing pastures, most on private adjacent land.

(Individual)

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Comment: 579-3

I and my family have used these roads/areas to ride motorcycles for generations for huckleberry picking and looking at wildlife, firewood collecting, photography and picking out our Christmas tree.

(Individual)

Comment: 592-3

By closing the 3600 miles of roads. It will make it harder to pick berrys, mushrooms, and firewood and camping and fishing, hunting.

(Individual)

Comment: 602-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am very much against the closing of Wallowa-Whitman Forest. You are taking our rights away from us for hunting, camping, walking trails, and picking berries and mushrooms that helps feed our family and wood to keep warm in the winter. God put the things there. So what right do you have to close any roads in any National Forest.

(Individual)

Comment: 605-8

This plan will significantly affect my ability to find firewood to heat my house and shop. I will be significantly affected to travel to my traditional huckleberry and mushroom hunting areas.

(Individual)

Comment: 606-3

I will be directly affected because I will no longer be able to travel to my best huckleberry picking locations, as well as, my favorite mushrooming areas and camping locations

(Individual)

Comment: 611-3

My family and I enjoy the Forest in its entirety to hunt, camp, pick huckleberries, pick mushrooms, collect firewood to heat my house.[...]These are all activities I have enjoyed since a young child my kids enjoy them with me today. I hope that my child's kids will be able to enjoy the forest the same that I did.

(Individual)

Comment: 621-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]I and my family have used these roads for many years for berry picking, mushrooming, horse trailers, and wood cutting, including the cumulative effects these closures will have on local communities. I request the decision be remanded. By not these impact in the analysis the Forest Service is acting arbitrary and capricious in their decision.

(Individual)

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Comment: 635-3

Sec 1508.14 The Forest Service failed to take a hard look at the local, state and other federal agencies economic plans for this forest. Timber sales, wood cutters for private and commercial use, hunters and fishermen as well as mushrooming and other out of doors activities in these forests will be curtailed if not stopped altogether causing financial difficulties for rural areas surrounding this decision.

(Individual)

Comment: 652-1

My name is Alan Keffer, I am 75 years old, and have lived I La Grande al of my life. I hunt, huckleberry and musroom in the surrounding mountains every year. At my age ,I can no longer walk as I used to. If you close all the roads you say your are, my day in the mountains are over. Please reconsider your plan, so us older people can still enjoy our time we have left in what used to be ours to go to.

(Individual)

Comment: 676-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]Wallowa County is economically depressed. Many families rely on hunting to put food on the table and cutting firewood to heat their homes during our cold winter months. 40 USC Sec 1508.8, 40 USC See 1506.2.

(Individual)

Comment: 695-2

The monetary effect of this plan due to people not coming to Union, Baker, Wallowa Counties to enjoy hunting, fishing, berry picking, etc. would be astronomical.

(Individual)

Comment: 122-2

I won't have the ability to gather berries for food or firewood to heat our home.

(Individual)

Comment: 143-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I have grown up in these mountains. I, as well as my family and friends hunt, fish, pick berry, cut wood, and many other functions in these mountains. I refuse to stay out of these mountains ticketed or not!

(Individual)

Comment: 153-3

These roads are also used by our family to cut firewood, hunt and pick berries and mushrooms.[...] I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded

(Individual)

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Comment: 228-2

Many of our local residents gather firewood to heat their homes, have family traditions which include berry picking, mushroom hunting, etc. The Forest is a wonderful place to go to relieve stress, feed our families, fuel our homes and educate our children.

(Individual)

Comment: 412-3

The Forest Service acted "Arbitrary and Capricious" in it's decision to close over 6000 miles of roads in the Wallowa Whitman National Forest that have been historically and traditionally used by thousands of visitors to the Forest for such activities such as hunting, fishing, wood cutting, mushrooming, watching big game, bird watching, mining, berry picking, and many many other activities that help the communities surrounding that forest financially.

The Forest Service and Forest Service Supervisor have totally disregarded these "Social, Economic, Cultural, Historic and Traditional" aspects by making this decision.

(Individual)

Comment: 466-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

REMAND REQUEST #1 The USFS acted arbitrarily and capriciously in their decision to close more than 67% of the roads on the Wallowa Whitman National Forest. The National Forest has failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (t). I will be directly affected socially and culturally by these road closures.[...]My family has traditionally enjoyed mushroom picking after a long winter spent indoors. Many people in the area also enjoy this activity. People from outside the area also decent on the Wallowa-Whitman National Forest to pick mushrooms commercially. Closing the roads will directly impact my family because we will be restricted to small, overpopulated areas of use.

(Individual)

Comment: 489-2

The appellatnt objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach[...]Any trails and roads are a good source to clear the roads of downed trees any time for wood.

2. Social – 1st mushroom picking – 2nd huckleberries, blackberries, fishing[...]As mentioned above, wood cutting each year is a long tradition for 90 percent of our friends in the WWNF. We purchase wood permits from the Office of WWNF each year for every stick we take from the forest.

(Individual)

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Comment: 502-3

The ability to access the Public lands for the harvesting of the edible bounty that grows there is a right that we as a people have had for as long as this country was been in existence. I have been going to the forest to harvest berries and mushrooms most all of my life and the ability to do so is very important to me. I have never personally done these things for income to make my living, but others do and someday I may need to and the road system needs to stay open so that all people have the access to allow them to do their own gathering.

(Individual)

Comment: 514-5

As a pioneer Oregonian, your Wallowa-Whitman Travel Plan will pretty much make it impossible to maintain my life's enjoyment which my parents and grandparents raised me to enjoy with respect. The other problem, one of many, is, I am a woodcarver and most of my projects are made of found wood. Again, what will I do.

I love the mountains and being up there teaching my grandchildren to enjoy and respect our forests. What good are they, if we can't enjoy them and are taxed for their upkeep?

(Individual)

Comment: 515-1

I and my family have used these roads/areas In Union, Baker County, Spring Creek, Ladd Canyon, Catherine Creek for generations for berry picking, firewood collections, hunting, camping, fishing etc.

(Individual)

Comment: 536-7

The appellatant will be affected economically because the Wallowa-Whitman Forest Travel Management Plan will severely limit her husband's ability to harvest timber for private and commercial use. Area access for hunting will be so restricted that the appellatant and family members will no longer be able to subsist on wild game and other forest products.

(Individual)

Comment: 560-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]Under Sec. 1508.8 Effects. I believe changes in the pattern of land use, will have detrimental effects of a historic and economic nature, namely fuel wood gathering, huckleberrying, mushrooming and general enjoyment of the National Forest, especially by the handicapped and senior citizens.

(Individual)

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Comment: 593-5

Indirectly, I will not be able to experience historical and traditional experiences with future generations of my family. Because this travel plan will limit my ability to access many areas that have significant importance to me and my family because of the closure of roads to motor vehicles. Firewood gathering will be nonexistent in a matter of several years because available areas will be overharvested.[...]The direct effects to my family will be berry picking, firewood gathering, mushroom hunting and being together with my family in areas that my family has went to for many years.

(Individual)

Comment: 598-4

MY family will no longer be able visit some of my favorite hunting, berry picking, mushrooming and picnicking areas. This plan will significantly affect my ability to find firewood to heat my home. The proposed WWNF TMP will essentially lock me out of many areas of the forest that are an important part of my family's life. Many of the closed areas are an important part of my family's traditional experiences with nature. I won't be able to perform many traditional experiences with future generations of my family in these historic areas such as nature skills, hunting skills, mushroom hunting, and prospecting.

(Individual)

Comment: 659-4

The forest is where we all like to recreate and enjoy the scenery. There should be no restrictions to go mushrooming, berry picking, riding four wheelers, or just taking a drive to get out of the house.

(Individual)

Comment: 669-4

My family relies on this forest to provide huckleberry picking, mushroom harvesting, firewood gathering and recreational opportunities.[...]Culturally, I depend on the forest for herbs, flowers, berries, mushrooms and so on every year.

(Individual)

Concern: 94:

The Forest Service should reconsider the 300-foot restriction.

- Because it will limit access to firewood and game animals
- Because it will result in greater disturbances
- Because it will be difficult to enforce
- Because the distance is arbitrary and lacking rationale to support it
- Because it will limit dispersed camping

Response:

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[Sample Statement] Comment: 220-3

I can recall gathering firewood with my family many years ago. We pulled the farm truck into a designated patch of bug killed lodge pole pine, dropped, limbed, and cut them in lengths about 7.5 feet long, and laid them cross wise in the stock rack. We left about four hours later with five cords of wood. The area was well off the road, but the ground was firm and we left no ruts. The disturbance caused by our feet carrying wood was much greater than that caused by the wheels on the truck. We would have caused a thousand times more surface disturbance had we dragged those logs to within 300 feet of a road before we were able to load them.

(Individual)

[Sample Statement] Comment: 8-15

C-1 the 300 ft rule by closing the roads and limiting people to only 300 feet off from them is going to do away with any reason for going up there. The wood cutter won't be able to get to there wood tree's the hunter won't be able to retrieve their animals, not everyone is able to pack out a hind quarter on his back.

(Individual)

[Sample Statement] Comment: 142-8

Like Senator Walden said there is a big difference between a National Park and a National Forest and we are a National Forest with a multitude of users.

The TMP is trying to treat our Forest as a park with designated camp spots of which they have made a real mess (North Fork of Catherine Creek and West Eagle Meadows) to name only 2. Most of the local citizens prefer making their own camp spots in areas that they have used, protected and maintained for generations. The 300ft. rule will just about close everyone off from their favorite spots.

(Individual)

[Sample Statement] Comment: 353-18

The Forest Service acted in an arbitrary and capricious manner by requiring a 300 foot buffer zone along designated routes in the Travel Management Plan. No supporting data is found in the EIS to legitimize the reasoning for designating a 300ft buffer versus no buffer at all, the number is completely arbitrary.

(Individual)

[Sample Statement] Comment: 736-28

By allowing fuelwood removal and camping within an area 300 feet on either side of designated motor roads will make law enforcement of this alternative almost impossible to enforce. Motorized users off a designated road will claim they were scouting for fuelwood or a campsite; hard to prove otherwise. In addition this would negatively impact big game security habitat (see page 30 of ROD).

(Environmental Conservation/ Preservation)

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Comment: 142-4

The commercial and the home wood cutters will be eliminated only being allowed 300 ft off the designated road

(Individual)

Comment: 484-2

We also enjoy hiking/camping in the Eagle Caps and camp off the road in unimproved camp sites that have been used for many, many years. Many people enjoy hiking the trails but would find it impossible to find a place to camp within the 300 ft. requirement. It seems it would be more harmful to the forest to crowd people together in small spaces. We are always careful to not leave a "footprint" where we camp, hike, wood cut, berry pick, hunt, etc.

(Individual)

Comment: 608-3

Closing these roads will also cut off our ability to find firewood to heat our house and will also make it financially impossible for the elderly to heat their houses.[...]. Fire wood gathering will be next to impossible with the 300 ft. from roadway limitation because most of the available firewood in these areas has already been taken. It will also make it very unsafe because everyone will be cutting firewood in the same areas.[...]Indirectly, this will increase my/many household utility bills because our primary heat source will be altered because of inability to get to firewood. This will create undue stress on families, which rely upon firewood for their primary source of heat.[...]By closing so much of our forest from vehicular travel, it will put a higher population of wood gatherers in one spot and will adversely affect the environment by putting too much pressure on these lands.[...] This plan will be a financial burden on people, specifically those that gather and sell wood for a living.

(Individual)

Comment: 242-3

My only source of heat is wood, which my family and friends help me gather. With these restrictions in effect, I would have a real hard time getting in my wood. Especially if there is a 300ft. cutting boundary from the main road.[...]There are the Rule Ref. # 212.5, 212.51, 212.52, 261.15 and Federal Register 2007 #8

(Individual)

Comment: 644-6

The commercial and the home wood cutters will be eliminated only being allowed 300 ft off the designated road

(Individual)

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Response To Comment Report

Comment: 466-4

REMAND REQUEST # 3 The USFS acted arbitrarily and capriciously in their decision to close more than 67% of the roads on the Wallowa-Whitman Forest and limit access to 300 feet off of any opened road. Under 1502.16 changes in the patterns of land use will directly and indirectly effect the ecosystems of the Wallowa-Whitman Forest. The forest is used by hunters, fishermen, campers, people who enjoy ATVs, motorcycle riding, and horseback riding. If all of these people camp in a small area it will directly and indirectly impact the ecosystem near the roads that are opened.

(Individual)

Comment: 605-3

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]I personally enjoy going with my family and friends to these areas because of visiting historic mining areas, gathering firewood and going back to some of my favorite huckleberry and mushroom picking areas.[...]Fire wood gathering will be next to impossible with the 300 ft. from roadway limitation because most of the available firewood in these areas has already been taken. I will be directly affected because I will no longer be able to travel to my best huckleberry picking locations, as well as my favorite mushrooming areas.

(Individual)

Comment: 683-1

object to the decision to adopt the record of Decisions for the Wallowa-Whitman Forest travel management Plan as communicated March 16,2012 by the Wallowa Whitman National Forest Supervisor and deciding office, Monica J. Schwalbach. I believe that the forest Service failed to take a hard look at the impact it will make on all people living and using the Wallowa-Whitman forest. Most all wood within 300 feet of any road was cut and already used years ago. It's very, very hard to find any wood now without going seventy five or more miles from your home. It's not that it might impact my life but that it WILL impact my life and many others forever. Wood cutting being one of the most important, berry picking, mushrooming, hunting and camping will all be affected.

(Individual)

Comment: 170-1

I am a mother and grandmother. My husband is disabled. We love to go to Catherine Creek, camp and ride our ATV's. My children and grand children love to meet us, pick huckleberries and mushrooms. Plus ride our ATV's on all these spur roads[...]Our only source of heat is wood and I help my husband get it. If you close all these roads it will greatly impact our hauling wood, especially with the 300ft restriction off the main roads

(Individual)

Comment: 234-2

My family and I will be locked out of camping, wood cutting, hunting, berry picking and just enjoying the forest because of the road closures[...]Please consider the 300 foot rule as it makes it extremely difficult to harvest firewood. I feel this rule should be completely done away with.

(Individual)

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Comment: 482-2

We also enjoy hiking/camping in the Eagle Caps and camp off the road in unimproved camp sites that have been used for many, many years. Many people enjoy hiking the trails but would find it impossible to find a place to camp within the 300 ft. requirement. It seems it would be more harmful to the forest to crowd people together in small spaces. We are always careful to not leave a "footprint" where we camp, hike, wood cut, berry pick, hunt, etc.

(Individual)

Concern: 96:

The Forest Service should analyze the effects of restricting access to forest products.

- Including the effect on historical and cultural heritage
- Including cumulative effects to edible forest products and fuel loads and resulting fires
- Including economic effects
- To comply with NEPA

Response:

[Sample Statement] Comment: 436-8

REMAND REQUEST #5: The USFS has failed to take a hard look at Sec. 1508.25 at the cumulative impacts of the roads closures. Over time there is going to be loss of foods and fuels to gather in places where we are allowed. In other places that we are not allowed, fuels will be excessive and forest fires, ramped which will cause a loss in other Precious commodities and Wildlife.

(Individual)

[Sample Statement] Comment: 564-5

The Forest Service failed to take a hard look at 40 CFR 1500 of the NEPA regulations, section 1500.2(d), and (f) in making their record of decision. The closing of so many miles of roads that the public has used for wood, hunting, mushrooming, berry picking, fishing, biking, prospecting and off roading significantly affects a large portion of the population in the three affected counties.

(Individual)

[Sample Statement] Comment: 24-7

The decision to close the following roads was arbitrary and capricious. You did not address the social and cultural impact on people like me who have used these roads our whole lives. I am beginning retirement and want to continue and to be able to expand my exploring on the Wallowa-Whitman National Forest. I use a motorcycle and pickup and want to be able to camp, berry pick, cut wood and hunt as I have.

(Individual)

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[Sample Statement] Comment: 212-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the importance of the Wallowa-Whitman forest to the culture of my family as required under 40 USC 1508.8. My family has been using these roads for 4 generations. Our home is heated with wood salvage from the Wallowa-Whitman forest. We have hunted, fished and picked mushrooms for generations.

The historic value of these roads in the Wallowa-Whitman forest to me must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effects these closures will have in an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 118-4

The Forest Service failed to take a "hard look at" how this will take away my rights and ability to hunt, gather berries, mushrooms and gather wood.

(Individual)

Comment: 246-3

Forest Service failed to take a Hard Look at 36 CFR 215.11 Sec 1508.14 at the impact on people to pick berries, mushrooms, firewood, camping, and family fun at minimal cost.

(Individual)

Comment: 353-15

The Forest Service failed to take a hard look at the direct impacts on local communities to feed their families by limiting their access to traditional food gathering areas, i.e. huckleberries, mushrooms, hunting grounds, fishing areas. Many families in the affected area are 5th and in some cases 6th generation families accustomed to feeding their families from food stuffs gathered from the forest.

The Forest Service failed to take a hard look at known food gathering sites, inventory those areas and plan for people to be able to access them as needed.

The Forest Service failed to take a hard look at the current firewood available along designated routes and the ability to supply future needs to a growing population in the region as roads deteriorate from lack of local populace maintenance because they are not allowed in the areas to maintain said routes.

The Forest Service failed to take a hard look at current firewood usage in the Union, Wallowa, Baker, Grant, Malheur, and Umatilla county region, give an expected needs statements for the foreseeable future and designate a plan as to how the Travel Management Plan will address this.

(Individual)

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Response To Comment Report

Comment: 375-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I believe that the Forest Service needs to take a hard look at all road closures regarding the impact on all the things I moved here for – wood cutting, berry picking, mushroom hunting, picnicking along with sightseeing.

(Individual)

Comment: 499-3

Forest Service failed to take a HARD LOOK at 36 CFR 215.11 Sec.1508.14 at the impact on people to pick berries, mushrooms, firewood. Camping and family fun at minimal cost.

(Individual)

Comment: 364-4

The Forest Service failed to take a hard look at cultural and traditional effects of mushroom picking, huckleberry picking, wood cutting and camping.

(Individual)

Comment: 409-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I have sent prior communication concerning this issue.

I feel the Forest Service failed to take a hard look at how these road closures would impact the life experiences of me and my family. I went mushrooming and berry picking with my Dad, now deceased, in areas for which this plan would close the only access. So this historic experience would end with me, I could not share them with my future family.

(Individual)

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Comment: 492-1

The Forest Service failed to take a hard look at section 1508.8 (a) & (b) of the NEPA regulations which are the direct and indirect impacts this decision makes on me economically, socially, aesthetically and culturally.

By closing roads in the Wallowa Whitman Forest you are depriving me of the right to put food on my table, the right to heat my home and the right to provide training and education for my grandchildren.

I live in an economically deprived area. When our logging industry was curtailed we had very little income for a family of five. Hunting kept meat on the table; woodcutting kept our home heated and was our entertainment. Now I am retired and guess what? My pension is inadequate and we still depend on the forest for our survival.

If our economy doesn't improve drastically my grandchildren may well be as dependent as we were and are on being able to use our forest lands.

When you have a steady income and are living comfortably it is hard to understand real "need". I am asking you to reconsider your stand on road closures in the Wallowa-Whitman Forest.

This plan does not restore or enhance the quality of my human environment. Taking our family to the forest provided survival training and an education in the sciences. The adverse effects of your actions by not taking a hard look at the extinction of the quality of my human environment also violates section 1500.2 (f) & Section 1508.14 as well.

As indicated above, these road closures would affect me by not being able to hunt, cut wood, pick berries, and hunt mushrooms. Road closures would also keep us from enjoying weekend rides and photographing the plants and wildlife of Eastern Oregon.

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 493-1

The Forest Service failed to take a hard look at section 1508.8 (a) & (b) of the NEPA regulations which are the direct and indirect impacts this decision makes on me economically, socially, aesthetically and culturally.

By closing roads in the Wallowa Whitman Forest you are depriving me of the right to put food on my table, the right to heat my home and the right to provide training and education for my grandchildren.

I live in an economically deprived area. When our logging industry was curtailed we had very little income for a family of five. Hunting kept meat on the table; woodcutting kept our home heated and was our entertainment. Now I am retired and guess what? My pension is inadequate and we still depend on the forest for our survival.

If our economy doesn't improve drastically my grandchildren may well be as dependent as we were and are on being able to use our forest lands.

When you have a steady income and are living comfortably it is hard to understand real "need". I am asking you to reconsider your stand on road closures in the Wallowa-Whitman Forest.

This plan does not restore or enhance the quality of my human environment. Taking our family to the forest provided survival training and an education in the sciences. The adverse effects of your actions by not taking a hard look at the extinction of the quality of my human environment also violates section 1500.2 (f) & Section 1508.14 as well.

As indicated above, these road closures would affect me by not being able to hunt, cut wood, pick berries, and hunt mushrooms. Road closures would also keep us from enjoying weekend rides and photographing the plants and wildlife of Eastern Oregon.

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Concern: 100:

The Forest Service should analyze the aesthetic, historic, cultural, economic, social, and health effects of road closures.

- On the residents of the communities and counties within the plan area
- Including collection of forest products
- Including mineral prospecting
- To comply with NEPA

Response:

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 22-3

The forest service additionally failed to take a hard look at the importance of these cultural, historical and traditional impacts on community families like ours as required under 40 USC 1508.8.

(Individual)

[Sample Statement] Comment: 213-1

The Forest Service failed to take a hard look at the importance of the Wallowa-Whitman Forest to the culture of my family as required under 40 USC 1508.8. My family has been using these roads for 4 generations, picking berries, mushrooms, hunting, fishing, camping, rock hounding, panning for gold, motorcycle riding and ATV riding.

The historic value of the roads in the Wallowa Whitman Forest to me and my family for generations to come, must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effects these closures will have in an arbitrary and capricious action by the Forest Service.

(Individual)

[Sample Statement] Comment: 353-4

The Forest Service failed to take a hard look at Executive Order 12898, in regards to "Agencies should recognize the interrelated cultural, social, occupational, historical, or economic factors that may amplify the natural and physical environmental effects of the proposed agency action. These factors should include the physical sensitivity of the community or population to particular impacts; the effect of any disruption on the community structure associated with the proposed action; and the nature and degree of impact on the physical and social structure of the community." For this reason I ask that the decision be remanded.

(Individual)

[Sample Statement] Comment: 447-1

The Forest Service has not taken a hard enough look at the social, economic, cultural, historical and traditional needs and values of the communities, or my needs for the use and enjoyment and as a mineral prospector in the Wallowa-Whitman National Forest.

(Individual)

[Sample Statement] Comment: 195-2

The Forest Service violated 40 USC Sec. 1508.8 (a) and (b) by failing to take a hard look at the aesthetic, historic, cultural, economic, social, and health effects, whether direct, indirect, or cumulative, that the Wallowa-Whitman Forest Travel Management Plan will have on the residents of Wallowa County and their families.

(Individual)

[Sample Statement] Comment: 682-1

The Forest Service failed to take a hard look at all the trails in and around the Grande Round Valley.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 692-1

The Forest Service failed to take a hard look at all the trails that access all our National Forests.

(Individual)

[Sample Statement] Comment: 81-2

Your decision to close the following roads was arbitrary and you did not address the social and cultural impact on people like me who have used these roads our whole lives to hunt and travel.

I can no longer walk to hunt and have to drive to do what I have my entire life.

(Individual)

[Sample Statement] Comment: 196-16

The Forest Service violated 40 USC Sec. 1508.27 (b) (8) and (10) by failing to take a hard look at the degree to which their decision adversely affects the cultural and historical resources of Wallowa County, and the American citizens' unalienable rights to liberty and property as stated in the Constitution of the United States of America_ The Wallowa-Whitman National Forest is public property owned by the citizens of the United States. Webster defines "national" as public The Forest Service is a public service entity that does not have the right to close roads on public property without the permission of the owners.

In failing to take a hard look at these effects, the Forest Service acted in an arbitrary and capricious way concerning their decision to close the roads previously listed above in section 2 (a-f).

(Individual)

[Sample Statement] Comment: 141-1

The Forest Service failed to take a hard look at economic and cultural impact by closing section 6 in Baker County. And the important trails and roads to these abilities of all people to enjoy these areas.

(Individual)

Comment: 571-26

The Forest Service violated 40 USC Sec. 1508.27 (b) (8) and (10) by failing to take a hard look at the degree to which their decision adversely affects the cultural and historical resources of Wallowa County, and the American citizens' unalienable rights to liberty and property as stated in the Constitution of the United States of America. The Wallowa-Whitman National Forest is public property owned by the citizens of the United States. Webster defines "national" as public. The Forest Service is a public service entity that does not have the right to close roads on public property without the permission of the owners.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 176-5

The Forest Service Failed to take a hard look at Executive Order 12898, in regards to agencies should recognize the interrelated cultural, social occupational, historical and economic, factors that may amplify the natural and physical environmental effects of the proposed agency action. The Forest Service did not take into account the affects this plan will have on the communities and everyday lives of those of us who live in these mountains. I will no longer be able to cut wood, I will no longer be able to hunt where I want, because I will not be able to get to my hunting spots, not everyone is under forty, and some of us cannot hike far distances to get where we want to.

(Individual)

Comment: 196-2

The Forest Service violated 40 USC Sec. 1508.8 (a) and (b) by failing to take a hard look at the aesthetic, historic, cultural, economic, social, and health effects, whether direct, indirect, or cumulative, that the Wallowa-Whitman Forest Travel Management Plan will have on the residents of Wallowa County and their families.

(Individual)

Comment: 536-2

The Forest Service violated 40 USC Sec. 1508.8 (a) and (b) by failing to take a hard look at the aesthetic, cultural, economic, social, and health effects, whether direct, indirect, or cumulative, that the Wallowa-Whitman Forest Travel Management Plan will have on the residents of Wallowa County and their families.

(Individual)

Comment: 571-2

The Forest Service violated 40 USC Sec. 1508.8 (a) and (b) by failing to take a hard look at the aesthetic, cultural, economic, social, and health effects, whether direct, indirect, or cumulative, that the Wallowa-Whitman Forest Travel Management Plan will have on the residents of Wallowa County and their families.

(Individual)

Comment: 653-3

I feel the Forest Service failed to exercise due diligence and acted arbitrary and capriciously in the closure of thousands of miles of roads and trails without due regards for the economic and cultural impact of the users and area communities.

(Individual)

Comment: 655-2

The Forest Service has failed to experience due diligence and acted in an arbitrary and capricious manner by the closure of thousands of miles of roads and trails without considering the impact on the economic and cultural users and area communities! Therefore I feel the record of decision in its entirety should be rescinded.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 149-4

In general NEPA section 1508.27 was not considered in the adoption of Alternative 5 of the Wallowa-Whitman Travel Plan (WWTP). The overall severity of this decision was not considered with the restriction or closure of these roads and many more like them in the WWTP. Thought was not given to the residents of this area or for that matter this country who have enjoyed or will enjoy Wallowa-Whitman National Forest for its beauty, rich resources, diversity, historical significance and abundant plant and wildlife. Denial of access to the forest would have an adverse effect on the economy, culture and health of this area now and in the future.

(Individual)

Comment: 411-7

Section 1508.8(a): The forest service failed to take a hard look at the impact/effect under Section 1508.8 relative to the economic, social, historic use of Wallowa-Whitman and the surrounding communities

(Individual)

Comment: 475-2

The Forest Service violated 40 USC Sec. 1508.8 (a) and (b) by failing to take a hard look at the aesthetic, historic, cultural, economic, social, and health effects, whether direct, indirect, or cumulative, that the Wallowa-Whitman Forest Travel Management Plan will have on the residents of Wallowa County and their families.

(Individual)

Comment: 660-12

The difference between this travel management plan and the 1990 Forest Plan is the new direction of this TMP amendment shows much less management options and more restrictions on and loss of the economic development of the public lands as required in the original congressional statutory mandate for the establishment of the Forest Reserves. Using these roads is part of the culture and economic benefit for local and state as well national citizens of this once great nation. And the closing of these roads and areas many be objectionable to citizens who do not even know yet of this decision and its untended consequences as a result on the Forest Service having failed to take a hard look at the significance of this action.

(Individual)

Comment: 697-1

The Forest Service failed to take a hard look at the traditional, economic and cultural issues, on closing all roads and trails in the Baker County area, in the Wallowa-Whitman.

(Individual)

Appendix "D"
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Response To Comment Report

Concern: 102:

The Forest Service should analyze the effects of road closures on the handicapped, people with special needs, and the elderly.

- To comply with the Americans with Disabilities Act
- To preserve access for taxpayers
- Including the economic effects

Response:

[Sample Statement] Comment: 17-1

I believe the recently proposed Travel Management Plan is not balanced and the U.S. Forest Service failed to do a balanced review of the need for motorized access to the Wallowa-Whitman and specific to public access for handicapped or special needs and elderly individuals.

(Individual)

[Sample Statement] Comment: 97-2

We also are concerned that not everyone can enjoy the forest and wild areas on foot. As our population ages, all areas need to remain available to the responsible tax paying public.

(Individual)

[Sample Statement] Comment: 33-1

Because they failed to take into consideration people like myself, who was raised in Northeastern Oregon and spent his youth exploring the back roads, trails and forest of the Wallowa-Whitman National Forest with my family and specifically my father. Now as a retired individual, I enjoy exploring the areas that were such an important part of establishing my Cultural Heritage with my family. Unfortunately as an individual in my 60's with bad knees I can no longer walk as I did in my youth and require the use of an ATV or UTV to visit or re-visit the places of my youth that are so close to my heart. Your travel management plan would appear to severely restrict if not totally eliminate my access as a disabled person to those areas of my youth. This proposed road and trail management plan would appear to be a violation of some portion of the American with Disabilities Act and if not it should be. Additionally I enjoy showing my children and future grandchildren these areas, so that they would have some appreciation of what "Life was" like and hopefully will continue to be in Northeastern Oregon.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 701-1

I recently obtained my Oregon Pioneer hunting and fishing license which I intend to use for hunting, fishing, camping and huckleberry picking in the Wallowa Whitman forest areas near La Grande where I grew up. As a person with a severe disability, I am unable to use the forests without a motor vehicle. My ability to walk distances over a few yards is compromised by Rhumatoid Spondylitis, and I believe the Forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by closing thousands of miles of roads as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. These roads are important for to me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these routes.

(Individual)

Comment: 118-5

The Forest Service failed to take a "hard look at" how this will affect handicap people from access to our forest when and where they choose.

(Individual)

Comment: 340-8

This plan discriminates against the disabled, period. There are no ADA considerations and that is a direct insult to those handicapped.

(Individual)

Comment: 16-1

The U.S. Forest Service failed to take a hard look at the effect road closures will have on the elderly and disabled miners, woodcutters, and hunters using "our" forests.

(Individual)

Comment: 211-2

The Forest Service failed to take a hard look at disabled people such as my parents and people in wheelchairs who can't enjoy the forest except by riding in a side by side or 4 wheeler. There people would be denied access to the forest.

(Individual)

Comment: 2-7

What about the elderly and disabled individual that wants to be able to go hunting. I think people should put a stop to all this.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 230-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

Because they failed to take into consideration people like myself, who was raised in Northeastern Oregon and spent his youth exploring the back roads, trails and forest of the Wallowa-Whitman National Forest with my family and specifically my father. Now as a retired individual, I enjoy exploring the areas that were such an important part of establishing my Cultural Heritage with my family. Unfortunately, as an individual in my 60s with bad knees I can no longer walk as I did in my youth and require the use of an ATV or UTV to visit or re-visit the places of my youth THAT ARE SO CLOSE TO MY HEART. Your travel management plan would appear to severely restrict if not totally eliminate my access as a disabled person to those areas of my youth. This proposed road and trail management plan would appear to be a violation of some portion of the American with Disabilities Act and if not it should be. Additionally I enjoy showing my children and future grandchildren these areas, so that they would have some appreciation of what "Life was" like and hopefully will continue to be in Northeastern Oregon.

(Individual)

Comment: 395-4

When closing the forest roads and stopping cross-country travel the Forest Service directly affect me and my family's physical and mental health in an adverse way. There are elderly people in my family and I, myself, am physically disabled and unable to walk on uneven surfaces or more than about 100 feet. This makes accessing our public forest lands without the aid of a vehicle of some type physically impossible. This is discrimination against the disabled. If I am forced to walk while in the forest, not only am I not capable of doing this, but I am risking injury to myself and taking the chance that I will not be able to make it back to my vehicle.

(Individual)

Comment: 468-1

I would like to see the Wallowa-Whitman Travel Management Plan remanded because:

1)Our area (Halfway, Pine Valley) has a good number of retired and elderly people who aren't able to hike to their favorite huckleberry, mushroom, and scenic areas. (Hard on seniors and handicap, A.D.A.)

(Individual)

Comment: 510-2

The Forest Service failed to take a hard look at the economic impact of these closures such as: logging, berry picking, mushrooming, firewood, social gatherings, hunting, and access for seniors and handicapped as required by: 40 USC Sec. 1508.8

(Individual)

Comment: 692-5

The Forest Service failed to take a hard look at the handicap issue.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 47-2

The USFS failed to take a hard look at the affect the road closures would have on the disabled person's ability to use motor vehicles to camp, hunt, and just enjoy the National Forest (212.50).

(Individual)

Comment: 65-14

This plan discriminates against the disabled, period. There are no ADA considerations and that is a direct insult to those handicapped.

(Multiple Use or Land Rights Organization)

Comment: 235-3

The Forest Service acted "arbitrary and capricious" in their decision to close all the roads to people such as myself who are disabled and the elderly.

(Individual)

Comment: 679-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at access to the National Forest for people with physical handicaps such as artificial joint replacements, arthritis and other aging conditions who still enjoy the forests. Sec 1508.8A, Sec. 1508B, Sec. 1508.14, 1508.25.

The Forest Service is acting in an arbitrary and capricious manner for not taking in account for older Americans. Sec 1508.14.

The Forest Service acted arbitrary and capricious in their decision by limiting forest use only to healthy and fit members of the community. Sec 1508.8A, Sec. 1508B, Sec. 1508.14, 1508.25.

(Individual)

Concern: 104:

The Forest Service should preserve forest access for senior citizens and the disabled.

- To preserve their quality of life
- To preserve access for taxpayers
- And for disabled veterans
- For their safety
- To comply with the Americans with Disabilities Act

Response:

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 25-5

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1) It is discriminatory toward the elderly and disabled

(Individual)

[Sample Statement] Comment: 76-1

Are you out of your mind? Do you really think we citizens are stupid? I myself have 4 family members in my immediate family that are disabled. Just how in the world do you expect a physically disabled citizen to go beyond a LOCKED GATE, or drive down a ROAD that you have destroyed?! Just how is it that we are going to be able to enjoy lands that are presently open, but will be locked out of after you DESTROY our access? I, and many many other citizens have fought for this country, and paid taxes all of our lives - which I might add have payed YOUR salaries - and this is how we are treated?[...]Why are you closing our roads? This is just not right! Closing the roads would be all well and good if all of us were in top physical condition. But we're not! If you close the roads your planning to then people who are of reduced health, and physicaly handi-caped will no longer have access to these forests! Not to mention the lack of hunting access. We have a right to use OUR forests!

(Individual)

[Sample Statement] Comment: 167-1

The hardships that the Forest Service is creating are many.

Health & Ada.: They are stopping the handicapped from using our National Forest by closing and restricting our ability to use the forest for hunting, fishing, berry picking, wood cutting, and just enjoying the great outdoors. It's the law.[...]Cultural & Historic: It has been our cultural and historical use of the National Forest from our childhood some 70 + years ago. Our family is all getting on in years, and for us to enjoy the forest we must use these roads and trails that we can travel on ATVs as well as all all... vehicles.

(Multiple Use or Land Rights Organization)

[Sample Statement] Comment: 198-4

I am a US Navy veteran, service connected disability, and having roads closed greatly impairs my ability to access the mountains. I would be willing to accept the Union County Plan, option 3, which is less restrictive than the plan that the USFS tentatively adopted, modified plan 5.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 74-2

We are senior citizens and no longer can hike very far and cannot backpack and walk like we use to. We still enjoy being able to take a drive in the woods. We can get out and walk a little ways when we think there is a nice little patch of mushrooms and still enjoy smelling the smells of the woods and outdoors. We take our lunch up sometimes and pull off and eat in a pretty spot we come across. We let our dog out and let him run. My husband is a disabled veteran but still enjoys buying his hunting and fishing license and doing all of the sports but is very limited on the amount of walking he can do. Life means different things to all of us but there are so many people that enjoy nature and life is not easy in this economy for many. Why would any person, organization, branch of government or entity take away something just because they can that gives so many so much?

(Individual)

[Sample Statement] Comment: 446-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

For 103 years my family has hunted, cut wood, backpacked, and just taken a time out to observe nature in the Wallowa-Whitman National Forest. Be it the Zumwalt Prairie, Buckhorn Springs, Salt creek Summit, Harl Butt Lookout, Sheep Creek and Fly Valley south of State Hwy 244, we have a lot of history in this area and been sound stewards of the land. We have deer and bird hunted out of Joseph and hunted Elk South of Hwy 244 South of La Grande.

Most specific at this juncture in my life is the fact that I am an ADA American and the proposed road closure will have a significant impact on others and I with similar issues of mobility. My specific concern is the area South of State Hwy 244 between Starkey and Ukiah, Township 3 to 6 South, Range 34 to 36 East. Included in this area is Tower Mountain, Fly Valley, Johnson Rock Lookout, road closure area proposed, South of State Hwy 244. Since 1914 my family and the extended family have hunted Elk in this area as well as had summer camp outs. As an individual with a mobility issues, closing the roads in this area will restrict me to only 2 roads, Starkey Granite and lower Tower Mountain road to Granit/Sumpter.

(Individual)

[Sample Statement] Comment: 563-4

I am a Disabled Army Veteran, serving two tours. The Wallowa-Whitman offers me the most satisfaction and therapy that I have received. I spend most of my free time with my family in the Federal Forest, my second home. Now you have DISCRIMINATED against all Veterans! I feel you thought of no one and the direct and indirect effect it has on all rural people-especially Veterans who have served for you. What a slap in the face for those who stand up for FREEDOM.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 396-4

By closing the roads and stopping cross-country travel in the Wallowa-Whitman Nation Forest, the Forest Service directly affected the physical and mental health of myself and my family in an adverse way. In my family there are elderly and handicapped individuals who are physically incapable of accessing the National Forest without the use of a motor vehicle of some type. They use 4-wheel drive pickups to access firewood; ATVs and UTVs to hunt big game animals and pick mushrooms and huckleberries. By closing the roads and stopping cross-country travel, people who are not physically capable of walking or riding horses are forced to do so to access the areas they use during these activities putting them at great risk for injuries to themselves.

(Individual)

Comment: 17-2

There are many areas of the Wallowa-Whitman National Forest my husband and I access all year for quiet recreation. The use of an ATV during winter months causes less destruction to muddy roads. But, most of our access is seasonal when berry picking or mushrooming and woodcutting/gathering. My husband has physical challenges.

(Individual)

Comment: 82-3

I'm over 65 which will limit my experience of nature –reduced diversity.[...]I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 171-1

I am a disabled (PQ 188498) and I enjoy riding my ATV, whether for camping, hunting, or just riding on most of the main roads in the Catherin Creek unit. Plus all the spur roads off of the main roads.

(Individual)

Comment: 183-1

After reviewing the final Travel Management decision it is very apparent there was little consideration of local concerns or input as to the requests to leave certain roads open. The Travel Management Plan is too restrictive and would be discriminatory to those who do not have the youth, health or financial capabilities to purchase some type of pack animal to access the Wallow Whitman National Forest for, hunting, camping, mining etc.

(Individual)

Comment: 199-4

I am elderly and closing the above mentioned roads and any others limit my ability to access the mountains. I would be willing to accept the Union County Plan, option 3, which is less restrictive than the plan that the USFS tentatively adopted, modified plan 5.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 291-1

While it will certainly affect me, I am more concerned about my husband and others like him. My husband is has been deemed to have a 100%, service connected disability. He cannot take a bicycle or hike to those places you close off to motorized vehicles. He has no choice. There a lot of others like him. He grew up in these mountains and treats them with the care and respect they deserve. I believe this new set of regulations do not treat him with the care and respect that he deserves.

(Individual)

Comment: 304-2

I am too old to walk to see the forest which belongs to me as well as healthy people.

(Individual)

Comment: 319-1

I was in the military but was not disabled. However, I do have back, leg, and knee problems due to issues related to and not limited to military service. I guess my main concern is the fact that if the roads I have been using for 60 years to access my favorite hunting spots are closed, I would be unable to walk the necessary distance to get to those spots. I have been able to share these experiences with family and friends for years and would hate to lose that right.

(Individual)

Comment: 432-2

This seems to be discrimination against seniors and disabled as we can no longer walk three plus miles in to hunt, take photos, pick mushrooms and huckleberries. Have also been told these closings are to bar access to several mining sites.

(Individual)

Comment: 487-3

Unable to walk and hike due to asthma, I will not be able to enjoy a large percentage of the forest that I pay taxes on due to the Travel Management Plan.

(Individual)

Comment: 530-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I have spent all my adult life in Oregon. I am 83 years old and loved hunting, fishing, and camping in the wonderful mountains of Oregon. I did lots of hiking while hunting and fishing in my younger years, but now I can't walk far so I am forced to ride around and visit the places I camped and hunted and got that big buck or that big fish. I find it offensive that you would attempt to keep us out of the mountains and forests that we have enjoyed for years, and love dearly.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 546-3

being 100% handicapped by social security and a disabled veteran. Essentially the Forest Service did not take into consideration that although I'm disabled, but how about all the other handicapped people are basically told by the Forest, sorry about that, find other hobbies, remember to pay your taxes because it takes a lot of tax payers money to keep our forests restricted and don't forget what it takes to hire more personnel and equipment to keep you out.

(Individual)

Comment: 556-1

1.The Forest Service failed to make a proper investigation of the socio-economic impact on all the road and trail closures proposed.[...]Access for the above would severely handicap the elderly and the disabled who enjoy the forest experience. The above activities are paramount in our local human environment.

(Individual)

Comment: 601-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]My biggest concern is access for the disabled. My family served the United States proudly and this plan is an insult to them and all other disabled Veterans.[...]With this decision you discriminate against the disabled. It is fact that our veterans returning from war, actually do better being able to go back to the woods and carry on the activities that they did before. They don't need to be told that they are restricted from anything that they served, fought or had others die for.

(Individual)

Comment: 647-6

Chapter 4 of the 1990 Forest Plan contains Forest management direction. Under the heading, "Human Rights", the Plan requires that the WA W "provides all persons equal opportunity regardless of race, color, creed sex, marital status, age handicap, religion or national origin". Old people, young children and the handicapped are not provided equal opportunities under the TMP. The travel plan makes significant changes in the handicap's ability to experience a large portion of the planning area.

(Individual)

Comment: 670-5

I have a handicapped father and step mother that will no longer be able to get to these areas that we used to visit on a regular basis.

(Individual)

Comment: 691-3

The Forest Service also acted in an arbitrary and capricious manner in that they have discriminated against all handicapped forest users in the affected areas of the closures.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 24-3

There are others roads I'd like to expand my exploring to during retirement and don't want to be cut off from being able to do that. You are requires to "strike an appropriate balance in managing all types of recreational activities."

(Individual)

Comment: 98-3

I Morris Boettcher "Butch" am a Vietnam disabled Vet, not all of you know or understand what we and all other vets of the past have done to preserve our American rights, and some of you don't even care.

But our American tax dollars pay for these roads to be built and now we are being asked to pay to have them taken away.

I use all these roads at one time or another and or my fellow man including "you" and yours for sighting camping "in solitude" mushrooming berry picking wood cutting, picture taking bird watching fishing and hunting and just general enjoying the great American forest land that belongs to us all.

If we don't take care of what we have in our freedom "now" we will lose more than we can possibly realize at this time, there are many roads that I hunt on travel on for many enjoyable reasons. I don't think you are looking at the whole picture while trying to close roads.

(Individual)

Comment: 178-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am disabled and on oxygen 24 hrs a day. I have a motor home and am able to take oxygen with me camping, I love going up to Sumpter and Granite and enjoy the outdoors. We are able to camp off of different roads up there without crowds of people right next to us. My husband had been thru two open heart surgeries and three stent procedures. He was able to get around on his ATV and enjoyed the outdoors and traveled all of the roads. In the fall, during elk and deer hunting season, we were the camp cooks for our daughter and her friends. We really enjoyed doing that.

If these road closures happen I will not be able to take my motor home up in the Sumpter-Granite area because I would not be able to take any side roads. I might as well sell the motor home.[...] The Forest service failed to take a hard look at the proposed actions effect upon the quality of my human environment by closing the roads in these areas as required by 40 CFR Sec, 1500.2 and 40 CFR Sec. 1508.14. These roads are important for to me and my family for recreation and enjoyment of the federally managed public lands, Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes.

(Individual)

Comment: 236-1

I am a 100% war disabled Vietnam Veteran who has trouble walking. I feel this road management plan is a slap in the face to every disabled person.

(Individual)

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Response To Comment Report

Comment: 331-1

Just heard you are planning on closing 4,000 miles of our roads - don't! Where do you want my grandkids to play, on the freeway? This is our land and roads - how do handicapped or older people get to remote locations without roads? This is crazy. We paid for these roads and your salary. If these are closed, then sell it and close the Forest Service.

(Individual)

Comment: 339-2

It's not just closing of the roads, which I listed above, it is the land itself that will be closed off to cross country travel that will be the biggest effect to my quality of human environment. I am disabled and cannot walk in mountainous country very well. I need the use of my ATV to retrieve game animals, and access various mushroom and huckleberry patches.

(Individual)

Comment: 360-4

As a person with limited abilities being able to access the land by ATV, UTV and 4-wheel drive impacts my life in many aspects. I disagree with any closures of our public lands. Managing our land does not constitute removing any access to our lands. With restrictions that cause myself the inability to walk great distances these closures cause increased limitations for myself as well as others.

(Individual)

Comment: 398-2

Do you realize how beneficial it is for our generation to see Mother Nature first hand and all its resources and potential for the good it can provide? What about our disabled. Are we, by more closures restricting our children and disabled to the pleasure and use of our forest to a TV, internet or picture in a book? Life for all of us will become generic and personally violated. These forests should be for all of us not just a select few.

(Individual)

Comment: 406-4

Our families have used these roads/areas SEE EXHIBIT "A 1 thru 24" for four generations for recreation, cutting and collection fire wood, mushroom picking, berry picking, fishing, hunting , hiking, skiing, four wheeling, motorcycling, camping, picnicking, rock hounding, gold panning, watching and photographing all types of wild life, flowers and plants. As seniors we value the roads system that our forest has in place, because it allows continued access to these activities.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 407-4

These closures discriminate to the older people whom are unable to walk very far and use these mountains for their source of entertainment. Many have campers and 4-wheel drives or ATV' s and use these roads for access to these areas. Most of them are retired or semi-retired and finally have a little more time to enjoy the outdoors. Many do not have enough money to travel all over the United States and shouldn't have to. They can travel a few miles and go to many different areas by using all of these roads. We can take our grandchildren and are able to recreate with them and enjoy them. My grandchildren would rather go camping and riding A TV's any day than go to the big city.

(Individual)

Comment: 528-2

These closures will greatly affect my family's quality of life in Baker County. It will unfairly restrict access of our public lands to the elderly and the handicap.

(Individual)

Comment: 545-2

I and my family have used the roads/area, all roads on the Wallowa-Whitman National Forest for generations for berry picking, firewood, hunting, mushroom picking, fishing, hiking, picnicking, camping, rock hounding, horseback riding, ATV riding, firefighting, wildlife viewing, creek walking, taking our severely handicapped grandson out, he has DMD, he won't live a great quality of life like most people have, and he also loves the outdoors but he has to be transported by vehicle as he cannot walk far and his condition will become worse. The list is endless.

(Individual)

Comment: 553-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service is creating a hardship because of:

All trails should be left open.

There would be a very social impact.

The economy will suffer greatly.

The history of access to the forest roads is a historical right.

I am disabled American Veteran. To deny me access to forest roads would be a breach of my civil rights.

(Individual)

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Response To Comment Report

Comment: 559-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I have lived in Union County all my life, over 82 years.

I have hiked into the high lakes until my feet gave out. Then went to riding a 4-wheeler jeep, not they closed the trails. I cut my own wood now have restricted that until there is no way you can get a legal load.

We have 3 sons, 8 grandsons, 6 great-grandsons. They are hunters, 4-wheelers, and snowmobilers. We will continue to do these things until know what freezes. So write your tickets. I am 83. Lots of luck.

(Individual)

Comment: 622-10

I am disabled and cannot attain access to our forest without a vehicle. My current groups of friends are also older and some are disabled; that with the youthfulness of our grandchildren could preclude them from attaining access to the forest without these roads.

(Individual)

Comment: 716-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

North West Forest Travel!

I'm very concerned about all of the roads you want to close. I'm a senior citizen and a tax payer, I have lived my life in Union Co. Spending a lot of time in the mts. and now as we are older we use a four wheeler to get around. My husband who is 86 and I am 81 years of age, we like to go and pick mushrooms and huckleberries and cannot walk miles. We cannot understand what 2 old people will hurt the roads with a 4 wheeler, there is enough roads closed now.

(Individual)

Comment: 725-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1. Trails – If you people close all the roads and trails the handicapped people will not be able to hunt, fish or walk for exercise (don't close the trails) and access roads. We need the roads for woodcutting, fishing, hunting, camping, hiking and general recreation for all of us.

(Individual)

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Response To Comment Report

Comment: 735-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]Please don't do this to the senior citizens.[...]There are disabled people who have the same concerns I do.

(Individual)

Comment: 87-2

In regards to people with limited physical abilities... -How can they enjoy these proposed restricted areas if they cannot walk easily to them?

(Individual)

Comment: 130-2

Almost $\frac{3}{4}$ of the Wallowa-Whitman National Forest is already either wilderness area or travel is severely limited like the [illegible] grand watershed and the Starkey Experimental Forest. Denying me access to my traditional hunting and fishing areas is discriminatory to me. With my limited physical capabilities, this plan does not meet the requirement of providing for all types of recreational activities. The following roads should be left open or each should be evaluated in the terms of our best interest, and others like me who are elderly or disabled.

(Individual)

Comment: 138-1

Being born and raised in eastern Oregon I have hunted, fished, mushroomed collected firewood, rocks, explored and enjoyed my forest and roads for many years being 67 years old. At this time I use an ATV to enable myself to continue to do these things. Being able to do this is my whole life enjoyment. Going into most areas of my forest is more important to me than about anything. Do not shut us out! This is wrong!

(Individual)

Comment: 185-1

Due to being disabled I am unable to walk in the forest. I enjoy looking for mushrooms and just watch the wild animals. Wallowa-Whitman National Forest is where I have been near for most of my life.

(Individual)

Comment: 202-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The US Forest Service acted in an arbitrary and capricious way when they decided to adopt the Wallowa-Whitman National Forest Management Plan. They were directed to "strike an appropriate balance in managing all types of recreation activities." They failed to do this.

Currently on half of the National Forest land in Union County is unavailable for motorized travel. I am partially disabled, it will severely limit my camping, hunting backpacking, mushroom picking and wood cutting for firewood.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 381-1

I am a disabled hunter and fisherman, and my friends and I go to Wallowa Whitman US Forest lands to get out in the woods and relax. I object to the proposed closure of the 3,835 miles of roadways. If this passes, then we will not be coming to enjoy your forest

(Individual)

Comment: 397-4

These closures discriminate to the older people whom are unable to walk very far and use these mountains for their source of entertainment. Many have campers and 4-wheel drives or ATV's and use these roads for access to these areas. Most of them are retired or semi-retired and finally have a little more time to enjoy the outdoors. Many do not have enough money to travel all over the United States and shouldn't have to. They can travel a few miles and go to many different areas by using all of these roads. We can take our grandchildren and are able to recreate with them and enjoy them. My grandchildren would rather go camping and riding ATV's any day than go to the big city.

(Individual)

Comment: 397-7

Be able to hunt, fish, or camp with their families. Many have young kids, or older parents, or disabled relatives whom cannot WALK into these closed areas.

#3. MANY CANNOT AFFORD TO DO THIS NOR DO THEY HAVE THE EXTRA TIME IT WOULD TAKE TO GET WAY BACK INTO THESE AREAS WITHOUT MOTORIZED ACCESS.

So they will have to change their way and quality of life

(Individual)

Comment: 485-1

Your decision to close certain roads will have a great effect on me personally. I am now 70 years old and am somewhat disabled. I can no longer walk the trails as I use to because of polio and knee replacements. Using my ATVE has been a wonderful way to be able to travel the roads and to be able to enjoy the forest and creation. Please resend this decision.

(Individual)

Comment: 489-3

Being in the forest is a very calming effect on our attitude to deal with tomorrow and this present administrations dictatorship

5. We have traveled these forests for 50 years, horses, walking and finally with 4-wheel drive vehicles. Now that we are unable to hike as far to hunt, fish, and enjoy camping, just sitting in the forest and listen to the wind blow through the trees. We will not be able to drive where or when anymore.[...]When we drive to the forest, the first thing we do is get out and take a long deep breath of mountain air.

9. Living as close to the forest is another reason why we live in Halfway, OR. The USFS acted arbitricious and capriciously.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 515-3

I am a disabled Veteran unable to walk and hike like I once use to. I enjoy hunting and fishing and camping and don't want to lose these rights. I don't want to lose the right to use my vehicle to access these areas for all the things we enjoy about the woods. One of the reasons we choose to live here and retire is because we love the peace, quiet and the ability and the privilege of being able to enjoy the woods, streams etc.

(Individual)

Comment: 554-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am 78 years old and have lived in Oregon most of those years. I have enjoyed camping, hiking, skiing, hunting, fishing, huckleberrying, mushrooming and cutting wood for own use with my husband.

Slowly over the last twenty-some years I have seen the fish & game and forestry department limit my access to the areas I've always enjoyed, by burning up roads, by making limited access to these areas. I can no longer walk as well and you want to take more of my access areas away by more road closures. I need to use a recreation vehicle to get around and have never in any way damaged the forest. I believe the forest is for the people to use.

(Individual)

Comment: 583-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]These roads are important to me and my family for recreation, hunting, berry picking, and just enjoyment of our wildlife and forest. Because of disabilities and the inability to walk or hike for and distance on unlevel. These road closures will in essence deny me as well as a great number of other senior citizens who depend on these public forest lands for recreation and enjoyment.

The Forest Service was arbitrary and capricious in there decision to close these roads without adequate NEPA analysis as to the impact and effect that these closure will have on my human environment as well as all present and future senior and all people with disabilities.

I request that the USDA Forest Service remand the decision until which time a supplemental EIS is completed.

(Individual)

Comment: 589-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons.

I am a disabled veteran. It is very difficult for me to access fishing, hunting, prospecting, mushrooming, and more.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 647-7

The goal in the 1990 Forest Plan for recreation is, "provide a wide variety of recreation opportunities in an attractive setting, and make those opportunities available to all segments of society". The old, the young and the handicapped would be precluded from enjoying a wide range of recreation opportunities, such as hunting, camping, sightseeing and picnicking because so many of the roads and user created trails that provide access to quiet, attractive settings, will be closed to motorized access. Many of these places have been used for generations by both local and out of area forest users. The camp sites, the hunt and the experience have been passed down from parents to children. This is our heritage. Preserving these customs is an integral part of our way of life. The opportunities for experiencing our heritage will not be available to our children. The TMP will end our traditions, and will end an important part of our lives.

(Individual)

Comment: 713-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]The discriminatory acts of access to handicap, elderly, and the young by the closing of access to many areas these parties.[...]Biased wildlife studies which are being used as the basis for human access being limited.

(Individual)

Comment: 15-3

I believe the heart of this entire region revolves around our forests. My husband is disabled and unable to walk all over the mountains without motorized help in our car. It should be said that his grandparents came to the country (Wallowa Co.) and homesteaded – coming in covered wagons. Due to primary medical expenses – our greatest joy (other than family) is time spent in our woods – camping, hunting, fishing, photographing the wildlife and in quiet meditation. I feel it is vitally important for us, our children and our grandchildren to have the opportunity to enjoy these experiences as well

(Individual)

Comment: 45-5

As a 35 year Union County resident and frequent visitor to the WWNF for wood gathering, berry picking, ATV/dirt bike use, and quiet appreciation of hundreds of remote and beautiful forest areas, I am requesting that no presently in-service forest roads be closed. I am in favor of banning off road, cross country motorized use. Without extensive road access however, I am at an age (retired) that virtually every desirable area and experience of the Forest would be denied to me without the ability to operate a motor vehicle on the hundreds of triple digit roads that have been proposed for closure.

(Individual)

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Response To Comment Report

Comment: 87-1

I disagree with your Travel Management Plan for the Wallowa Whitman Natl Forest. I was shocked to hear the proposed travel restrictions on the radio. You are restricting access to my favorite public lands. I have been a yearly visitor of the Wallowa Whitman National Forest since the age of 16 Years old. -I am now 32. I know this forest very well and I have always enjoyed the tranquility of this forest. Over the years I have enjoyed the many entrance / egress points and ease of travel throughout this forest. I am an avid hiker, backpacker and camper. Many of the places I like to visit are far away from the organized areas. Your restrictions will prevent me from enjoying the forest as I have in the past. It is my opinion that your proposed closure is drastic and will severely and unnecessarily limit peoples access to the forest. It is also my opinion that the proposed closures will unnecessarily and unfairly restrict people with disabilities from access to areas that were previously accessible.

(Individual)

Comment: 371-1

I am 67 years old and worked very hard my entire life, so looking forward to retirement so my family and I (kids, grandkids, great-grandkids) could enjoy life in the great outdoors, our outdoors.

I currently live very close to the Mt. Hood National Forest, and the door to that region has recently been slammed to me, my family, my friends who have become avid ATV riders. This is a real shame, as it also curtails hunting, fishing, etc. to elder crippled people that should still be able to enjoy the country my tax money went to pay for and maintain.

(Individual)

Comment: 385-3

shutting down general access of these roads is age discriminating. Think about that.

(Individual)

Comment: 504-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am 70 years old and cannot hike long distances. I must have road access.

(Individual)

Comment: 549-1

I Lon Northcutt to the repeal officer all of roads closures in the Wallowa-Whitman National Forest should be repealed. How two people like Bill Gamble and Monica Schwalbach close off 6000 acres of (forest.) They are taking all of the recreation away from the elderly, handicap men and women coming back from war.[...]Also off road vehicle travel all of the elected officials and people of Wallowa, Union, Baker and Grant County. This closure will not be taken (lightly.)

(Individual)

Comment: 555-2

I Henry Bruce have an artificial leg and can't walk. I have COPD and have a hard time breathing. Can't walk 50' without stopping to rest. I use an electric chair to move around my home.

(Individual)

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Response To Comment Report

Comment: 582-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]These roads are important to me because of my disabilities for recreation, berry picking, and just enjoyment of our wildlife and forest. Because of those disabilities and my inability to walk for any distance on both level and unlevel ground. These road closures without the use of our OHV will in essence deny me as well as a great number of other senior citizens who depend on these public forest lands for recreation and enjoyment.

The Forest Service was arbitrary and capricious in there decision to close these roads without adequate NEPA analysis as to the impact and effect that these closure will have on my human environment as well as all present and future senior and all people with disabilities.

I request that the USDA Forest Service remand the decision until which time a supplemental EIS is completed

(Individual)

Comment: 606-5

Thinking of the future, as I get older, I may not physically be able to get my favorite places to do such activities like mushrooming, huckleberry picking, hiking and bicycling if these roads are closed.

(Individual)

Comment: 669-8

Indirectly, later in my life I will not be able to hike in everywhere that I wish to go, I will have to drive but you will have the roads closed and forbidden to vehicles

(Individual)

Concern: 106:

The Forest Service failed to take input from local, state, and other Federal officials

- To ensure the plan is consistent with state and local plans
- To comply with NEPA
- To reduce duplication of requirements

Response:

[Sample Statement] Comment: 476-4

Furthermore I question the legality of the road closures for the forest service failed to take a hard look at NEPA regulation 1500.2. Local agencies were not contacted when this travel plan was brought up. They failed to have any consistency between state and local plans. They failed to take input from local county and city officials. They failed to take input from local citizens who use the forest, and depend on the forest every day.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 556-4

I do not believe that proper coordination was developed between the local counties impacted along with the State of Oregon and all the agencies above who are part of forest use.

(Individual)

[Sample Statement] Comment: 635-4

Sec 1508.25 The Forest Service failed to take a hard look at the above mentioned activities of the forests and the human environment that is long standing a part of this forest's wellbeing. The Forest Service failed to take a hard look at the local, state and other federal agencies: urban and rural land use plans were overlooked and disregarded in this decision and this TMP.

(Individual)

[Sample Statement] Comment: 543-10

The Forest Service Failed to cooperate with State and Local agencies under 40 USC sec 1506.2, which calls for cooperation to the FULLEST extent possible to reduce duplication between NEP A and state and local requirements

(Individual)

[Sample Statement] Comment: 706-7

In Section 1502.16 (c) there appears to be conflict between proposed action and objectives of the federal state and local land use plans because the three agencies affected have not worked cooperatively. Has the USFS worked in cooperation with state and local agencies like county commissioners and their land use plans using; (1) joint planning process, (2) joint environmental research and studies (3) joint public hearings and (4) joint environmental assessments and impacts?

(Individual)

Comment: 691-4

I also feel they failed to work with local/county governments and groups or why would all of these groups be appealing the decision?

(Individual)

Comment: 671-5

In Section 1502.16 c, there appears to be conflict between proposed action and objectives of the federal state and local land use plans because the three agencies affected have not worked cooperatively. Has the USFS worked in cooperation with state and local agencies like county commissioners and their land use plans using; (1) joint planning process, (2) joint environmental research and studies (3) joint public hearings and (4) joint environmental assessments and impacts?

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 107:

The Forest Service should analyze the environmental justice effects on minority and low-income populations.

- To comply with Executive Order 12898
- Because the plan will disproportionately affect low-income communities

Response:

[Sample Statement] Comment: 353-3

The Forest Service failed to take a hard look at Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations". State wide the average number of people living below the poverty level is 14 %, while the poverty rate in the three directly affected counties is Baker 20%, Wallowa 13%, Union 16%, and the three bordering counties Malheur 23%, Grant 14%, Umatilla 16% below the poverty level (US 2012 Census). This plan will have a directly disproportionate negative effect on these communities to supplement their home heating and food cost due to lack of open access to the forest.[...]The Forest Service failed to take a hard look at the "composition of the affected area, to determine whether minority populations, low-income populations, or Indian tribes are present in the area effected by the proposed action, and if so whether there may be disproportionately high and adverse human health or environmental effects on minority populations, low-income populations, or Indian tribes."; Pursuant guidance from Executive Order 12898.

The Forest Service failed to take a hard look at the "disproportionately high and adverse human health or environmental effect on a low-income population, minority population, or Indian tribe does not preclude a proposed agency action from going forward, nor does it necessarily compel a conclusion that a proposed action is environmentally unsatisfactory. Rather, the identification of such an effect should heighten agency attention to alternatives (including alternative sites), mitigation strategies, monitoring needs, and preferences expressed by the affected community or population", per Executive Order 12898.

(Individual)

[Sample Statement] Comment: 176-3

The Forest Service Failed to take a hard look at Executive Order 12898, federal actions to address environmental justice in minority populations and low-income populations, this Decision will affect the minorities and low-income population in Eastern Oregon.

(Individual)

Comment: 177-4

The Forest Service failed to take a hard look at Executive Order 12898, FEDERAL ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS", This Decision will effect the Minoritys and Low-Income Populations of Eastern Oregon.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 109:

The Forest Service should acknowledge that closing roads will reduce public safety and increase the potential for road and resource damage.

- By exposing the public to greater risk from predators
- By exposing the public to increased violence from people
- By closing emergency routes
- By reducing reports of hazards and reducing access for missing person searches
- By increasing the presence of drug traffickers
- By increasing the number of accidents
- Because concentrating motorized use into small areas will cause more problems and require more enforcement
- By putting full size and smaller vehicles on the same roads
- By concentrating hunters into smaller areas which could lead to accidental shootings.

Response:

[Sample Statement] Comment: 197-7

Closing more of the roads will force me to hunt game, pick mushrooms, huckleberries, cut firewood and just enjoy the outdoors in areas that have little road access therefore putting me in danger of encountering aggressive animals (Wolves and cougars) and not have the protection of my vehicle being close by.

(Individual)

[Sample Statement] Comment: 450-3

Closure of these roads would take my emergency route from my property in case of emergency. The road closure will impact my property economically and socially.

(Individual)

[Sample Statement] Comment: 475-13

Another social effect of this decision is that it will remove the protective aspect of having citizens in remote areas to report lightning strikes, fires, wolf depredation, and hazards to forest health. Road closures will interfere with searches for missing persons.

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 595-5

By closing so much of our forest from vehicular travel, this plan will put higher concentrations of vehicles and people in the areas that are not closed. I fear that there will be a higher number of accidents on the roads that are left open if this action is carried forward. With so many miles of road being proposed closed, there will not be enough roads left open to ensure traveler's safety. I worry for our children who don't have as much experience as we do driving the forest roads. I also worry that there will be more law enforcement issues with the TMP.

(Individual)

[Sample Statement] Comment: 1-1

I feel that the Forest Service plan does not increase public safety due to the fact that hunters requiring motor vehicles to access their hunts will be crowded into a limited area resulting in accidental firearm injuries and death.

(Individual)

[Sample Statement] Comment: 8-10

B-7 Liability- When you close off most of the roads it is going to compact a bunch of incapable people into a much smaller area that is bound to cause altercations and accidents. There are different types of vehicles and riders. The full size vehicle, the ATV riders, some like to go fast other like to go slow. Now you have a pretty capable system the full size and fast rider seem to prefer the more open roads the slow rider like the burned off roads.

(Individual)

[Sample Statement] Comment: 65-12

Other impacts to this plan are cumulative, the snowball affect. Condensed areas lead to devastation of resources and roads. When we have room to spread out, our trace is less visible. Condensed you will see traces of people in numbers, in the same areas. It could come to the point that neighbors will go against neighbors for firewood, berries, mushrooms, camping, fishing and hunting spots. USFS law enforcement will have to increase which leads to citizens against the USFS enforcement. All around, a no win situation.

(Multiple Use or Land Rights Organization)

[Sample Statement] Comment: 133-1

The closures are objectionable to me for many reasons. I was born and raised in Oregon and for my whole life have enjoyed hiking, hunting, camping and fishing. As a person who appreciates the wilderness areas, I am naturally a conservationist. No one who truly loves the outdoors intentionally destroys it. Due to our age and physical abilities we now use an ATV to get around and enjoy our forest land. I do not want to share roads with trucks and cars and pick-ups. It is unsafe. I do not want to have to have all people out in one area, it's too crowded and doesn't need to be. Please give us room. We want to be able to continue to pick berries and take pictures of the land we have enjoyed our whole lives.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 195-6

The appellant will be affected culturally by no longer being able to access many areas of Wallowa County where he has gone his entire life to pick huckleberries and mushrooms, camp, fish, and hunt. He will also no longer be able to share these activities in traditional areas of Wallowa County with his family members. Hunting will be unsafe with hunters concentrated in accessible areas; hunting will be inhumane and wasteful since road closures will make tracking of wounded animals impossible; and hunting will be eliminated as a way of life and recreation for older and/or disabled hunters.

(Individual)

[Sample Statement] Comment: 395-6

When the Forest Service closed the roads and stopped cross-country travel in the Wallowa-Whitman National Forest it directly affected the physical safety of myself and my family by forcing us to be great distances from our vehicles. This leaves us in direct danger of being attacked by animals such as wolves, bears, and cougars. It also leaves us vulnerable to attack by other people because they know we are unable to seek the safety of our vehicles. Leaving our vehicles unattended in the forest for great lengths of time also increases the chance that they will be vandalized and personal property stolen and destroyed.

(Individual)

[Sample Statement] Comment: 407-3

By closing off 213 of our access roads this forces all of us into a smaller area, THIS WILL CAUSE, OVERCROWDING AND OVER USE IN MANY AREAS AND WILL RESULT IN CONFLICTS. We go to the mountains to get away from others not to be crowded, but to be with our family and friends and enjoy the camaraderie and enjoyment it brings to all of us.

(Individual)

[Sample Statement] Comment: 532-1

The Forest Service Supervisor failed to take a "Hard Look" at the effects of her decision as per Code of Federal Regulations Section 1508 (a). A direct effect of this decision will have a huge negative impact on many hunters and other outdoor sportsmen that travel long distances from the West side of Oregon to hunt big game in the Wallowa-Whitman National Forest. This decision is going to completely eliminate a vast area of use for hunting and associated camping that has been historically and traditionally used by such hunters. It is going to certainly cause a dramatic compaction of more hunters into a much smaller area and ruin the experience of hunting by one's self in the forest. There will be overcrowding of areas never seen in the past.

(Individual)

[Sample Statement] Comment: 534-2

You maintain these road closures will protect sensitive areas. I can understand the logic in protecting the land. After all, these lands are our "backyard". However, all this will only serve to accomplish will be the concentration of public use to what few roads the USFS will allow to be open, clearly resulting in more damage to confined areas. I refer to this damage as the "funnel effect".

(Individual)

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[Sample Statement] Comment: 605-7

By closing so much of our forest from vehicular travel, this plan will put higher concentrations of vehicles and people in the areas that are not closed. These higher concentrations and cumulative effects will adversely affect the environment by putting too much pressure on these lands. More vehicle accidents and law enforcement issues will arise because of the higher pressure put on the open areas because of the higher concentration of people.

(Individual)

[Sample Statement] Comment: 241-11

Congregate people to limited area; which is a safety hazard, vehicle – ATV collisions. Limited amount of recreating area, confrontations between people for limited space.[...]Guaranteed you will have more confrontations, and even deaths if this passes. And we the people will hold you the Wallowa Whitman National Forest and deciding officer, Monica J. Schwalbach accountable for all these confrontations and deaths. We already have millions of acres of our forest limited by wilderness.

(Individual)

[Sample Statement] Comment: 411-9

by consolidating folks into a smaller geographic area because roads are closed, you will have a much larger impact for that area vs. having a more widely spread group. I want my kids and potential grandkids to have the same opportunities I had. Please don't close 67% of our roads and trails we can protect our resources, but still enjoy them. Clearly economics, protection of our resources are all valid considerations and what you seek is a 'balanced' approach.

(Individual)

[Sample Statement] Comment: 571-7

The appellant will be affected culturally by no longer being able to access many areas of Wallowa County where he has gone his entire life to pick huckleberries and mushrooms, camp, fish, and hunt. He will also no longer be able to share these activities in traditional areas of Wallowa County with his family members. Hunting will be unsafe with hunters concentrated in accessible areas; hunting will be inhumane and wasteful since road closures will make tracking of wounded animals impossible; and hunting will be eliminated as a way of life and recreation for older and/or disabled hunters.

(Individual)

[Sample Statement] Comment: 672-5

Also, the closure of these areas will make ideal conditions for drug cartels to use our forests as protected isolated areas to grow drugs and will kill any intruders who happen into their illegal operation making our forests hazardous to the average citizen.

(Individual)

[Sample Statement] Comment: 76-2

Closing these forest roads will also be an open invitation to criminal activity such as marijuana crops and meth labs, as they'd not have to worry about anyone spotting their operations!!! PLEASE KEEP OUR FOREST

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 410-8

I feel that the Forest Service plan does not increase public safety due to the fact that hunters requiring motor vehicles to access their hunts will be crowded into a limited area resulting in accidental firearm injuries and death.

(Individual)

[Sample Statement] Comment: 594-5

Roads will become over used, thick with dirt, potholes and ruts, who will maintain these roads? Will the USFS have funds to take care of the land?

(Individual)

Comment: 194-4

Limiting the roads that people use to enjoy the forest and/or pick mushrooms, huckleberries will cause more accidents on forest roads.

(Individual)

Comment: 256-4

Also I am a member of search and rescue and I feel that closing these roads will take necessary time away from someone's well being. If these roads are closed it will add time to wilderness emergencies and that is time we don't have.

(Individual)

Comment: 396-6

When the Forest Service closed the roads and stopped cross-country travel on the Wallowa-Whitman National Forest, it directly affected the physical safety of myself and my family by forcing us to great distances from our vehicles. This leaves us vulnerable and in direct danger to be attacked by animals such as wolves, cougars and bears. It also makes it more possible for other individuals to attack us because they know we are unable to seek the safety of our vehicles. Leaving our vehicles unattended for great lengths of time in the forest also greatly increases the chances that they will be vandalized and personal property will be stolen or destroyed.

(Individual)

Comment: 608-5

More vehicle accidents and law enforcement issues will arise because of the higher pressure put on the open areas because of the higher concentration of people.

(Individual)

Comment: 611-4

My father is an older gentleman that has had open heart surgery and some of our pastimes is to travel through the forest in my Jeep and just enjoy the day away from people, with the roads that are planned to be closed this would concentrate allot of people in one area and would not be enjoyable and in my opinion would be harder on the forest.[...]There is a wide range of people that enjoy the forest from young children to aging adults and access to these areas of the forest need to be granted to all. Older people cannot access the areas without roads like young people can.

(Individual)

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Comment: 8-8

B-5 Safety- an example of your safety mood ,zen one of your fire trucks was stranded on the 900 road from a tree that had fallen and there was a fire behind them they had all the equipment to remove the tree but no one was qualified to run a saw, they had called into the main office for help but luckily a local citizen pulled up behind them got out his saw and removed the tree.

(Individual)

Comment: 10-6

Currently, most of the people are good stewards of the land and keep a keen eye out for illegal activities that do and can occur in the forest. Many eyes are better than a few.

(Individual)

Comment: 65-8

Safety is also an issue here. Roads closed may be traditional escape routes for forest fires, not only for escape but for rescue and prevention.

(Multiple Use or Land Rights Organization)

Comment: 118-6

The Forest Service failed to take a "hard look at" how bunching up ATV's and off road use will have heavy impact on these areas.

Marsha Demaris

(Individual)

Comment: 134-1

The decisions to close roads on the Wallowa-Whitman National Forest was arbitrary and capricious. This plan does not provide for current or anticipated needs of those who use motorized vehicles to access the Wallowa-Whitman National Forest.[...]It does not provide for adequate roads to allow reasonable access to emergency and fire personal, fails to provide a system which allows for wildlife or wildlife management, fails to provide for the removal of game which may travel significant distances after being shot.

(Individual)

Comment: 192-4

Limiting the roads that people use to enjoy the forest and/or pick mushrooms, huckleberries will cause more accidents on forest roads,

(Individual)

Comment: 193-4

Limiting the roads that people use to enjoy the forest and/or pick mushrooms, huckleberries will cause more accidents on forest roads.

(Individual)

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Comment: 195-11

Another social effect of this decision is that it will remove the protective aspect of having citizens in remote areas to report lightening strikes, fires, wolf depredation, and hazards to forest health. Road closures will interfere with searches for missing persons.

(Individual)

Comment: 285-3

Limit and enforce the ATV usage in this area, and site others that are abusing the land and resources. Those who could benefit from the additional road closures are the illegal "pot" growers and not the individual sightseeing public who may have medical limitations not allowing them to ride a bicycle, hike, or ride a horse.

(Individual)

Comment: 353-8

The Forest Service failed to take a hard look at the direct impacts to traffic control issues in designated use areas. No safety plan exists for concentrating high volumes of people into smaller areas.

(Individual)

Comment: 402-8

Closing more of the roads will force me to hunt game, pick mushrooms, huckleberries, cut firewood and just enjoy the outdoors in areas that have little road access therefore putting me in danger of encountering aggressive animals (Wolves and cougars) and not have the protection of my vehicle being close by. I have enjoyed hunting for over 20 years in this area and by closing more of the roads my ability to retrieve my game before a predator does will be questionable. How will I be able to provide for myself and my family if the forest service roads are closed and access to my beloved forest is very limited?

(Individual)

Comment: 536-5

The appellatant will be affected culturally by no longer being able to access many areas of Wallowa County where she has gone for 13 years to pick huckleberries and mushrooms, camp, fish, and hunt. She will also no longer be able to share these activities in traditional areas of Wallowa County with her husband who has lived in the county his entire life, and whose maternal and paternal ancestors homesteaded in the Chesnimnus and Imnaha units. Hunting will be unsafe with hunters concentrated in accessible areas; hunting will be inhumane and wasteful since road closures will make tracking of wounded animals impossible; and hunting will be eliminated as a way of life and recreation for older and/or disabled hunters.

(Individual)

Comment: 571-13

Another social effect of this decision is that it will remove the protective aspect of having citizens in remote areas to report lightening strikes, fires, wolf depredation, and hazards to forest health. Road closures will interfere with searches for missing persons.

(Individual)

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Response To Comment Report

Comment: 606-7

By closing so much of our forest from vehicular travel this plan will put higher concentrations of vehicles and people in the areas that are not closed. If this action is carried forward, I worry for our safety when traveling on the roads that are left open. I also worry for our children who don't have as much experience as we do driving the forest roads. I fear that there will be more accidents and more law enforcement issues with the TMP.

(Individual)

Comment: 611-7

By closing so many of our forest from travel with motorized vehicles this plan will put higher concentrations of vehicles and people in the areas that are not closed. The small amount of roads left open would be heavily travelled and the traffic volume could become a safety issue due to the fact that many eastern Oregon residents enjoy the forest as well as what would be left of the tourists that frequent the area it would become very difficult for people simply to enjoy the outdoors.

(Individual)

Comment: 659-2

We are all worried about more roads being closed, due to the fact my mother and grandmother live in the mountains and they are both elderly. We were told that the Forest Service wouldn't close our fastest escape route out other than the main road years ago but they did anyway. Right now we are pretty much restricted to one way in one way out. If a fire would ever occur out here, most of the residents would end up being sitting ducks.

(Individual)

Comment: 663-9

Over time there is going to be more people crammed into a very small area of our forest that is accessible. These small areas will be destroyed due to overuse. We have seen this over and over again and they use it all against the people that wish to enjoy their own land, i.e. the forests. This all will reduce the amount of people enjoying their public lands and will also reduce any local businesses that supply support to this use

(Individual)

Comment: 665-4

The indirect effect of the USFS' decision to close these roads if we are not out there in the future, who will be there? What will happen? Who will be observing things that can go wrong such as immoral and unlawful, criminal.

(Individual)

Comment: 667-5

Indirectly, this will cause an uprising, believe that criminal activities will rise and local economies will suffer.

(Individual)

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Comment: 669-7

To funnel all people into concentrated areas is psychotic! Do we all get to camp right next to each other also? Hunt in single file lines?

(Individual)

Comment: 683-2

putting more people into smaller areas. That's the idea of going to the forest is to get away from people, not camping right beside someone. You need to look at some of the ideas the counties have for a travel management plan. People are getting FED UP with the government taking away OUR lands. They belong to the people NOT the government.

(Individual)

Comment: 18-8

Closing more of the roads will force me to hunt game, pick mushrooms, huckleberries, cut firewood and just enjoy the outdoors in areas that have little road access therefore putting me in danger of encountering aggressive animals (Wolves and cougars) and not have the protection of my vehicle being close by. I have enjoyed hunting for over 20 years in this area and by closing more of the roads my ability to retrieve my game before a predator does will be questionable. How will I be able to provide for myself and my family if the forest service roads are closed and access to my beloved forest is very limited?

(Individual)

Comment: 36-6

Open roads give the people the ability to help you maintain the forest by being able to inform you of things they see going on in various areas. This is a valuable asset as I know you don't have the resources to cover the whole forest like the public can.

(Individual)

Comment: 142-6

Look for the hunters to find somewhere else to go. The Catherine creek area will almost be closed with the expansion of the wilderness in the east and the private land in the west.

(Individual)

Comment: 230-3

Because the Forest Service has failed to take a "Hard Look" at the impact to trails and roads by reducing the area of travel in the Wallowa-Whitman Forest. This concentration of travel to a relatively small area precludes people like myself from exploring the "outback" areas of Northeastern Oregon that is the Wallowa-Whitman National Forest and will probably increasing damage to these areas thru increased and concentrated use by the public that here to for had been able to travel in a much larger area of the Wallowa-Whitman National Forest. Which reduces the overall impact to the Forest by spreading the areas of travel over a larger area.

(Individual)

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Comment: 241-5

You can congregate all the hunters in 1/3 of the amount of roads without once again confrontations, and death.

(Individual)

Comment: 528-9

These road closures will allow illegal pot growing operations to more easily operate on the forest lands without be detected.

(Individual)

Comment: 536-12

Another social effect of this decision is that it will remove the protective aspect of having citizens in remote areas to report lightening strikes, fires, wolf depredation, and hazards to forest health. Road closures will interfere with searches for missing persons.

(Individual)

Comment: 569-1

I am opposed to any road closures in the National Forest. There is too many people competing for space to hunt, fish and recreate. The more roads that are closed just causes more crowding.

(Individual)

Comment: 594-6

People condensed to small areas will have big issues such as safety issues, privacy issues and health issues.

(Individual)

Comment: 618-3

We need to spread the hunters out instead of forcing everyone to hunt a few hundred yards off of the main roads. This is a social and a traditional activity.

(Individual)

Comment: 692-6

The Forest Service failed to take a hard look at the impact this will have on forcing all people to be in one place.

(Individual)

Comment: 720-2

A second adverse effect that will occur if the road closure proposal is implemented will be overcrowding and accompanying damage from over-use at the limited number of camp grounds currently located in this area.

(Individual)

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Response To Comment Report

Comment: 2-4

With all the roads closing, people that go hunting and there will be a lot more shooting. Because most people are very concerned about all this.

(Individual)

Comment: 353-14

The Forest Service failed to take a hard look at the direct effects of concentrating all those people into areas and the effect that would have on the "outdoors experience" for the members of the public that seek to enjoy a more dispersed experience.

(Individual)

Comment: 387-2

Closing these forest roads will also be an open invitation to criminal activity such as marijuana crops and meth labs, as they'd not have to worry about anyone spotting their operations! Please keep our forest roads open!

(Individual)

Comment: 397-3

By closing off 2/3 of our access roads this forces all of us into a smaller area, THIS WILL CAUSE, OVERCROWDING AND OVER USE IN MANY AREAS AND WILL RESULT IN CONFLICTS. We go to the mountains to get away from others not to be crowded, but to be with our family and friends and enjoy the camaraderie and enjoyment it brings to all of us.

(Individual)

Comment: 412-1

The Forest Service and Forest Service Supervisor failed to take a "Hard Look" at the effects of their decision as per Code of Federal Regulations Section 1508 (a)

A direct effect of this decision will have a huge and very negative impact on many hunters and other outdoor sportsmen that travel long distances from the West Side of Oregon to hunt big game in the Wallowa Whitman Nation Forest.

This decision is going to completely eliminate a vast area of use for hunting and associated camping that has been historically and traditionally used by such hunters. It will certainly cause a dramatic compaction of more hunters into a much smaller area and ruin the experience of hunting by ones self in the forest. Not to mention the fact that all of these people cramming into such a small area will obviously cause problems for that area and possibly cause damage to many different facilities there. These areas will be overcrowded to an extent that has never been seen before.

(Individual)

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Comment: 475-7

The appellant will be affected culturally by no longer being able to access many areas of Wallowa County where he has gone his entire life to pick huckleberries and mushrooms, camp, fish, and hunt. He will also no longer be able to share these activities in traditional areas of Wallowa County with his family members. Hunting will be unsafe with hunters concentrated in accessible areas; hunting will be inhumane and wasteful since road closures will make tracking of wounded animals impossible; and hunting will be eliminated as a way of life and recreation for older and/or disabled hunters.

(Individual)

Comment: 478-5

the closure of these areas will make ideal conditions for drug cartels to use our forests as protected, isolated areas to grow drugs and will kill any intruders who happen into their illegal operation making our forests hazardous to the average citizen.

(Individual)

Comment: 550-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]Also, the Forest Service acted arbitrary and capriciously in their decision on these closures. I've enjoyed these for 60 years and now I can't take my grandkids anywhere. This forces everyone to congregate in the same areas thus causing more impact on the land

(Individual)

Comment: 570-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I am against any more road closures in the National Forest.

There are too many people competing for space to hunt, fish and recreate. The more roads that are closed, just causes more crowding.

(Individual)

Concern: 110:

The Forest Service should preserve access to historical sites.

- Including old mines and mining towns
- To comply with the mining law
- For future generations

Response:

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Response To Comment Report

[Sample Statement] Comment: 198-3

The closure of the roads limit or completely close off my family and the public from travelling to the historical sites in the areas, sites such as Sanger Mine, Hogum (townsite) and many other historical sites. These places have been areas of interest, since the 1800's. Many of these roads are RS 2477, grandfathered under the 1865 mining laws, by an act of congress.

(Individual)

[Sample Statement] Comment: 363-5

There are also other historical places around Sumpter (like the old mines) that will not be accessible.

Please, please take all this into consideration.

(Individual)

[Sample Statement] Comment: 192-3

We will no longer be able to get to historical sites.

(Individual)

[Sample Statement] Comment: 475-5

The appellants will be affected historically because his ancestors were among the first settlers in Wallowa County and homesteaded in the Chesnimnus and Imnaha units. The appellants' ancestors are partly responsible for making Wallowa County the farming and ranching community that it is today. This decision will prevent the appellants from accessing many areas of Wallowa County

to share this history with his grandchildren.

(Individual)

[Sample Statement] Comment: 477-5

The Forest Service failed to take a hard look at: the loss of access to historical sites along the Wallowa-Whitman National Forest that Americans will lose for generations to come.

(Individual)

Comment: 177-2

On the Cultural side, we came from a family of Sumpter Valley Railroad Employees and Loggers, Being raised in the Mountains very near the Wallowa-Whitman, Our lives were spent Hunting Fishing and Gathering food on the Wallowa-Whitman, You say that you are only closing the logging spur roads, What you don't realize is that some of those roads were originally Sumpter Valley Railroad spur lines, The very roads that my Grandfather used with a train to retrieve the timber from the forest. On the Greenhorn District most of those roads were access into original mining claims, the same mines you are so proud to use to draw in the tourists. Parts of the Original Wagon Road To Greenhorn will be lost. The indirect effect of the USFS' s decision to close these roads will mean that the Cultural and Historical value of this area will be lost. I will no longer be able to take my Grandchildren to these places I traveled with my Father and show them the History of this area that their Great Grandparents were a part of. These road closures will affect our personal traditions and our ability to carry on with those traditions.[...]request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

(Individual)

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Response To Comment Report

Comment: 219-4

I am a writer and I also occasionally provide a free guide service in this Forest for numerous visitors who are interested in the colorful history of this area, especially the mining during the two Gold rushes that settled eastern Oregon. My ability to take friends to many of those sites will be denied by road closures indicated on FS charts. It upsets me to see everyone denied the opportunity to see and enjoy these relics of the distant past.

(Individual)

Comment: 591-5

REMAND REQUEST #4: United States Forest Service failed to take a hard look Sec. 1508.14 by eliminating my ability to travel to historical and recreational areas that have been important to my family for generations. To explore the history of the area will be lost for generations to come.

(Individual)

Comment: 591-7

REMAND REQUEST #6: The USFS has failed to take a hard look at Sec. 1508.27 and the significant effects to cultural and historical resources of this decision. I am fortunate to live here and have these forest areas to explore, who and where are the people making these decisions to close our forest roads. I live where I do so I can explore my surrounding forests.

(Individual)

Comment: 595-4

The road closure will impact my children and their children and their ability to carry on their own traditions.[...]Indirectly, I will no longer be able to experience historical and traditional areas with future generations of my family and friends because they will no longer be accessible by motor vehicles.

(Individual)

Comment: 607-5

The said roads above have been a gathering place for my family for generations and I hope to pass the historical information to my children. The Sumpter Valley Railroad is a great historic asset to our county and the teachings from its past should not be forgotten.

(Individual)

Comment: 624-4

All of the roads on Mt. Fanny, Mt. Harris and the surrounding wilderness areas have been used for the past five generations by my family for trapping, hunting, mining, logging, cattle grazing, recreation, religious communion, and as such have become a culture established for my family for generations. The historic value of this road network over the Fanny and Harris Mountain range, to me and future generations of my family, must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.

(Individual)

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Comment: 681-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

My name is Dan Douglas and I was born in Pine Valley in 1943. If trails and roads are closed I lose a lot of access to my past history. I don't get around as good as I used to, but still enjoy a day in the mountains, hunting, mushrooming and most of all remembering where I came from and the history of my past. My father was also born in Pine Valley in 1915, so my family history goes back a long way. Please do not take away my access to the Forest, or my family history.

(Individual)

Comment: 723-6

The Forest Service failed to take a hard look at: the loss of access to historical sites along the Wallowa-Whitman National Forest that Americans will lose for generations to come.

(Individual)

Comment: 193-3

We will no longer be able to get to historical sites.

(Individual)

Comment: 195-5

The appellant will be affected historically because his ancestors were among the first settlers in Wallowa County and homesteaded in the Chesnimnus and Imnaha units. The appellant's ancestors are partly responsible for making Wallowa County the farming and ranching community that it is today. This decision will prevent the appellant from accessing many areas of Wallowa County to share this history with his grandchildren.

(Individual)

Comment: 200-3

The closure of the roads limit or completely close off my family and the public from travelling to the historical sites in the areas, sites such as Sanger Mine, Hogum (townsite) and many other historical sites. These places have been areas of interest, since the 1800's. Many of these roads are RS 2477, grandfathered under the 1865 mining laws, by an act of congress.

(Individual)

Comment: 596-11

United States Forest Service failed to take a hard look Sec. 1508.14 by eliminating my ability to travel to historical and recreational areas that have been important to my family for generations

(Individual)

Comment: 600-4

By being only 17 years old the closing of these roads would eliminate the ability for me to explore historical and recreational areas.

(Individual)

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Comment: 605-9

Indirectly, I will not be able to experience historical and traditional areas with future generations of my family and friends because this travel plan will essentially lock me out of these areas because they are no longer accessible by motor vehicles. Indirectly, this plan will affect my psychological, emotional and physical well-being because I will not be able to access some cultural and traditional areas that are so important to me and my family.[...]I will likely become overweight because many of these places are where I get valuable exercise when doing outdoor activities in my favorite places such as firewood gathering, mushrooming, huckleberry picking, hiking and bicycling.[...]I would no longer be able to take my child to the same areas where my father took me to learn about nature, hunting, gold panning, and exploring. Future generations of my family and friends will lose this part of my family history.

(Individual)

Comment: 606-2

The indirect effect of the USFS's decision to close these roads will have a detrimental effect on future outings with family and friends. The TMP will affect my socialization, and have a very negative effect on the education and enrichment of my children. The proposed road closures will affect my family's personal traditions and ability to carry those traditions on, the of teaching my children directly and indirectly for generations; on these public lands.

(Individual)

Comment: 609-5

Sec. 1508.14 Human Environment

The Forest Service has not taken a hard look at the human environmental consequences of their proposed action. This would include cultural and historic sites that may not be accessible to the forest visitors.

(Individual)

Comment: 666-4

We frequent historic sites such as copper mines & gold mines. We fish the streams and lakes that would be affected by this plan.

(Individual)

Comment: 669-10

My family will suffer by the loss of access to historical and recreational areas as will the communities surrounding the Wallowa Whitman. For generations we have panned for gold, camped, hunted, fished, hiked, took Jeep day trips and more. You are responsible for the deterioration of communities and the cultural activities of my family and friends if you stay with this horrible plan.

(Individual)

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Comment: 670-7

United States Forest Service failed to take a hard look Sec. 1508.14 by eliminating my ability to travel to historical and recreational areas that have been important to my family for generations. I am from a mining family as well as a family for generations who partakes in our natural resources. We hunt, fish, camp, hike, snowmobile, four wheel, ride ATV's, gather foods and fuels and find comfort in the outdoors.

(Individual)

Comment: 194-3

We will no longer be able to get to historical sites.

(Individual)

Comment: 199-3

The closure of the roads limit or completely close off my family and the public from travelling to the historical sites in the areas, sites such as Sanger Mine, Hogum (townsite) and many other historical sites. These places have been areas of interest, since the 1800's. Many of these roads are RS 2477, grandfathered under the 1865 mining laws, by an act of congress.

(Individual)

Comment: 341-2

My family has historical roots in this forest. Logging camps were a way of life. We still visit the old camp sites. I doubt that anyone else could find them because no trace of them is left. It is the culture of our family to visit the special places with my father in law and hear him tell the stories of his logging days. He built many of the roads you want to close. This is my family's history and culture. I want to pass on the history and the stories to my grandchildren. I want to take them to the special places that our family cherishes.

It would be impossible to list all of the road numbers. The Chesnimnus, Salt Creek Summit, and Sled Springs areas are very important to me. So, once again I say leave all roads open.

(Individual)

Comment: 364-3

The Forest Service failed to take a hard look at: Sec. 1500.2 policy to assure human environment in our forest.[...]The Forest Service failed to take a hard look at Sec 1508.14 Human Environment. My relationship and my ability and opportunity with my environment is taken away with this Travel Management Plan.[...]There are also other historical places around Sumpter that will not be accessible.

(Individual)

Comment: 544-6

Sec. 1508.14 Human Environment

The Forest Service has not taken a hard look at the human environmental consequences of their proposed action.

This would include cultural and historic sites that may not be accessible to the forest visitors.

(Individual)

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Comment: 664-6

We go to certain points and traditional spots where we feel a sense of well-being, this may be gone if this plan goes through.[...]Many of the closed areas are an important part of my family's traditional experiences with nature.

(Individual)

Comment: 665-6

To frequent the historic mines, the history behind them, the people that worked them will all be lost if we cannot visit these places and pass them on.

(Individual)

Comment: 669-5

The indirect effect of the USFS' decision to close these roads will greatly impact my family and friends socially as we all like to gather in the forest to recreate. How will our children know to take care of the forest if they can't go there? There are so many historical points to be seen and learned in the Wallowa Whitman that I fully intend to pass this on to my child so that he may do the same. [...]I am an avid photographer and bird watcher as well as hunter of big and small game and every year I am out there with my family and friends doing these things. To be denied any of this affects me and my family directly.

(Individual)

Comment: 714-1

The Forest Service failed to take a hard look at the importance of those Roads in the Bourne Area to the culture of my family as required under 40 USC 1508.8. These roads have been for three generations by my family and as such have become a culture established for generations. The Historic value of the roads to me and future generations of my family must be considered in the preparation for the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest service.

(Individual)

Comment: 196-5

The appellant will be affected historically because his ancestors were among the first settlers in Wallowa County and homesteaded in the Chesnimnus and Imnaha units. The appellant's ancestors are partly responsible for making Wallowa County the farming and ranching community that it is today. This decision will prevent the appellant from accessing many areas of Wallowa County to share this history with his grandchildren.

(Individual)

Comment: 450-8

United States Forest Service failed to take a hard look Sec. 150B.14 by eliminating my ability' to travel to historical areas, Members of my family built roads in this area and they are important to my family. If closed this keep me from passing this history about my family for generations to come. My family will be significantly affected because we will not be able to travel and visit these areas.

(Individual)

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Comment: 603-5

Our stomping grounds include roads to old mines and historic places. Take this away and how do our future generations learn that history?

(Individual)

Comment: 610-3

grew up using these roads, my grandfather built the Brooks Ditch that comes out of this area and it has a lot of historic value.[...]As mentioned above, the Brooks Ditch is a part of our family history and I intend to pass on that history, My grandfather took me hunting there and told me many stories from that era.[...]I am concerned that this road closure will not stop with this and that they will continue until all roads are closed and our children forget their legacy.

(Individual)

Comment: 611-9

My entire family will no longer be able to access and enjoy areas that are not accessible without a motor vehicle that they have accessed for generations due the fact of the older generation of my family cannot walk into the areas. There are a lot of historical stories and family interaction that takes place when you take people that were present during times of history to the different places that will no longer be accessible to them without motor vehicle travel. Access to historical roads will be lost and therefore the history could not be shared in its entirety.

(Individual)

Comment: 624-5

I and my family have used the entire road network in the Fanny and Harris mountain ranges for generations for berry picking, fire wood collections, hunting, mushroom picking, fishing, 4-wheeling and motorcycling, social gatherings, camping, and gold panning. This mountain range has provided my family a home for five generations. This is not only where my family made our living and our homes, but it is where we communed with God. My father, as well as his father before him spent countless hours in prayer in this mountain range. I personally roam this wilderness area to seek guidance, relive stress, commune with God, and follow in the historic footsteps of my great grandfather and my great, great grandfather, as well as my Native American forefathers.

(Individual)

Comment: 670-2

I have spent many personal hours with my family and friends going up to visit historical mines, family mining, gathering firewood, mushroom and huckleberry picking. Without those roads I wouldn't be able to take future family members to those roads and pass down family traditions to family members.

(Individual)

Comment: 721-3

My family has used these historic routes for generations. And the historical value that these travel on our forest have had is immeasurable. And to have these educational adventures taken away from future generations is a crime in itself.

(Individual)

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Response To Comment Report

Concern: 111:

The Forest Service should analyze the effects of closing historic roads.

- Because it will have an economic effect in Baker County

Response:

[Sample Statement] Comment: 219-6

The Forest Service has failed to take a hard look at the importance of historic roads, mostly of~ origin, and artifacts. This has a big economic potential to Baker County, actually the state as a whole. When I began writing for the Oregonian in 1968, Northwest News Editor Larry Hilderbrand said to me, "This paper has the biggest circulation in all of the Northwest, so small town news will not be especially of interest, what the Oregonian wants is your history."

(Individual)

Comment: 545-1

These roads/trails, all roads/trails in the Wallowa-Whitman National Forest have been used for generations by my family for logging, firewood, horseback riding, ATV riding, hiking, my father helped in building a lot of these logging roads, we camped out many summers out in these woods while he worked, we knew and visited many of the old miners that lived in these woods, the old mining towns we use to visit are long gone, but every time I am out in the forest these memories come back, I share this with friends and family. The extra money we made for the summer working on fires or working in fire camp for the salvations of this forest.

(Individual)

Comment: 444-4

These roads have been used for generations by my family for relaxation, peace of mind and for the very resources that keep us alive, and such have become a culture established for generations the historic value of these roads to me and future generations of my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 721-2

These roads are essential part of my families social and economic way of life. My family, friends, neighbors, and communities future depends solely on access to and on these historic routes.

(Individual)

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Comment: 217-5

The historic value of these roads are very important to me and future generations of my family and the fact the Forest Service failed to take a hard look at the effect these closures will be an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 730-5

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]When I started hunting up clear creek it was a old mining trail. When I was in my 20s they built new road. I worked on rocking the road. It was built for logging. The road also goes to many mining [illegible] and close to a snow survey station. The road is close to the trail that went for historical town of camp carson to John day. There is lot of timber that need logged before the wind [illegible] the trees down.

Develop working landscapes and sustainable communitys

Citizens for balanced use speclity license plate funding for litigation reasons: social, economics, culture, historical, traditional, [illegible] in holding, my history on roads

(Individual)

Comment: 214-2

The historic value of the roads in the Wallowa-Whitman Forest to me and my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effects these closures will have in an arbitrary and capricious action by the Forest Service.

(Individual)

Concern: 114:

The Forest Service should acknowledge the mental and physical health impacts of closing roads.

- On local citizens
- On senior citizens in communities near the forest

Response:

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[Sample Statement] Comment: 29-4

As a longtime resident of Union County access to the WWNF is a quality of life issue for me and for all other residents. It is our life style. My family has always used this beautiful area for wood gathering, berry picking, camping, hiking, picnicking, A TV f dirt bike use, and simply just for quiet appreciation of remote and beautiful forest areas. When I lost my youngest son last year I searched for and found solace in the solitude of my forests. I sought out the small back roads where I could be alone to work through my grief and sorrow, not some spot along a main thoroughfare. Because I look to my forests for spiritual "re-creation" as well as physical "recreation" I am voicing my serious concerns and objections over the closures of so many miles of our forested back road sanctuaries. I'm now at an age, that without extensive road access, virtually every desirable area and experience of the Forest would be denied me without the ability to operate a motor vehicle on the hundreds of triple digit roads that have been proposed for closure.

As examples, I have attached a list of just a few of the triple digit roads that I have used regularly over the years in pursuit of some of the above mentioned activities. Access via these types of roads to remote forest areas gives me and my family thousands of hours of affordable family recreation as well as an economic boost with firewood gathering for our personal use, berry picking, and all the health benefits that go with outdoor, physical activity.

(Individual)

[Sample Statement] Comment: 395-5

Spending time in the forest is also essential to the mental well-being of myself and my family. It is our way of getting away from people and problems and relaxing. By closing all of these roads and stopping cross-country travel, people will be confined to much smaller area causing "people congestion" and not allowing for the room needed to be alone. Forest activities are our way of building and retaining a healthy sanity level. This is our time to relax and enjoy spending time with our family and friends. Closing this forest access will indirectly affect our future mental health. It will keep us from building to strong bonds with family and friends in future generations.

(Individual)

[Sample Statement] Comment: 475-15

The appellant's health will be affected mentally and physically. Being forbidden motorized access to a large part of Wallowa County after having the liberty to travel freely for so long will cause anger, frustration, and distress. These emotions strongly affect physical health. Seeing numerous officials patrolling for violators will be an added emotional burden. The appellant questions if this decision is just the beginning. Will the travel management plan be continually updated until all forest roads are closed to all public use, even non-motorized?

(Individual)

Comment: 536-14

The appellant's health will be affected mentally and physically. Being forbidden motorized access to a large part of Wallowa County after having the liberty to travel freely for so long will cause anger, frustration, and distress. These emotions strongly affect physical health. Seeing numerous officials patrolling for violators will be an added emotional burden. The appellant questions if this decision is just the beginning. Will the travel management plan be continually updated until all forest roads are closed to all public use, even non-motorized?

(Individual)

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Comment: 606-4

Indirectly, I will not be able to experience historical and traditional areas with future generations of my family and friends because this travel plan will essentially lock me out of these areas because they will no longer be accessible by motor vehicles. Indirectly, this plan will affect my psychological, emotional and physical well-being because I will not be able to access some cultural and traditional areas that are so important to me and my family[...]I will not be able to show and teach my daughter the importance of these areas and nor will she be able to pass them down to her children. The WWNF and Baker County will lose the historical appeal and future generations of my family and friends will not get to enjoy this historical appeal if this action is taken.

(Individual)

Comment: 10-7

RE: Wallow-Whitman National Forest Travel Management Plan- Suggestions and concerns requested for consideration. The road closure as part of the Travel Management Plan is a concern for me because:[...]it will prohibit my excursions into the forest and curtail my enjoyment of the environment: such as hunting, fishing, traveling to favorite camping areas, pursuit of the study of ecology as a retired teacher and nature lover.

d. I have found that eating deer, elk and grouse meat from the forest is much better for my health than the processed meat laced with antibiotics and additives.

(Individual)

Comment: 396-5

Access to our National Forest lands is also essential to the mental well-being of myself and my family. Spending time in the mountains is our way of getting away from people and problems and relaxing. By closing these roads and stopping cross-country travel, people will be confined into a much, much smaller area causing people congestion, not allowing for the room needed to be alone. Forest activities are our way of building and retaining our sanity. It's how we "refresh" our inner selves to better cope with day-to-day living, Indirectly, closing this forest access will affect how we interact with our friends and family members in the future. Our mental well-being and sanity are dependent on our ability to access the National Forest lands.

(Individual)

Comment: 523-1

Please be advised that I am personally appealing the Wallowa-Whitman National Forest Travel Management Plan, legal notice for which was published in the Baker City Herald newspaper on March 16, 2012.

Reasons:

There have already been too many road closures in the subject area. Under the guise of Multiple-use management, it appears that year-by-year there is more multiple-use elimination. People need access for the sake of their own physical and mental health.

(Individual)

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Comment: 536-15

Limiting motorized access to such a vast area will affect the appellant's physical health also by limiting areas for hiking and harvesting forest products that she consumes as part of a healthy diet.

(Individual)

Comment: 571-16

Limiting motorized access to such a vast area will affect the appellant's physical health also by limiting areas for hiking and harvesting forest products that he consumes as part of a healthy diet.

(Individual)

Comment: 663-6

Later in my life I will not be able to hike in everywhere that I wish to go. I will have to rely on other means of accessing the forest but you will have the roads closed and forbidden to vehicles. I rely on the forests for my mental well-being, food on my table, heat in my house and physical health and feel as though this all will be affected because of your ruling. I will be denied the access to what I love now and will not be able to pass down to my descendants where I used to go, what we used to see and what we used to gather.

(Individual)

Comment: 669-9

Indirectly, my health will be affected as I rely on the forest for not only my mental well-being but physical as well. I will be denied the access to what I love now and will not be able to pass down to my descendants where I used to go, what we used to see and what we used to gather.

(Individual)

Comment: 195-13

The appellant's health will be affected mentally and physically. Being forbidden motorized access to a large part of Wallowa County after having the liberty to travel freely for so long will cause anger, frustration, and distress. These emotions strongly affect physical health. Seeing numerous officials patrolling for violators will be an added emotional burden. The appellant questions if this decision is just the beginning. Will the travel management plan be continually updated until all forest roads are closed to all public use, even non-motorized?[...]Limiting motorized access to such a vast area will affect the appellant's physical health also by limiting areas for hiking and harvesting forest products that he consumes as part of a healthy diet.

(Individual)

Comment: 196-9

The appellant's health will be affected mentally and physically. Being forbidden motorized access to a large part of Wallowa County after having the liberty to travel freely for so long will cause anger, frustration, and distress. These emotions strongly affect physical health. Seeing numerous officials patrolling for violators will be an added emotional burden.[...]The appellant questions if this decision is just the beginning. Will the travel management plan be continually updated until all forest roads are closed to all public use, even non-motorized? Limiting motorized access to such a vast area will affect the appellant's physical health also by limiting areas for hiking and harvesting forest products that he consumes as part of a healthy diet.

(Individual)

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Comment: 448-1

There have already been too many road closures in the subject area. Under the guise of Multiple-use management, it appears that year-by-year there is more multiple-use elimination. People need access for the sake of their own physical and mental health.

(Individual)

Comment: 475-16

Limiting motorized access to such a vast area will affect the appellant's physical health also by limiting areas for hiking and harvesting forest products that he consumes as part of a healthy diet.

(Individual)

Comment: 665-5

This is how people used to live and survive. They enjoyed the outdoors and reaped benefits from nature. They were entertained by nature itself. Will we lose the ability to do that? To survive, to entertain and to enjoy nature with our family?

(Individual)

Comment: 397-2

I personally use the trips to the mountains for therapy. These mountains relax and relieve me of everyday stress that we are under from the economy, high prices, government regulations, jobs, and all the problems we face personally and as a country. I do not require the use of a therapist or there drugs, but use the mountains, to get away from others and better my attitude and wellbeing.

(Individual)

Comment: 407-2

I personally use the trips to the mountains for therapy. These mountains relax and relieve me of everyday stress that we are under from the economy, high prices, government regulations, jobs, and all the problems we face personally and as a country. I do not require the use of a therapist or there drugs, but use the mountains, to get away from others and better my attitude and wellbeing.

(Individual)

Comment: 571-15

The appellant's health will be affected mentally and physically. Being forbidden motorized access to a large part of Wallowa County after having the liberty to travel freely for so long will cause anger, frustration, and distress. These emotions strongly affect physical health. Seeing numerous officials patrolling for violators will be an added emotional burden. The appellant questions if this decision is just the beginning. Will the travel management plan be continually updated until all forest roads are closed to all public use, even non-motorized?

(Individual)

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Response To Comment Report

Comment: 595-2

Road closures would affect me directly because I would no longer be able to travel with my family on roads with my recreational vehicle to my favorite locations to do such things as mushrooming or camping.[...]Indirectly, this plan may force the sale of my recreational vehicles, which will affect me psychologically, emotionally and economically because I will not be able to access areas that are so important to my family and me.

(Individual)

Comment: 735-3

What good are a few main roads if we can't use the side roads. And what good are they with a hundred people coming and going. I go to the forests to get away from so many people – although it is nice, to occasionally, visit in passing a few people with the same values as I have. The smell of evergreens on a sunny day restores my soul and gives me reason to thank the good lord for the forests and all they offer.

(Individual)

Concern: 115:

The Forest Service should maintain access to the forests for veterans.

- To avoid discriminating against them

Response:

Comment: 112-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

My name is SP4 Richard O. Chase. I am stationed at Ft. Bliss, Texas. I recently heard what the FS is proposing in the WWNF. My parents live in La Grande and I spent my youthful years mushroom picking, camping, ATV riding in the WWNF and planned on retiring in the area. I find it hard to accept the Government I served overseas is going to prohibit me from using the area I once enjoyed, please stop this proposal

(Individual)

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Comment: 340-7

This plan affects many people. Not only those surrounding the WWNF but those who come here from afar due to the fact that they all have traditions, culture and historic reasons for being in the WWNF. Each and every one of those people will have direct and indirect effects and it will have an impact on future generations if it is not stopped immediately.

We are part of a family oriented group that loves to explore, remember and teach our history to our next generation. We learned from our parents and grandparents and we rely on the resources given to us for not only recreation but spiritual, mental, physical and emotional wellbeing.[...]It is a known fact that veterans benefit from the outdoors when returning from combat.

Reference: <http://www.essentialpublicradio.org/story/2012-04-14/new-evidence-shows-being-active-outdoors-benefits-veterans-10783>

(Individual)

Comment: 410-13

I am a veteran 1966, and serving my country has led to now having my rights and generations of my family's rights taken away from us.

(Individual)

Comment: 663-11

Your plan is flawed and it should be rescinded immediately or we will refuse to recognize your authority to lock us out of our land! As a military veteran of over fourteen years of service, I feel that you haven't considered what affect these closures will have on me and the many service members currently serving that don't have a voice. I would have a hard time looking in my young son's eyes and telling him that I laid down and let you do this to his heritage and his future livelihood as an eastern Oregonian.

(Individual)

Comment: 200-4

I am a veteran of Desert Storm and love to spend time in the mountains, my ability to access the mountains would be severely limited if any of the above roads are closed or any other roads in the national forest I would be willing to accept the Union County Plan, option 3, which is less restrictive than the plan that the USFS tentatively adopted, modified plan 5.

(Individual)

Comment: 663-2

I do not agree with this ill-advised decision that you made to close so many roads at once. As a military veteran I have risked much, just so that when I returned home, to the state that I love, I could raise a family and teach my son the same values that were taught by my father, and his father before. I looked forward to taking my son hunting, fishing, camping doing everything a normal person in eastern Oregon would do. Keeping our children from enjoying the freedom of the great outdoors and keeping them from what has made this country great in the first place, I feel is what you have done.[...]I feel that I will lose access to some of my favorite places traditionally visited since I was a child.

(Individual)

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Comment: 123-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

My name is SP4 Richard O. Chase. I am stationed at Ft. Bliss, Texas. I recently heard what the FS is proposing in the WWNF. My parents live in La Grande and I spent my youthful years mushroom picking, camping, ATV riding in the WWNF and planned on retiring in the area. I find it hard to accept the Government I served overseas is going to prohibit me from using the area I once enjoyed, please stop this proposal.

(Individual)

Comment: 380-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

My name is Paul Carman and I have lived in this area for approximately 50 years. I am a Vietnam veteran and I feel that many of the freedoms we have fought for are slowly being threatened. One of our freedoms is enjoying our National Forests.

(Individual)

Comment: 586-3

U.S.C. Sec 1508.08 says that you should take a hard look at the cultural aspects of your decision and I have listed my lifelong use of the forest for hunting fishing, recreation, including ATV's but there is something else. As a Vietnam veteran with Post Traumatic Stress Disorder I can't possibly relate to you the importance of having a place for traumatized vets to find solitude. The secluded places of the forest can literally be a life saver. I know many veterans who use the forest just to get away from the crowds. When you close a large amount of roads you concentrate people into those areas and take away the ability to get away. In my younger years I could hike over the Eagle Caps, age restricts that now but sometimes I still need to find my space. You are going to make it impossible.

(Individual)

Concern: 119:

The Forest Service should engage in arbitration.

- Because the negotiations were unfair and didn't comply with NEPA.

Response:

[Sample Statement] Comment: 563-5

Very little thought was given to the common people who love the outdoors. Unfair negotiations was done according to the NEPA Process. This should bring forth ARBUTRATION.

(Individual)

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Comment: 557-5

Unfair negotiations was done according to the NEPA Process. This should bring forth ARBVTRATION.

(Individual)

Concern: 121:

The Forest Service should ensure that the Travel Management Plan is consistent with the current Forest Plan.

- To protect wildlife habitat and threatened and endangered species
- To comply with NFMA
- To protect soil productivity

Response:

[Sample Statement] Comment: 736-23

6. The ROD and FEIS Need to Comply with Requirements in the WWNF Land and Resource Management Plan

The WWNF Forest Plan gives strong direction in terms of off-road vehicles. Since the Forest Plan was done, there have been changed conditions that should be addressed regarding wildlife habitat. The Forest Service admitted that there is not sufficient old growth to meet the Forest Plan direction. Threatened and endangered fish species are not adequately protected by this FEIS.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 647-14

APPEAL POINT #10: REVISE THE FOREST TRAVEL MANAGEMENT PLAN

The 1990 Forest Plan states that the Forest Travel Management Plan will be "revised annually and revised as necessary, considering management needs and public desires".

APPEAL POINT #10: RELIEF REQUESTED

Until the 1990 Forest Plan is revised, follow the 1990 Forest Plan direction and update the Forest Travel Management Plan.

(Individual)

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[Sample Statement] Comment: 736-24

A Forest Plan goal states, "to manage WWNF lands to maintain or enhance soil and productivity. Give maintenance of soil productivity and stability priority over uses described or implied in all other management direction, standards, or guidelines." Selecting alternative 5 modified violates this goal; it does not give priority to maintain or enhance soil productivity. Forest Service roads have been well documented as major sources of accelerated erosion and sediment (Reid and Dunne 1984) (Page 169 of FEIS) "road closures would be beneficial to water quality if the roads were properly decommissioned and well maintained after closure." " roads... may have a long-term adverse effect on water quality if they are not properly maintained." (page 169 FEIS) Effects of poorly maintained roads are addressed on page 169-170 and page 185 of the FEIS. " Some roads have shown to be serious threats to water quality, soils, and fisheries." (page 261 of FEIS).

(Environmental Conservation/ Preservation)

Comment: 647-9

APPEAL POINT #5: RELIEF REQUESTED

Make changes to the TMP by using the direction in the Forest Plan to make access to beautiful, primitive forest areas available to everyone who embraces the forest experience as a part of their lives. Our customs and culture depend on the use of our National Forest. Follow the 1990 Forest Plan direction. Analyze each road or trail in a road specific NEPA document, accept public comment and listen to the people. The direction in the 1990 Forest Plan is to provide forest opportunities for all and to allow us to pursue our cultural heritage within the forest environment.

(Individual)

Concern: 123:

The Forest Service should reconsider closing some roads and trails.

- Because they have no impact on fisheries

Response:

[Sample Statement] Comment: 513-6

Since the Forest Service has failed to include some of these roads and trails on their maps I will be happy to show Forest Service personnel which roads were blocked that have no impact on our fisheries.

40 USC Sec. 1508.27. The Forest Service was arbitrary, capricious, reckless in their decisions. I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

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Comment: 677-11

The roads listed above have not been maintained by the Forest Service for decades, and by closing said roads the Forest Service will not save any money. These roads are in no way disruptive to any fish habitat and closing them will not necessarily impact local wildlife.

(Individual)

Concern: 125:

The Forest Service should ensure that proper consultation with the National Marine Fisheries Service is undertaken.

- To comply with the Endangered Species Act

Response:

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[Sample Statement] Comment: 736-5

3. NMFS consultation is erroneously limited to net change in road network

The change in direction from the Regional Office to only consult on the net change in the road network came when the original more thorough Biological Assessment ("BA") of the entire road system was near complete, if not entirely complete. HCPC submitted a FOIA request on January 17th, 2011 for any draft BAs prepared in relation to the Forest Service's consultation process, under Section 7 of the Endangered Species Act, with NOAA Fisheries (also referred to as the National Marine Fisheries Service or "NMFS") and/or the United States Fish & Wildlife Service (USFWS) regarding the Wallowa Whitman National Forest's Travel Management Planning process. This information was withheld based on a determination of exemption from release by the Regional Office (letter dated March 4, 2011).

Limiting consultation to the net change in the road network does not capture the cumulative effects or consider the effects of the road system that remains on the ground. Moreover, many of these roads have never been consulted on in the first place.

The NOAA BIOP for the WWNF TMP states on page 1-2:

"The biological assessment (BA) submitted by WWNF addressed only the proposed changes to the Travel Plan, and not the balance of the Travel Plan that will remain unchanged and in effect. The scope of the BA, together with statements by WWNF representatives, indicated that the scope of the requested consultation was limited to the proposed changes to the Travel Plan. NMFS has conducted this consultation accordingly.

Unless the balance of the Travel Plan has already been the subject of a completed consultation, NMFS recommends that the WWNF evaluate the entire Travel Plan, in addition to the changes proposed in this action, to determine if consultation is required under section 7 of the ESA."

The existing National Forest Transportation System has never been subjected to a NMFS consultation. Roads and motorized use indisputably have an impact on listed fish species. Therefore, the WWNF cannot legally limit its consultation with NMFS to only those routes that are being added to the existing system. The cumulative impacts of the entire transportation system, as well as the site specific impacts from both existing and newly designated roads, must be fully evaluated. This evaluation cannot be done through a limited consultation.

(Environmental Conservation/ Preservation)

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Concern: 126:

The Forest Service should conduct a site-specific analysis of every forest road.

- To comply with the NEPA requirement for designating all non-system and user-created routes
- To ensure that sites meet PACFISH/INFISH or Forest Plan standards and guidelines
- To comply with the direction of the Forest Plan
- To allow for more focused public involvement and ensure that public comments are considered
- Which is tiered to the Forest Plan
- To prove a negative impact from a road before closing it
- To identify mitigation measures to protect fish habitat

Response:

[Sample Statement] Comment: 106-3

You say that you need to do this for fish and wildlife needs. Yet there is no delineated evidence that any given road or trail is actually creating a problem. I maintain that an accurate, complete scientific analysis would prove that you really had no problem and you have not proved me wrong at this time.

(Individual)

[Sample Statement] Comment: 195-21

The decision states that the proposed Forest Service roads will only be closed to motor vehicles. However, the expanse and terrain of the affected Wallowa County areas in the Wallowa-Whitman National Forest that have up to now been accessible to all with the use of motor vehicles, will be completely closed for all use to most citizens. It is absurd for the Forest Service to believe otherwise.[...]It is the appellant's opinion that the Forest Service should be required to present specific evidence to the public showing that motorized travel has been detrimental to an area prior to recommending any road closure. Until that time, all roads currently open to motorized vehicles should remain so; too many have been closed already without sufficient cause.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 647-12

APPEAL POINT#8: TYPES OF USES SHOULD BE DETERMINED BY THE FOREST TRAVEL MANAGEMENT PLAN

The 1990 Forest Plan states that the WAW must "permit all-terrain vehicles (ATV) use and over the snow vehicle use on blocked or closed roads unless the use is found to be incompatible with resource management objectives. These types of uses are generally felt to be an acceptable form of recreation except where site specific analysis shows them to be incompatible due to resource management problems. This determination will be made through the Forest Travel Management Plan". The TMP does not amend the current Forest Travel Management Plan, which tiers to the 1990 Forest Plan. Instead, the TMP is an entirely new road management plan that does not tier to the 1990 Forest Plan. The TMP takes the exact opposite approach to this issue, stating that if ATVs are on closed roads that are not part of an official trail system, the drivers will be cited. Many of the roads that are closed by the TMP are good, rocky roads, high and dry, and of no concern to wildlife, soils or fish. The TMP does not conform to the 1990 Forest Plan direction.

APPEAL POINT#8: RELIEF REQUESTED

As required by the 1990 Forest Plan, amend the current Forest Travel Management Plan. Use the direction in the 1990 Forest Plan to conduct site specific analysis on each road to determine if use is incompatible due to resource management problems. Roads that are identified during the NEPA process as having environmental and resources concerns should be analyzed to see if reconstruction or relocation of the road will better accommodate the public needs.

(Individual)

[Sample Statement] Comment: 647-16

Please use the direction in the 1990 Forest Plan to conduct site specific analysis on each road on the Wallowa-Whitman National Forest to determine if "use is incompatible due to resource management problems". If use is not incompatible, leave the road open. A FOIA in 2007 for copies of all prior decision documents on closing roads revealed many roads were closed in the past without NEPA decisions, and the roads to be closed in the TMP also do not have prior NEPA decisions. Road specific NEPA documents where the public's comments are actually listened to would be an excellent start in managing the National Forest roads and trails for the people.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 647-13

APPEAL POINT #9: ROAD DENSITIES ARE "DESIREABLE" BUT NOT INFLEXIBLE STANDARDS

The 1990 Forest Plan encourages use of roads, and states, "where actual use densities exceed desirable levels ... encourage use in other areas". Under standards and guidelines for the transportation system, the 1990 Forest Plan states, "all road designs and management actions will be based on specific road management objectives that document the need for and planned uses of a road. These objectives will state whether or not there is a need for the road to be open for use by the public or others between project activities".

Road densities were never meant to be used to radically close the Forest to roaded access. Instead, road densities are a general standard which may be met in some areas, but not in others, as long as no resource damage from access is occurring. Additional roads can be open in an area, exceeding the Forest Plan standard for that area, if the access is needed to manage the land. Activities such as timber sales, mining operations, range permittee use, and wood cutting, all can be authorized by the District Ranger, and not even a non-significant amendment to the Forest Plan is required under NEP A to exceed the "desired" road densities.

APPEAL POINT#9: RELIEF REQUESTED The key here is "management". The 1990 Forest Plan requires that land managers actually manage the land, not close off use of that land. The Wallowa-Whitman must conduct site specific NEPA analysis of each road on the Forest. Additional open roads adjacent to roadless and wilderness areas may be perfectly appropriate, based on public need documented in a site specific NEPA analysis. Ascertain which roads are used, which have resource concerns, which have wildlife security concerns, which provide access to historically used forest sites, which provide access for wood cutting and berries. Provide access which protects forest resources while meeting the public's needs.

(Individual)

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[Sample Statement] Comment: 736-34

The minimum road system is not complete at this time therefore in violation of the regulations. In Case No. CV08-363-E-EJL, decided on February 21, 2012, Judge Lodge states that "merely listing the generalized benefits of the project and then concluding those actions will make conditions better than they are currently does not provide the kind of analysis required here. To simply state that taking action required of it by statute is better than doing nothing lacks any real consideration of the issues and concerns that arise from the project. It goes without saying that reducing ORV use is beneficial to resources. That conclusion, however, has already been reached by the laws and regulations requiring this action. What is required of the agency is an analysis comprised of something more than restating that conclusion. Particularly as to the impact the abandoned routes will have on the watersheds." (Opinion p. 38)

Page 16 of the opinion sums this argument up well:

The Court finds the Forest Service's analysis and conclusion of no significant impact as to the 94 miles of non-system routes to be arbitrary and capricious. These 94 miles encompass routes created over the years by use outside of the designated system whose impact on the environment has never been analyzed. The Forest Service's position that these are not "new" roads does not absolve it of the need to take a "hard look" at the impact of these roads before making them a part of the designated route system in the area. The Forest Service's reliance on the assumption that the project will eliminate cross country travel and reduce motorized routes does not amount to a proper analysis of the impact of these routes needed to make the finding of no significance and, therefore, is arbitrary and capricious.

The issues here are similar. The Forest Service has never done an analysis of the impacts of gradual motorization that has taken place on trails that were previously only used by foot or stock users. The Forest Service has not analyzed the impacts of gradual motorization of the backcountry via snowmobiles both on and off routes/trails. The Forest Service merely admits there have been changes since the 1990 Forest Plan, but the impacts are considered part of the normal situation.

(Environmental Conservation/ Preservation)

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[Sample Statement] Comment: 647-10

APPEAL POINT #6: ROAD ED ACCESS TO PRIVATE LAND, ALLOTMENT INFRASTRUCTURE AND TO POINTS OF DIVERSION FOR WATER RIGHTS IS CLOSED

Under the heading, "Transportation", the 1990 Forest Plan requires the WAW to be "...providing efficient access for the movement of people and materials involved in the use and protection of National Forest System Lands". The TMP closes roads into private property and closes roads needed to access points of diversion to exercise legal water rights. The closures also make the traditional off road use of ATVs or pick-ups for fencing, water improvements and salting more difficult and costly.

Under standards and guidelines for the transportation system, the 1990 Forest Plan states, "all road designs and management actions will be based on specific road management objectives that document the need for and planned uses of a road. These objectives will state whether or not there is a need for the road to be open for use by the public or others between project activities.

APPEAL POINT #6: RELIEF REQUESTED The Wallowa-Whitman should work to comply with the 1990 Forest Plan direction in terms of current road management. As directed by the 1990 Forest Plan, each road should be analyzed as to the need for and planned uses of the road. Access roads to private land and to points of diversion must be designated as permanent open roads. Off-road use of A TV s and pick-ups for maintaining allotment infrastructure and monitoring cattle must be blanket authorizations.

(Individual)

[Sample Statement] Comment: 736-27

The FEIS notes a site-specific analysis was not done for every road, trail and road crossing, and stream crossing, to determine if these sites are currently meeting PACFISH/INFISH or Forest Plan standards and guidelines." No baseline data is reported for a variety of sensitive and ESA-listed species including bull trout and steelhead. Other than "hardened" crossings for steelhead, there are no mitigation measures such as bridges even considered in the FEIS. This decision puts all risk on aquatic resources for a discretionary choice of allowing motorized recreational activities that can be conducted in less sensitive areas of the WWNF.

(Environmental Conservation/ Preservation)

Comment: 536-24

It is the appellant's opinion that the Forest Service should be required to present specific evidence to the public showing that motorized travel has been detrimental to an area prior to recommending any road closure. Until that time, all roads currently open to motorized vehicles should remain so; too many have been closed already without sufficient cause. The decision states that the proposed Forest Service roads will only be closed to motor vehicles. However, the expanse and terrain of the affected Wallowa County areas in the Wallowa-Whitman National Forest, that have up to now been accessible to all with the use of motor vehicles, will be completely closed to most citizens for all use. It is absurd for the Forest Service to believe otherwise.

(Individual)

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Response To Comment Report

Comment: 475-22

It is the appellant's opinion that the Forest Service should be required to present specific evidence to the public showing that motorized travel has been detrimental to an area prior to recommending any road closure. Until that time, all roads currently open to motorized vehicles should remain so; too many have been closed already without sufficient cause.

(Individual)

Comment: 647-11

APPEAL POINT #7 IF RESOURCE DAMAGE HAS NOT BEEN DOCUMENTED,
ROADS SHOULD BE OPEN ROADS OR TRAILS

The 1990 Forest Plan states that the Travel and Access Management Plan will; "be maintained, identifying roads, trail and off-road vehicle (ORV) restrictions for wildlife protection, recreation and other purposes". The Wallowa-Whitman National Forest completely ignored the direction and goals outlined in the Forest Plan concerning open roads and trails. The 1990 Forest Plan states, "roads and trails may be made available for different user groups at different times, or otherwise restricted through the Forest Travel Management Plan. Closed roads may be converted to other uses such as special purpose trails". The 1990 Forest Plan does not state that the TMP can close all but the main roads to motorized access. The intent of the 1990 Forest Plan is to provide access for all users unless environmental damage is occurring. The 1990 Forest Plan states that if there are environmental concerns, "manage traffic as needed due to structural limitations of the road or limitations imposed by other resources", and also states, "if a road is not at an adequate and safe standard for the traffic expected to use it, reconstruct the road or restrict traffic to a level for which the existing road is adequate ". The travel plan proposal takes the exact opposite approach, and closes most of the roads, regardless of the road condition.

The 1990 Forest Plan also states, the Forest must "accept or encourage access to historical recreation sites by standard vehicles when this is compatible with management area direction and overall road management objectives". In the TMP, access off the main open roads into historical recreation sites is permitted only if the site is 300 feet from the open road. Violators will be cited This radical change in policy is contrary to the 1990 Forest Plan policy of encouraging use of these camp sites.

The 1990 Forest Plan states that trails should be evaluated as to need, then, if the trails are causing resource problems, the WAW should "move to a new location those trails which will serve a continuing purpose and which appear likely to be used". The 1990 Plan encourages use of trails, the new travel proposal closes trails.

APPEAL POINT #7: RELIEF REQUESTED

Follow the direction in the 1990 Forest Plan and manage the road and trail system as the Plan requires. Make roads and trails available to different user groups at different times. Leave roads open during the summer, but close some roads as identified in a road specific NEPA document to ensure wildlife security during hunting season. Roads that are identified during the NEPA process as having environmental and resources concerns should be analyzed to see if reconstruction or relocation of the road will better accommodate the public needs. Recognize the custom and culture of the local populace and provide access to specific historical recreation sites based on public input in a road specific NEP A document.

(Individual)

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Comment: 77-2

The analysis is not very site-specific

We are concerned that "blanket" vehicle use restrictions are being applied everywhere on the forest based on information from a general broad-scale analysis. Some of the actions to control vehicle use may only be needed in certain areas and not forest-wide. For the most part, the EIS seems to identify few specific areas where resources are actually being adversely impacted by vehicle use or where recreational vehicle use problems have been documented. It is not clear what actual problems or resource damage exist, where they are located, and whether they are significant.

The EIS did not seem to consider whether restrictions and closures (if shown to be truly needed) could be applied only in specific locations instead of being imposed everywhere forest-wide. Where justifiably needed, site-specific EA's for travel restrictions could be prepared to address and resolve specific problems. Site-specific analyses would be more credible and would allow for more effective and focused public involvement. We therefore believe the No Action alternative would be most appropriate.

(Individual)

Comment: 196-17

It is the appellant's opinion that the Forest Service should be required to present specific evidence to the public showing that motorized travel has been detrimental to an area prior to recommending any road closure. Until that time, all roads currently open to motorized vehicles should remain so; too many have been closed already without sufficient cause.[...]The decision states that the proposed Forest Service roads will only be closed to motor vehicles. However, the expanse and terrain of the affected Wallowa County areas in the Wallowa-Whitman National Forest that have up to now been accessible to all with the use of motor vehicles, will be completely closed for all use to most citizens. It is absurd for the Forest Service to believe otherwise.

(Individual)

Comment: 571-24

It is the appellant's opinion that the Forest Service should be required to present specific evidence to the public showing that motorized travel has been detrimental to an area prior to recommending any road closure. Until that time, all roads currently open to motorized vehicles should remain so; too many have been closed already without sufficient cause. The decision states that the proposed Forest Service roads will only be closed to motor vehicles. However, the expanse and terrain of the affected Wallowa County areas in the Wallowa-Whitman National Forest, that have up to now been accessible to all with the use of motor vehicles, will be completely closed for all use to most citizens. It is absurd for the Forest Service to believe otherwise.

(Individual)

Concern: 133: The Forest Service should acknowledge that insufficient funds and staff are available for enforcement.

Response:

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[Sample Statement] Comment: 86-2

You can't lock up the forest because you don't have budgets to manage it or the employees. Stand up for what you know is right and don't let the folks in Washington DC shove this down all our throats.

(Individual)

Comment: 241-12

Time and money spent on patrolling for violating road closures, when there is already not enough time or money for serious violations.

(Individual)

Concern: 134:

The Forest Service should analyze the social and cultural effects of the Travel Management Plan.

- Including the effects on family recreation
- Including the effects on quiet recreation
- On future generations
- On traditional cultural properties and activities
- On senior citizens
- To comply with NEPA
- On access to family history sites
- On veterans

Response:

[Sample Statement] Comment: 219-2

The Forest Service acted arbitrarily and capriciously in their decision to close Whitman and Wallowa Forest roads. They failed to take a hard look at 40 CFR 1500 NEPA Regulations Section 1500.2 (d) (e) and (f) directly affecting our (my) Social activities.

(Individual)

[Sample Statement] Comment: 234-3

The Forest Service failed to take a hard look at the social aspect of the road closure. My family and I will no longer be able to access the forest and the places I enjoyed. I will not be able to show my grandchildren or my great grandchildren these places because I will no longer have access.

The Forest Service failed to take a hard look at the historical and traditional aspect of the road closure. My family and I will no longer be able to camp, hunt, fish and enjoy the forest in places we have camped for years.

(Individual)

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[Sample Statement] Comment: 362-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

My family has had close ties to our National Forests and the wonderful lifestyle it offers for the past 36 years that we have lived and worked here. Our children were raised and educated here. We have lived here because of the wonderful natural resources our area possesses. We have spent our summers camping, fishing, hunting, hiking, berry picking and just plain enjoying the healthy lifestyle our Natural lands offer. The USFS proposed road closures to deny public access to these lands borders on selfish behavior.

(Individual)

[Sample Statement] Comment: 65-13

This plan affects many people. Not only those surrounding the WWNF but those who come here from afar due to the fact that they all have traditions, culture and historic reasons for being in the WWNF. Each and every one of those people will have direct and indirect effects and it will have an impact on future generations if it is not stopped immediately.

We are part of a family oriented group that loves to explore, remember and teach our history to our next generation. We learned from our parents and grandparents and we rely on the resources given to us for not only recreation but spiritual, mental, physical and emotional well being. It is a known fact that veterans benefit: from the outdoors when returning from combat.

Reference: <http://www.essentialpublicradio.org/story/2012-04-14/new-evidence-shows-beingactive-outdoors-benefits-veterans-10783>

(Multiple Use or Land Rights Organization)

[Sample Statement] Comment: 125-1

The Forest Service failed to take a hard look at my cultural experience to my reservoir, to my ability to study wildlife and flowers.

And my ability to travel the trails that I have been using since 1962.

To camp with my family and to take a hard look at the land when taking field trips with groups of students of family

(Individual)

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[Sample Statement] Comment: 397-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

REMAND REQUEST #1: The United States Forest Service acted arbitrarily, capriciously and discriminately in their decision to close said roads and they failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), (f). This agency did not consider the direct impact on, we the human environment, and how it affects us socially and culturally by these closures. My family and I personally use these roads all year long for such things as: hunting, fishing, picking mushrooms, gathering berries, riding the trails and roads on our A TV's, camping, wood cutting to heat our homes in winter and just for a day of sightseeing. We cannot access these areas with our grandchildren or older parents without being able to use some form of motorized vehicle, it's physically impossible for them to walk in, nor, do we have the days it would take us to get to some of these memorable areas. These closures have a direct affect upon me and my family, as well as our ability to teach our children and grandchildren about the woods, and how to safely and respectfully treat OUR MOUNTAINS.

The indirect effect of the USFS's decision to close these roads will mean that future outings with our family and friends in the areas will end. We will not be able to access them. This stops our ability to pass on our culture to our children and grandchildren.

(Individual)

[Sample Statement] Comment: 139-2

We enjoy fishing, hiking, gathering berries and wood. We especially enjoy taking long drives into the forest to picnic and take pictures of animals, birds and forest plants. In our family, we have a new generation who will need to learn, not only how to conduct themselves safely and responsibly in the deep forest, but how to enjoy the magic and beauty in the solitude of the forest.

(Individual)

[Sample Statement] Comment: 543-4

The Forest Service is arbitrary, and capricious in closing Wallowa- Whitman National Forest Roads without an adequate NEPA analysis in the effect these closures will have on the CULTURAL BENEFIT, and does not tier to the 1990 National Forest Service Plan.

(Individual)

[Sample Statement] Comment: 608-2

The indirect effect of the USFS's decision to close these roads will mean that future outings with family and friends on these roads and areas closed will affect our Socialization.[...]I would no longer be able to take the younger generations of our family to the same areas where we have traveled and enjoyed exploring. Future generations of my family and friends will lose this part of my family history.[...]My family will no longer be able visit some of my favorite areas.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 162-3

The Forest Service failed to take a hard look at the importance of the following roads/areas, all roads and trails in the Wallowa-Whitman to the culture of my family as required under 40 USC 1508.8 These roads/trails in the Sumpter and Granite areas have been used for generations by my family for all types of recreation and as such have become a culture established for generations. The historic value of these of these roads/areas are important to me and future generations of my family and must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.

(Individual)

[Sample Statement] Comment: 242-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The US Forest Service acted arbitrarily and capriciously in their decision to close roads and the failed to take a hard look at 40 CFR 1500 NEPA regulations, section 1500.2 (d), (e) and (f) as your agency did not consider the direct impact in that I am personally directly affected "socially & culturally" by these road closures.[...]I am older and cannot access to our forest without a vehicle. My family and friends love to camp and hunt and these road closures have a very direct effect upon my family and myself.

I still love to hunt, although I can walk very far like I used to. Therefore it is nice to have an ATV so I can get as close as possible.

(Individual)

Comment: 122-3

I am a 4th generation of Baker County and have used the historical forest lands for generations and this will effect my family for generations to come. As in section 1508.14

(Individual)

Comment: 130-1

The decision to close the flowing road was arbitrary and capricious. You did not address the social and cultural impact on people like me who have used these roads. I can no longer walk long distances to hunt and pan for gold. I have to drive to the areas I have used for many years. You are required to strike an appropriate balance in managing all types of recreational activities.

(Individual)

Comment: 152-4

Furthermore, the USFS has failed to take a hard look at the importance of the above listed roads and the effect their closure will have on the culture of my family, as required under 40 USC 1508.8. These roads and trails and the areas that they access, have been used literally for decades by my family for camping, berry picking, mushrooming, fire wood cutting, sightseeing, hunting, etc My father built the campground just below Boulder Park in the 50's. Myself and future generations of my family must be considered in the preparation of the proposed action and the fact that the USFS failed to take a hard look at the effect that these closures would have on our family and friends, is an arbitrary and capricious action by the USFS.

(Individual)

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Comment: 172-1

As a native Oregonian I feel that this issue is unfair to the residents as well as myself by closing up the Wallowa-Whitman National Forest. This is effecting the culture of eastern Oregon residents who have always enjoyed recreating in so many ways for generations from picking mushrooms, cutting firewood, riding horses to picnicking or just taking a Sunday drive to see some wildlife.

(Individual)

Comment: 244-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the importance of the roads and areas to the culture of my family as required under 40 USC 1508.8. These roads and areas have been used for generations by my family for recreation and as such have become a culture established for generations. The historic value of these roads and areas to me and future generations of my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service"

(Individual)

Comment: 247-1

The decision to close the following roads was arbitrary and capricious. You did not address the social and cultural impact on people like me who have used these roads our whole lives. I am beginning retirement and want to continue and to be able to expand my exploring on the Wallowa-Whitman National Forest. I used a motorcycle or pickup and want to be able to camp, berry pick, cut wood and hunt as I have.[...]There are other roads I'd like to expand my exploring to during retirement and don't want to be cut off from being able to do that. You are required to "strike an appropriate balance in managing all types of recreational activities"

Too much of the Wallowa-Whitman National Forest is shut down for travel or is in wilderness with limited access or for resources now. Please don't shut down more.

(Individual)

Comment: 352-3

Additionally, my ancestors have utilized portions of Wallowa County since the late 1800s and some of these important areas are specifically appealed below.[...]The Forest Service failed to take a hard look at the importance of the following roads and areas to the culture of my ancestors, which have utilized this country since the late 1800s, as required under 40 USC 1508.8.

(Individual)

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Comment: 358-2

Wood cutters who rely on wood to heat their homes will suffer, as well as those who hunt, fish, camp, and 4-wheel. I have been using these roads since I was a baby with my family and my dad and his dad. I am sickened by the idea that my boys, 3 & 5 who have already been on such roads, 4-wheeling, may not get to experience the beauty and environment. Cutting off roads limits access to nature.

(Individual)

Comment: 395-2

By closing these roads and stopping cross-county travel the Forest Service has directly affected myself and my family's cultural, recreational and social activities by severely limiting and in most cases completely eliminating our access to the National Forest lands. This is where we hunt, fish, pick mushrooms and huckleberries and spend time with our friends. We have been enjoying these activities for years. They are a big part of our lives. Now we will no longer be able to enjoy these precious life experiences with family and friends. Indirectly this will affect the future generations of my family because we will no longer be able to share these experiences and teach future generations these activities and the important values and life lessons that go with them.

(Individual)

Comment: 396-2

The road closures and non cross-country travel directly affect myself and my family's cultural, recreational and social activities by severely limiting and in most cases completely closing our access to the public forest areas in which we hunt, fish, pick mushrooms and huckleberries and find a place to just go relax and get away. Myself and my family have been enjoying these activities, with our friends for years, so by closing the roads and stopping cross-country travel, the Forest Service has taken a major part of our lives. We will no longer be able in the future to enjoy these life experiences on our federal public lands. Indirectly this will affect the lives of my family's future generations because we will not be able to teach them these activities and the important values and life lessons that accompany them.

(Individual)

Comment: 412-2

The Forest Service and Forest Service Supervisor failed to take a "Hard Look" at the effects of their decision as per Code of Federal Regulations Section 1508 (b)

An indirect effect of this decision will prevent my children and grandchildren from visiting and experiencing areas that I have hunted, fished and done many other outdoor activities in. Some of these areas I have taken my children to, areas that they are hoping and expecting to take their children to are the same places that their Grandfather and his Father before him hunted and camped in most of their lives. This is definitely an "indirect" impact of this decision.

(Individual)

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Comment: 436-5

REMAND REQUEST #2: United States Forest Service failed to take a hard look Sec. 1508.8a for social, cultural and traditional experiences that directly affect me & my family. I have two small boys that would benefit from going to these areas. Learning to hunt and I would be able to teach them to recreate responsibly.

(Individual)

Comment: 436-7

REMAND REQUEST #4: United States Forest Service failed to take a hard look Sec. 1508.14 by eliminating my ability to travel to historical and recreational areas that have been important to my family for generations. I am from a mining family as well as a family for generations who partakes in our natural resources. We hunt, fish, camp, hike, snowmobile, four wheel, ride ATV's, gather foods and fuels and find comfort in the outdoors.

(Individual)

Comment: 442-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]It also would stop us from taking our children and teach them and showing them our natural habitat and that's not right nor fair for us and our children that love the outdoor, we also wouldn't be able to take our families camping, so don't let these people take our rights away.

(Individual)

Comment: 443-2

We live in the remote area of Oregon therefore it is basically our main means of entertainment for lack of a better word. Closure would take away many valuable outlets; mushrooming, hiking, huckleberry picking, bird watching, and many other outdoor activities. We don't have the availability of other resources like the big cities have (by our own choice) so to close the roads would be an extreme impact on our lives.

(Individual)

Comment: 478-2

I am 84 and have lived in Baker since I was 2 years old. I have raised my family here and we have hunted, fished, mushroomed, picked huckleberries, went on horseback rides and camped and went swimming and boating. My three sons and their families now are enjoying these same wonderful, peaceful activities. It is a way of life and a wonderful heritage. Now the forest service plans to limit and prohibit our way of relaxation and our enjoyment in our wonderful state of Oregon.

(Individual)

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Comment: 490-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I don't think the Forest Service has taken a hard look at the road closures and the impact it is going to cause. Not being able to get to your fishing holes, hiking, ATV riding, camping, hunting, being able to go after firewood. I feel the forest lands belong to the people the same people that pay your wages. I for one look forward to go to the mountains every chance we can. By closing the roads I'll not have the chance to teach my grandkids where they should go out camping, hunting, and fishing.

(Individual)

Comment: 505-2

My father built the campground just below Boulder Park in the 50's. Myself and future generations of my family must be considered in the preparation of the proposed action and the fact that the USFS failed to take a hard look at the effect that these closures would have on our family and friends, is an arbitrary and capricious action by the USFS.

(Individual)

Comment: 517-2

These roads/trails that belong to all of us have been used for generations by my family for recreation, wood cutting access, mushroom picking, Camping etc. and as such has become a culture established for generations. The historic value of the roads are part of the reason that we live in a rural area we love the freedom to enjoy the peace and serenity of being in the woods.

(Individual)

Comment: 517-5

We are senior citizens and no longer can hike very far and cannot backpack and walk like we use to. We still enjoy being able to take a drive in the woods. We can get out and walk a little ways when we think there is a nice little patch of mushrooms and still enjoy smelling the smells of the woods and outdoors. We take our lunch up sometimes and pull off and eat in a pretty spot we come across. We let our dog out and let him run. My husband is a disabled veteran but still enjoys buying his hunting and fishing license and doing all of the sports but is very limited on the amount of walking he can do. Life means different things to all of us but there are so many people that enjoy nature and life is not easy in this economy for many. Why would any person, organization, branch of government or entity take away something just because they can that gives so many so much?

(Individual)

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Comment: 532-2

The Forest Service Supervisor failed to take a "Hard Look" at the effects of her decision as per Code of Federal Regulations Section 1508 (b).

An indirect effect of this decision will prevent my children and my grandchildren from visiting, and experiencing areas that I have hunted and done other outdoor activities in. Some of these areas I have taken my children to and they are hoping and expecting to take their children to these same areas that their Grandfather hunted and camped in. This is definitely an "Indirect" impact of this decision.[...]The Forest Service acted "Arbitrary and Capricious" in its decision to close 6,000+ miles of roads in the Wallowa-Whitman National Forest that have been historically and traditionally used by thousands of visitors to the Forest for such activities such as hunting, fishing, mushrooming, birdwatching, watching big game, mining, birdwatching, woodcutting, berry picking, and many other activities. They have totally disregarded the "Social, Economic, Cultural, Historic and Traditional" aspects by making this decision

(Individual)

Comment: 536-11

The appellant will be affected socially when the citizens using the woods for recreation, camping, hunting, fishing, and harvesting other forest products are all concentrated in the limited remaining accessible areas of the Wallowa-Whitman National Forest. The appellant uses the roads to find peaceful, quiet, solitude in the national forest.

(Individual)

Comment: 540-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

You have failed to take a hard look at Sec. 1500.20, the effects of the quality of the human environment. I ride my ATV, my children ride their ATVs here. I camp, teach my children about the woods on all these roads and trails.[...]You have failed to take a hard look at Sec. 1508.14, my culture experience. I cannot spend time with my family, friends, and relatives. This directly effects my relationship with my handicap father and his ability to have a relationship with his grandchildren and in Sec 1508.8B that effects me indirect, by not being able to take my future grandchildren to these spots.

(Individual)

Comment: 590-2

The Forest Service failed to seriously take into account the direct and indirect effects of their plan as required under 40 USC 1508.8 of NEPA. My family and I have used our forests for many years with respect and have taken great care to leave the forest as we found it. This Travel Management Plan is depriving my future generations of enjoying berry picking, hunting, mushrooms picking, fishing, 4 wheeling, social gatherings, camping and many many more activities.

(Individual)

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Response To Comment Report

Comment: 594-3

This plan limits the areas that I hunt, ATV, mushroom, camp and recreate.[...]This plan denies me, my annual camping, hunting and recreation trips to our favorite traditional spots.[...]Indirectly, as I grow older, I will not be able to hike as far. I see the forest as therapeutic, a place to recharge and that will be lost to me and my family.

(Individual)

Comment: 598-1

I personally enjoy going with my family and friends to these areas to hunt, gather firewood, ride ATV's, gold prospecting, pick mushrooms, pick huckleberries, picnic, camp, visit historic mining areas, and spend time with friends and family in this forest and be away from people .[...]Three generations of my family have returned to the same areas for mushrooming, hunting, fishing, firewood gathering, sightseeing and just being out in nature. If these roads are closed, we will lose many cultural, traditional and social experiences.

(Individual)

Comment: 598-2

The indirect effect of the USFS's decision to close these roads will mean that future outings with family and friends on these roads and areas closed will affect our Socialization, and be a very detrimental effect because the reduction in roads will cause excessive congestion in the areas that will be left open. By closing these roads, you are taking away my rights as a US citizen and a taxpayer who is helping to pay Federal Employees wages

(Individual)

Comment: 624-6

This decision by the Forest Service to close any access to the wilderness areas in the Fanny and Harris mountain ranges violates my religious freedom, my cultural freedom and gives no regard to the historic value of these lands to me and my family. I request the Forest Service remand the decision and take a hard look at the cultural, historical, financial, and spiritual effects on myself, and my family by the implementation of the travel management plan.

(Individual)

Comment: 664-3

This plan limits my camping, Jeeping and social interactions with my friends and family while I am doing so.

The indirect effect of the USFS' decision to close these roads will limit my ability to show my kids in the future, where I grew up hunting and camping.[...]My dad has showed me all the roads and how to hunt them. I will not be able to travel on those same roads if you do not allow vehicles.

(Individual)

Comment: 670-3

I feel that I will lose access to some of my favorite places traditionally visited since I was a child.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 673-2

The United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA regulations, Section 1500.2 (d), (e), (f). These sections directly affect me socially and culturally by these roads closures. I personally enjoy riding on all roads in the Wallowa-Whitman National Forest Lands on my ATV. My family life to ride these roads to hunt, fishing, mushrooming, huckleberry picking. We do a lot of family camping, and riding ATV's around with grand children to show them the beautiful sights this area has to offer, and teach them some of the ways of the Outdoors.

The indirect effects of the USFS decision to close all these roads now we cannot fisically show our children and grand children to encounter the outdoors. The encounters with not only wildlife, but the social encounters with many people out loving the very same things we are doing.

(Individual)

Comment: 676-1

The appellatn objects to the decisions to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa-Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.[...]Wallowa County adopted a Comprehensive Land Use Plan that insures the citizens the right to maintain and enjoy our Custom and Culture that we were granted. The forest belongs to the citizens of the United States of America not the U.S. Forest Service. Every person should have open access to the entire forest for recreating, camping, hiking, hunting, fishing, picking berries, picking mushrooms and cutting firewood. All roads, currently open, should remain open to the public. Families enjoy ALL areas of the Wallowa Whitman Forest not just one road or one certain spot.

(Individual)

Comment: 695-3

The residents of this part of Oregon that are not young and healthy or own horses will be denied entry onto land they own.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 699-10

The word "traditional cultural properties" is understood to mean the traditions, beliefs, practices, life ways, arts, crafts, and social institutions of any community, be it an Indian tribe, a local ethnic group, or the people of the nation as a whole.

The traditional cultural significance of traditional cultural property, is derived from the role the property plays in a community's historically rooted beliefs, customs, and practices. Examples of properties possessing such significance include patterns of land use reflected in the cultural traditions valued by its long-term residents;

A traditional cultural property, then, can be defined generally as one that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community. Our culture have used trails, roads and highways to access our country since the human race began, to close this large amount of public access is absurd. Our road access is not broken so why fix it by closing roads. As the stewards of our public land that we "the people" pay you to take care of our land, are not listening to the whole picture. We have watched from the 1960's to present on the start of road closures, now we are at a cross road of enough is enough, too much is too much. I feel this is a long range plan of the United Nations Agenda 21, to take over our public rights and our land that we the American people own. No it's not for sale or trade and not to give away.

(Individual)

Comment: 700-2

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan[...]USFS has failed to take a hard look at the significant impact that these closures will have on the traditions and cultures of myself and family and friends as we consistently travel to the forest for our recreation and enjoyment. Also, the sever impact it would impose on our social lives.

3. Lastly but not the least, I believe that the USFS has failed to take a hard look at the human environmental relationship that we would be deprived of.

(Individual)

Comment: 703-1

The Forest Service failed to take a hard look at the direct and indirect effects to our local community (Sec 1508.8) in both Keating, Baker County and Medical Springs, Union County, Oregon. The dispersed and lost recreation as well as Historical, Cultural, Economic, Social, Traditional and Private in-holdings will greatly effect our local area and its people's human relationship to our environment.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 707-5

To the culture of my family as required under 40 USC 1508.8. These roads have been used for generations by my family for hunting, camping, shed hunting, and recreation and as such have become a culture established for generations. The historic value of these roads/areas to me and future generations of my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to recognize the effect these closures will have is an arbitrary and capricious action by the Forest Service

(Individual)

Comment: 712-1

The Forest Service failed to take a "hard look" at: the social and economic impact on the local towns.

(Individual)

Comment: 715-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]The Forest Service failed to take a hard look 40 USC 1500.2 policy that ensures my right to the use of public lands for social, ie. camping, woodcutting, berry picking, etc. which I have used for decades. They are a few of the roads I have historically used getting to and from hunting grounds, rode motorcycles, ATVs, jeeping. Under 1508.8 A. It directly keeps me from getting to my traditional hiking and recreational areas. It also indirectly affects my grandchildren as they will not have the opportunity to enjoy what I have historically used.

(Individual)

Comment: 113-2

My family and friends spend most of our summers living near and playing in the National Forest, please do not take away our way of life.

The USFS failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508.27. The USFS was arbitrary and capricious in their decision by ignoring the significance of this action. I request that the USFS remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 182-1

I request that the decision on the Wallowa Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the importance of the roads and areas to the culture of my family as required under 40 USC 1508.8. These roads and areas have been used for generations by my family for recreation and as such have become a culture established for generations. The historic value of these roads and areas to me and future generations of my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.[...]This notice of appeal filed pursuant to 36 CFR 215.11

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 232-6

The Forest service failed to take a hard look at the intensity of this decision. USC 40 sec. 1508.27 (b) (8) the cultural damage that will be done is significant. We have been picking huckleberries, mushrooming, riding horses, hiking, camping, and many other things we've been able to enjoy in the mountains. The forest service was arbitrary and capricious in their decision and I request the forest service to remand the decision.

(Individual)

Comment: 343-2

These routes have been established as culture in my family and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.[...]These trails are important to me, my family and our wellbeing and we use these trails to access some of the most beautiful country around on A TV's as a family. Young and OLD alike, we could not access this beautiful area together as a family if we were not able to use A TV's. life experiences shared at the same time with several generations of family depend solely on access to and on these precious routes.[...]The Forest Service acted arbitrary and capricious in closing these routes without adequate NEPA analysis and without taking a hard look at the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 348-4

The roads stated and many more that my family has traveled have a positive and rewarding effect on me, my family as well as economically for the county. These roads are a major part of our heritage and culture. We spend 75% of our activities outdoors in the woods versus urban activities. I am sorry you have not witnessed the feelings, the time or stewardship many of us rural families have for the Wallowa-Whitman National Forest.

I feel you have put VERY LITTLE thought for the elderly, handicapped, or economically deprived common folk who love the outdoors. You have eliminated our access for hunting, fishing, camping, woodcutting, picnicking and berry picking in favorite places we have enjoyed for 40+ years. I feel sorry for our grandchildren as they won't have access to those spots to carry on traditions and memories.

Your negotiations have been VERY UNFAIR under the NEPA Process and should bring forth ARBUTRATION!

(Individual)

Comment: 350-2

The Forest service failed to take into account the effect on the quality of the human environment that closing these roads would have as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. These roads are important for to the City of La Grande for family recreational and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes.

(Individual)

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Response To Comment Report

Comment: 351-2

I looked forward to taking my two small children out to show them the roads that their great grandfather built here in Wallowa County. Without full access to the proposed road closures that will not be possible, a piece of their heritage will be lost.

(Individual)

Comment: 353-1

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan and that it be remanded for the following reasons.

The Forest service failed to take a hard look at the proposed actions effect upon the quality of the human environment by not designating uses for all roads in the Wallowa Whitman National Forest as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. These roads are important to me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these routes, entire social and cultural structures will be lost when access to these areas are taken away. [...]The Forest Service acted in an arbitrary and capricious manner by not designating a use for these roads without adequate NEPA analysis in what effect the non-designation will have on the human environment of the residents of Eastern Oregon. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 435-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]These road and areas have been used by my family for three generations. The Forest Service failed to take a hard look at the economic impact these closures will have on my family in relations to camping, hunting, berry picking, wood cutting, mushroom picking, 4 wheeling, and social gatherings.

(Individual)

Comment: 436-4

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]The United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (f) Section - as your Agency did not consider the direct impact in that I am personally directly affected socially, ecologically, culturally, historically and traditionally by these road closures. I feel that I will lose access to some of my favorite places traditionally visited since I was a child.[...]The indirect effect of the USFS' decision to close these roads is that I fear losing access to the family mine and hunting grounds as well as other outdoor recreational activities that I engage in on a regular basis.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 437-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons.

The United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (f) Section - as your Agency did not consider the direct impact in that I am personally directly affected "socially" and "culturally" by these road closures. I personally enjoy riding on these specific roads to be closed in my four wheel drive with my family to hunt, fish, take pictures of the animals and birds, look for minerals, forest plants and as well as gather wood, berries and mushrooms while camping or ATV riding. I am older and cannot attain access to our forest without a vehicle. My current groups of friends are also older and some are disabled; that with the youthfulness of our grandchildren could preclude them from attaining access to the forest without these roads. These road closures have a very direct effect upon me and my family as well as our ability to teach our children and grandchildren about the areas and how to safely do tasks associated with each item listed above.

These road closures will affect our personal traditions or ability to carry those traditions on, of teaching our children directly and indirectly for those yet to be born; on these public lands.

(Individual)

Comment: 456-1

Would you please email us an appeals form so that we can appeal your decision to close the Wallowa-Whitman National Forest roads! My dad, Paul Bruce Morehead, was born and raised in those lands and as a family, we have spent more time in the Forest than we have anywhere else. Our dad's ashes are spread out on an area that he camped and hunted for over 60 years. It holds a special place in our hearts and we go there every year to pay our respects and love to a man that we hold dear to our hearts. Our mother, who is 81 years old will never be able to walk into this camp and neither will some other of our family. This is an outrage! I plan to fight this as I know my dad would have done. You have not heard the last from the Morehead family by any means.

(Individual)

Comment: 467-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

Your decision to close more roads in the WWNF is arbitrary and does not address the social and economic impact on people who have used these roads to make a living and to enjoy the great outdoors of WWNF to hunt, fish, mushroom and huckleberry or just be out there.

At 77 years old and had a stroke I'm unable to hike very far and I feel discriminated against because of this decision.

Please reconsider for all Americans and tax payers to use our public lands. I own and ride an ATV responsibly.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 473-1

The Forest Service failed to take a hard look at the importance of the following roads/areas, all roads and trails in the Wallowa-Whitman to the culture of my family as required under 40 USC 1508.8 These roads/trails in the Sumpter and Granite areas have been used for generations by my family for all types of recreation and as such have become a culture established for generations. The historic value of these of these roads/areas are important to me and future generations of my family and must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 494-2

The USFS failed to take a hard look at the importance of the above mentioned roads, which have been important to myself and family for generations and have been a part of my culture. I hunt, pick berries, mushroom, camp, fish, sightsee, cut firewood, A TV and personally love this whole area. I live in Eastern Oregon by choice, because I love the mountains and the surrounding area. The thought of having this area locked out to travel and access sickens me. I am 72, I have travelled all of the above mentioned roads and have an adjacent parcel to this area, the action of closing these roads will have a negative impact not only on myself, but on all of my family members and future generations which haven't been considered in the preparation of the proposed action and in fact the USFS failed to take a hard look at the effect of these closures on myself and my family and is an arbitrary and capricious action.

(Individual)

Comment: 525-2

In addition, under 40 USC Sec. 1508.8 the Forest Service acted arbitrary and capricious in ignoring the life experiences as noted in Traditional Cultural Properties regulations, as none have been examined. Many club members and their family members have used the areas identified in comment letter number 10292 in excess of 50 years. We request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

Comment: 529-1

I'm writing to you urging you to not close the forest roads in our state. My husband and I are now 83 and have enjoyed hunting and camping for years. Now we enjoy just driving around in the forests and seeing all the beautiful scenery and wildlife. If you close these forest roads it would be a sad mistake. We now have sons who enjoy the forests and hunting and camping and gathering firewood. Please reconsider closing all the roads that people love so much. The Wallowa-Whitman National Forest is a beautiful place and it would be a shame to close it to the people of our state and everyone else who uses it.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 557-1

I find that the Forest Service violated 40 UFC sec 1508.8. You the Forest Service FAILED to take a HARD LOOK at your decisions on the cultural, social, historical, traditional, and direct effects that this decision has on all of us who live in this area and utilize its offerings. Roads in the Sled Springs, Imnaha, Pine Creek, Chesnirnnus, Snake River, and Mi8nam are part of our heritage and a life line to our surrounding communities.

(Individual)

Comment: 563-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

I find that the Forest Service violated 40 UFC sec 1508.8. You the Forest Service FAILED to take a HARD LOOK at your decisions on the cultural, social, historical, traditional, and direct effects that this decision has on all of us who live in this area and utilize its offerings. Roads in the Sled Springs, Imnaha, Pine Creek, Chesnimnus, Snake River, and Minam are part of our heritage and a life line to our surrounding communities.

(Individual)

Comment: 563-3

The roads stated and many more that I have surveyed have a DIRECT and CUMULATIVE effect on myself; family and community. These roads are a major part of our heritage and culture. We spend 75% of our activities outdoors in the woods vs urban activities. You have not witnessed the time spend nor the stewardship many of us rural people have for the great outdoors.

(Individual)

Comment: 595-3

the TMP will affect recreational activities negatively and recreational areas will be reduced significantly. My family will be significantly affected because we will not be able to do many of our traditional activities, such as cross-country jeep travel, picnics in historical and traditional areas. My children and I have enjoyed hunting in the same area for many years. If the closures go through this time spent with my children will be significantly impacted.

(Individual)

Comment: 596-8

United States Forest Service failed to take a hard look Sec. 1508.8a for social, cultural and traditional experiences that directly affect me & my family.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 599-3

I personally enjoy going with my family and friends to these areas to hunt. Gather firewood, ride ATV's, pick mushrooms, pick huckleberries, picnic, camp, visit historic mining areas, and spend time with friends and family in this forest and be away from people. The indirect effect of the USFS's decision to close these roads will mean that future outings with family and friends on these roads and areas closed will affect our Socialization, and be a very detrimental effect because the reduction in roads will cause excessive congestion in the areas that will be left open. By closing these roads, you are taking away my rights as a US citizen and a taxpayer who is helping to pay Federal Employees wages[...]Three generations of my family have returned to the same areas for mushrooming, hunting, fishing, firewood gathering, sightseeing and just being out in nature. If these roads are closed, we will lose many cultural, traditional and social experiences. [...]My family will no longer be able visit some of my favorite hunting, berry picking, mushrooming and picnicking areas. This plan will significantly affect my ability to find firewood to heat my home. The proposed WWNF TMP will essentially lock me out of many areas of the forest that are an important part of my family's life. Many of the closed areas are an important part of my family's traditional experiences with nature. I won't be able to perform many traditional experiences with future generations of my family in these historic areas such as nature skills, hunting skills, mushroom hunting, ATV riding etc.

(Individual)

Comment: 599-4

Indirectly, I will not be able to experience historical and traditional areas with future generations of my family and friends because this travel plan will essentially lock me out of these areas because they are no longer accessible by motor vehicles.

(Individual)

Comment: 601-3

This plan denies me my favorite spots for camping, picnics, photography, sledding, Christmas Tree hunting and many more recreational activities[...]The indirect effect of the USFS decision to close these roads when I am old, how will I get to my favorite places if I cannot drive there. My children will not be able to enjoy the same things and pass them down to their children[...]We are members of a family oriented 4x4 club, we run responsibly in the forest and have many outings. This time that we spend with our friends and family is jeopardized due to this plan.

(Individual)

Comment: 605-10

My family and friends will be significantly affected because we will not be able to do some of our traditional activities, such as cross country jeep travel, picnics in historical and traditional areas, and teaching my descendants about hunting, survival skills, and nature in areas that have traditional significance to mv family for generations.

(Individual)

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Response To Comment Report

Comment: 611-6

I have enjoyed these forests responsibly since my childhood just as my parents did before me. Since my childhood I have witness much of the areas that my parents took me as a child have already been closed to motor vehicles and now in their older years they cannot access them, as a result many of our family traditions have had to stop. We cannot afford any additional road closures or my children will not be able to enjoy the forest or access many areas that we currently do on a traditional basis. My family is well rooted in Eastern Oregon and my children are better people because of our interaction during out time in the forest, without access for all our generations to come will become lazy and housebound playing video games

(Individual)

Comment: 627-1

I have went to the woods since I was a little kid.

If you people close these areas down, you will short my kids and their kids of a wonderful thing. For gods sake use your head, if you shut these roads and areas down, you are cutting your own throat as well as mine.

(Individual)

Comment: 672-2

I am 65 years old and was raised at north Powder Oregon. I live in Washington now but have a summer home at Wolf Creek reservoir at the edge of the Wallowa Whitman National Forest. My family and myself have hunted, fished, mushroomed, picked huckleberries, went on horseback rides, camped, went swimming and boating and otherwise have used this forest extensively. My children and their families now are enjoying these same wonderful, peaceful activities. It is a way of life and a wonderful heritage. Now the forest service plans to limit and prohibit our way of relaxation and our enjoyment in the wonderful state of Oregon.

(Individual)

Comment: 692-2

The Forest Service failed to take a hard look at the social impact on me not being able to share some of if not all of the great places in the Wallowa-Whitman with my children and grandchildren.

(Individual)

Comment: 704-1

The Forest Service failed to take a hard look at the direct and indirect effects to our local community (Sec 1508.8) in both Keating, Baker County and Medical Springs, Union County, Oregon. The dispersed and lost recreation as well as Historical, Cultural, Economic, Social, Traditional and Private in-holdings will greatly effect our local area and its people's human relationship to our environment.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 706-8

Section 1508.8b appears to be direct conflict with the USFS Travel Plan. This action will indirectly affect counties like Baker, Wallowa and Union Counties already dramatically shrinking in population. An example of the indirect population drop was after logging mills closed in Baker County, since 2001, over 650 fewer students and their families were displaced, unemployed and devastated by the decision by the USFS to close forest to the lumber industry. Now, the USFS, if it gets its way, will limit recreational use and tourism with a second blow to these rural areas of Eastern Oregon, still significantly in distress. When will the human relationship to their environment be considered or will we continue to devastate families while protecting other components of the environment?

(Individual)

Comment: 707-2

As required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14. These roads are important to me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes.

(Individual)

Comment: 722-4

The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.

The Forest Service failed to take a hard look at the importance of the following roads/areas all roads being closed in Union County to the culture of my family as required under 40 USC 1508.8. These roads/trails all in Union County have been used for generations by my family for years and as such have become a culture established for generations. The historic value of these roads/areas in Union County to me and future generations of my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 153-5

My family and friends spend most of our summers (when we can access our property) living near and playing in the National Forest, please do not take away our way of life.

(Individual)

Comment: 172-3

This is an outrage, you might as well re-right the constitution and take everything away from us. We are being robbed of our heritage and our privileges. There are families that have been here since the area was permanently settled in the early 1860's, a lot of families, tell me how fair it is to them to say, "Hey you can't continue to enjoy your homeland". What would you do in our shoes? Do you honestly think that is ok or fair? You have stepped on a lot of toes on this side.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 195-10

The appellant will be affected socially when the citizens using the woods for recreation, camping, hunting, fishing, and harvesting other forest products are all concentrated in the limited remaining accessible areas of the Wallowa-Whitman National Forest. The appellant uses the roads to find peaceful, quiet, solitude in the national forest.

(Individual)

Comment: 215-2

There roads are important to me and my family. We use these roads to access fishing, hunting, pick berries, and mushrooms while camping. The Forest Service did not consider the direct impact, in that I am personally directly affected socially and culturally by these road closures

(Individual)

Comment: 237-5

Traditional cultural properties. I am a member of "Cow Creek Band of Umpqua Indians." I relate my ancestors who were rounded up from the forests of Douglas Co. , Oregon, loaded into wagons and deposited on reservations. I've read, "the valleys and mountain reverberated with their sorrowful wails in grief." In the forest I feel their presence. I can feel the "roundup," it's called TMP.[...]I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons

(Individual)

Comment: 246-2

The Forest Service acted arbitrary and capricious in their decision by taking away my right to drive on these roads that have existed longer than I have resided in Wallowa County. I have spent my life in these mountains and have enjoyed raising my family and educating my children about our wilderness. In Wallowa County the forest is as much our home as the community we live in, we care for it, doing our best to keep it the same as we found it not destroying any part of it.

As several small communities, a county with lots of wilderness area for those who wish to traverse there, there is no need to close off the roads in the remainder of this region.

(Individual)

Comment: 352-8

The Forest Service failed to take a hard look at the significance of their action as required under 40 USC Sec. 1508.27 on the customs, culture and heritage of residents in Wallowa County and other forest users. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action. I request the Forest Service remand the decision and complete further analysis as required under NEP A regulations.

(Individual)

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Response To Comment Report

Comment: 353-5

The Forest Service failed to take a hard look at the historical use of the roads in Southwest Baker County of the people of Bates, Austin, or Whitney Oregon to analyze the direct and indirect effects on the residents of those communities. When looking at the social-economics of these areas, which lie directly next to the Wallowa-Whitman National Forest or inside it, the people of the area are nearly 100% below the poverty level and disproportionately affected by this action as they will not be able to access their historic use areas for gathering heating source for their homes or supplemental foods for their families.

(Individual)

Comment: 355-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at my social and economical impact on me and my family to have the ability to enjoy camping on our special places. Picking mushrooms and berries as they become available. By closing off my roads and trails that we have enjoyed for years, they have socially destroyed my pass down heritage to my grandson and granddaughters. Showing them the wonders of this beautiful forest. Something they cannot have in the big cities.

(Individual)

Comment: 361-3

I enjoy mushrooming, huckleberry picking, and would not be able to take my grandchildren and teach them the proper use of our lands and they would not be able to enjoy the same heritage I was taught.

When I hunt I want to take and teach my children and grandchildren.

(Individual)

Comment: 362-2

The USFS failed to take a hard look at the proposed actions effect upon the quality of human environment by closing the roads in these areas as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14 These roads are important to me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes.

(Individual)

Comment: 365-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]I and my family have used these roads/areas for generations for berry picking, fire wood collections, hunting, mushroom picking, fishing, 4-wheeling, social gatherings, camping, photography, wedding ceremonies, rock hounding, gold panning, motorcycling, skiing, etc.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 367-2

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:[...]These roads are important to me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to these precious routes.

(Individual)

Comment: 405-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

#1. The United States Forest Service acted arbitrarily and capriciously in their decision to close roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 {d), (e), and {f) Section. The USFS did not take into consideration the TCP (Traditional Cultural Properties) of myself and my family. Being excluded from the areas covered in my original input places a terrible personal burden on me and prevents me from visiting the places that are important to me both culturally and historically. The Agency individuals that sat in a room and drew their lines on the maps and quoted from books of regulation know nothing of my past, my present or my future. For years I have asked various district rangers, Forest supervisors, regional foresters and even the Chief of the Forest Service "How long does it take me to have a custom and culture?" not only did I not receive an answer there was never an attempt to give one.

The Agency may not be willing to admit or consider that I and my family have a past and a future but I will exercise my right to tell my children and their children of the travels and history of their family and take them to those places.

(Individual)

Comment: 436-2

I have spent many personal hours with my family and friends going up to visit historical mines, family mining, gathering firewood, mushroom and huckleberry picking. Without those roads I wouldn't be able to take future family members to those roads and pass down family traditions to family members.

(Individual)

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Response To Comment Report

Comment: 447-16

By not considering and taking a hard look at the traditional historic, cultural, economic and social use this amendment fails to address the human environment required by Congress in NEPA. Also, this 2012 TMP will cause an intensive increase of impacted roads that remain open and discourages the multiple use principle that Congress requires to be part of managing the forest; even the "essential" or "adequate" road system and valuable "resources tributary to such roads" will be greatly hindered by the increased costs of access in this TMP and amendment.

By Historic, I mean the significant uses as noted in history books and maps, by Cultural, I mean working and recreating and enjoying the sometimes more rugged experience with friends and families, which sometimes helps define the character of each community; by Economic, I mean working to make money, whether from logging, prospecting or by picking produce of mushrooms and berries; By Social, I mean the public sharing the experience together or just with friends or fellow workers.

(Individual)

Comment: 470-1

I would like to know what gives you the right to close roads that the tax payers have paid for them to be built for pedestrians!

The Forest Service is creating hardship because of:

- 1) All trails, some trails (specific trails)
- 2) Social
- 3) Economic
- 4) Cultural
- 5) Historical
- 6) Traditional
- 7) Private access roads
- 8) Health (ADA)

(Individual)

Comment: 526-2

These roads have been used for generations by my family for: hunting, four-wheeling, camping, mushroom picking, fishing, huckleberry picking, and gold dredging and as such have become a culture established for generations.

(Individual)

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Response To Comment Report

Comment: 538-8

The quality of my human environment guaranteed under 1502.2(f) will be greatly diminished due to these road closures which unless these road closures are overturned will be very adverse to me through social interaction, camaraderie, and working together with our friends to teach our children.[...]United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look Sec. 1508.14 Human environment and how the physical environment is connected socially and economically with putting 90% of the people in a space that will be 30% of what there is currently before these forest road closures. I will not be able to see the stars or point out the different constellations to my children and grand-children without having someone else right next door spoiling the darkness. The USFS will be removing education opportunities for me and my children and grandchildren.

(Individual)

Comment: 548-3

I further appeal the closure of these roads based on the Forest Service's failure to take a hard look at the historical basis as covered in 1508.27. The roads noted above cover an area that has been logged very effectively to the betterment of the area. This area currently looks like a park, large ponderosa pine, grassy meadows, offering wonderful areas to camp. With the closure of these roads we will no longer be able to pull our trailers to secluded camping sites close enough to the Grande Ronde River to enjoy an evening of fishing.

In closure, I would like to make the point that by confining the volume of four-wheel drive vehicles, four-wheelers, motorcycles, etc. due to our recreational area being reduced by 67% by the suggested Travel

Management Plan, people will choose to stay at home rather than camp on the laps of others. After all, we choose to go to the mountains for solitude and/or family time, to build memories by hunting, fishing, picking huckleberries and mushrooms with our nieces, nephews, grandmothers and grandfathers.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 564-9

APPEAL POINT #8 RELIEF REQUESTED

The Forest Service failed to address or to take into account the Wallowa -Whitman's rich "Traditional Cultural Properties" located within the scope of the TMP in the WWNF including the miles and miles of early roads and ditches. Early mining activities around the area, including cabins, mill sites and old workings. Lots of cabins were scattered throughout the WWNF that housed our early pioneers that have been systematically burned down, destroyed by the Forest Service.

The word "traditional cultural properties" is understood to mean the traditions, beliefs, practices, life ways, arts, crafts, and social institutions of any community, be it an Indian tribe, a local ethnic group, or the people of the nation as a whole.

The traditional cultural significance of traditional cultural property, is derived from the role the property plays in a community's historically rooted beliefs, customs, and practices. Examples of properties possessing such significance include patterns of land use reflected in the cultural traditions valued by its long-term residents;

A traditional cultural property, then, can be defined generally as one that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community.

(Individual)

Comment: 571-12

The appellant will be affected socially when the citizens using the woods for recreation, camping, hunting, fishing, and harvesting other forest products are all concentrated in the limited remaining accessible areas of the Wallowa-Whitman National Forest. The appellant uses the roads to find peaceful, quiet, solitude in the national forest.

(Individual)

Comment: 581-2

The roads and trails to historic sites, springs, huckleberry patches, mushroom picking areas, geological points of interest, and old mines have been used for generations by my family and friends, and as such have become a culture established for generations.

(Individual)

Comment: 593-2

Me and my family enjoy going to these areas for huckleberry picking, mushroom picking, hiking and visiting historic areas.[...]Many of the closed areas are places that are essential to me and my family's outdoor experiences and simply enjoying nature. I won't be able to perform these traditional experiences with future generations of my family in these historic areas. It would limit my ability to teach hunting skills, mushroom hunting, and prospecting to future generations.

(Individual)

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Response To Comment Report

Comment: 596-2

This notice of appeal filed pursuant to 36 CFR 215.11

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.[...]The United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (f) Section- as your Agency did not consider the direct impact in that I am personally directly affected socially, ecologically, culturally, historically and traditionally by these road closures. Since I was a child I have come over to Eastern Oregon to camp, hunt and fish. I fell in love with the area and have moved my family to the area to give them the same opportunity. Not to mention that my business works on ATV, Jeeps and other off road vehicles.

(Individual)

Comment: 605-4

The indirect effect of the USFS's decision to close these roads will mean that future outings with family and friends on these roads and areas closed will affect our Socialization, and be a very detrimental effect to education and enrichment of those with whom I associate on these roads and in this forest. Every item taught and learned could be passed on and at some point in the future which could be used to provide safety, food, or environmentally speaking, protection for our children, grand-children and all other descendants as well as our friends and family. These road closures will affect our personal traditions and ability to carry those traditions on, of teaching our children directly and indirectly for those yet to be born: on these public lands.

(Individual)

Comment: 607-2

I do not want to eliminate access for my family to enjoy picnics, Camping, Etc., in the future.[...] This plan will eliminate some of my favorite Summer pastimes and it would cancel family time spent in the places that we enjoy most.[...]I have some older and somewhat disabled family members that would not be able to hike into some of the areas that we prefer to camp and would potentially be closed if this plan is implemented.

(Individual)

Comment: 614-3

These roads have been used for generations by my family for relaxation, peace of mind and for the very resources that keep us alive, and such have become a culture established for generations

(Individual)

Comment: 624-2

These roads provide access to the lands that where the soul purpose for my return to this area. Access provided by these roads is crucial to my future investment and continued residency in the town of Cove and in Eastern Oregon

(Individual)

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Comment: 699-8

APPEAL POINT #8 RELIEF REQUESTED

The Forest Service failed to address or to take into account the Wallowa -Whitman's rich "Traditional Cultural Properties" located within the scope of the TMP in the WWNF .including the miles and miles of early roads and ditches. Early mining activities around the area, including cabins, mill sites and old workings. Lots of cabins were scattered throughout the WWNF that housed our early pioneers that have been systematically burned down, destroyed by the Forest Service.

(Individual)

Comment: 705-1

The Forest Service failed to take a hard look at the direct and indirect effects to our local community (Sec 1508.8) in both Keating, Baker County and Medical Springs, Union County, Oregon. The dispersed and lost recreation as well as Historical, Cultural, Economic, Social, Traditional and Private in-holdings will greatly effect our local area and its people's human relationship to our environment.

(Individual)

Comment: 726-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

I have attended public meetings since 2007 and no-one has listened to me.

USFS failed to perform due diligence and assess the cultural, historical, financial consequences of the roads proposed being closed.

This could impact the way my family uses the forest foreve, wood cutting, mushrooming, berry picking, hunting, camping, motorized recreation and just enjoying the beauty and serenity of the forest.

Could you please use your considerable influence to encourage the USFS to select a different forest travel plan? These are the roads my family normally use.

(Individual)

Comment: 176-6

I would ask that the Forest Service take a hard look at the end result of their Plan on the people who live on a daily basis in the mountains of the Wallow-Whitman, and remember that our lives depend on the outcome of this Plan, I know this sounds odd to some but we still live the way our forefathers did. We gather, and hunt. We have always taken very good care of these forests.

(Individual)

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Response To Comment Report

Comment: 177-1

The United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEP A Regulation, Section 1500.2 (d), (e), and (f) Section as your Agency did not consider the direct impact in that I am personally directly affected "SOCIALY" and "CULTURALLY" by these roads closures. I personally enjoy riding on these roads to be closed with my family to hunt, fish, to enjoy nature, gather fire wood, pick huckleberries and pick mushrooms,[...]This notice of appeal is filed pursuant to 36 CFR 215.11

(Individual)

Comment: 177-7

The Forest Service Failed to take a Hard Look at, Executive Order 12898, in regards to Agencies Should Recognize the INTERRELATED CULTURAL, SOCIAL, OCCUPATIONAL, HISTORICAL AND ECONOMIC, factors that may Amplify the natural and physical environmental effects of the proposed agency action." The Forest Service did not take into account the impact that this plan would have on the local communities, financial, social, historical, being able to travel the road system we have now is part of our culture, We will not be able to go to the places we have always gone to meet socially .for this I ask that this Plan we remanded, so I can hunt and fish and play in the woods just like my forefathers did in years past.

(Individual)

Comment: 214-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:
The Forest Service failed to take a hard look at the importance of the Wallowa-Whitman Forest to the culture of my family as required under 40 USC 1508.8. My family has been using these roads for 3 generations. I have enjoyed picking berries, mushrooms, rock hounding and exploring new places on the weekends in our 4x4 or ATVs for years.

(Individual)

Comment: 270-3

I appreciate your time and I hope that you see that the road closures are more than just a number on paper, it affects people's lives and how they enjoy the national forest when you close roads. You cut people off from some of the most beautiful country in the world and there is no reason that people should be deprived of enjoying the Wallowa National Forest. I hope that you reconsider the road closures and listen to the citizens of these great counties and people like me and my father who live in Portland and still want a great escape to visit the Wallowa National Forest every year.

(Individual)

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Response To Comment Report

Comment: 352-4

These roads are important for me and my family for recreation and enjoyment of the federally managed public lands. Life experiences shared with family and friends today and into the future depend solely on access to and on these precious routes. The Forest Service was arbitrary and capricious in closing these roads without adequate NEPA analysis in the effect these closures will have on my human environment. I request the Forest Service remand the decision until a supplemental EIS is completed.

(Individual)

Comment: 359-2

My family from Portland and North Carolina use these roads to hunt, berry picking, mushroom gathering and firewood cutting as well as RV use to enjoy what mother nature gave us to enjoy.

(Individual)

Comment: 360-3

I greatly feel as though the choices made to close roads that my parents took myself and my brothers on will affect my children and grandchildren and their heritage of our history in these mountains.

(Individual)

Comment: 406-5

The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action to our way of life here in Baker County. We citizens in Baker County use our Forest on a daily basis in many ways and the roads closures are a tremendous loss of our cultural and /or historical resources. We request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

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Response To Comment Report

Comment: 407-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

REMAND REQUEST #1: The United States Forest Service acted arbitrarily, capriciously and discriminately in their decision to close said roads and they failed to take a hard look at 40 CFR I 500 NEPA Regulations, Section 1500.2 (d), (e), (f). This agency did not consider the direct impact on, we the human environment, and how it affects us socially and culturally by these closures. My family and I personally use these roads all year long for such things as: hunting, fishing, picking mushrooms, gathering berries, riding the trails and roads on our ATV' s, camping, wood cutting to heat our homes in winter and just for a day of sight-seeing. We cannot access these areas with our grand-children or older parents without being able to use some form of motorized vehicle, it's physically impossible for them to walk in, nor, do we have the days it would take us to get to some of these memorable areas. These closures have a direct affect upon me and my family, as well as our ability to teach our children and grandchildren about the woods, and how to safely and respectfully treat OUR MOUNTAINS.

The indirect effect of the USFS's decision to close these roads will mean that future outings with our family and friends in the areas will end. We will not be able to access them. This stops our ability to pass on our culture to our children and grandchildren.

(Individual)

Comment: 409-4

My sense is the closed roads done in an arbitrary manor and the effect of the human environment was not considered. In addition, my wildland experience will be greatly compromised because of the increase traffic on a few remaining roads open to public vehicles.

Scrap this plan, and adopt the option to do nothing in the way of closing any more roads.

(Individual)

Comment: 417-1

I've been a resident in OR. For 16 years now, My kids, my girlfriend, and I, have enjoyed the great outdoors that OR Has to offer.

Recently, I've had the chance to put in for an elk hunt in an area that I've never been before, only to find out that all the roads are subject to close, that puts a sour taste in my mouth. Our ability as residents of this great state, should be able to do, and see the sights, that our for fathers have. At the same time I would like to show my grandchildren the great Hells Canyon, Camp, Hunt, Explore, etc.

I suggest that you take a second look at the impact that this decision would make.

In closing, keep in mind, there are others that have not had the pleasure of seeing the area
Either!

(Individual)

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Response To Comment Report

Comment: 445-3

These roads have been used for generations by my family for relaxation, peace of mind and for the very resources that keep us alive, and such have become a culture established for generations the historic value of these roads to me and future generations of my family must be considered in the preparation of the proposed action and the fact that the Forest Service failed to take a hard look at the effect these closures will have is an arbitrary and capricious action by the Forest Service.

(Individual)

Comment: 450-4

United States Forest Service failed to take a hard look Sec. 1508.8a for social, cultural and traditional experiences that directly affect my family & me. Road closures would affect me directly because I would no longer be able to travel from my property, which is in close proximity to these forest service roads, and drive to my favorite mushrooming, berry picking, hunting, horseback riding and driving destinations. Outdoor activities are the number one stress reliever, if these roads are closed to me, this would negatively affect me.[...]United States Forest Service failed to take a hard look Sec. 150B.Bb and the indirect effects that the road closure will create. Indirectly, I will no longer be able to experience traditional things such as hunting and camping with friends and family.

(Individual)

Comment: 474-1

The Forest Service failed to take a hard look at the importance of the following roads/areas, all roads and trails in the Wallowa-Whitman to the culture of my family as required under 40 USC 1508.8 These roads/trails in the Sumpter and Granite areas have been used for generations by my family for all types of recreation and as such have become a culture established for generations.

(Individual)

Comment: 475-3

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reason[...]The appellant will be affected aesthetically by no longer being able to access many areas of Wallowa County (where he has lived his entire life) to enjoy the scenery and beauty of this publicly owned land.

(Individual)

Comment: 491-2

Any trail or road closure thru or to the forest could be a deterrent to our pleasure of riding through the Wallowa-Whitman National Forest.[...]We take our children to the forest – teaching them to hunt, fish, don't leave litter – which we pick up on the roads. We then sit with them in the forest and listen to the different noise.

5. We have traveled for more than 50 years in these hills and lakes. First by horses and hiking – then with 4-wheel drive vehicles. I can no longer do any of the above – I still have a driver for the truck.

6. All of the above are traditional – it's a way of life in this part of Oregon.

(Individual)

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Comment: 491-4

There is no healthier place to live and enjoy the forest than in the panhandle of Baker County in the WWNF.

9. We are over regulated now and it is a shame that we cannot move freely in our forest and the USA.

The USFS acted arbitricious and capriciously

(Individual)

Comment: 501-4

The forest in our area has been our recreation place and it has been shared with many there is no reason to change it to benefit only a few. We raised our children in these woods, then the grandkids and now the great grandkids need their turn to go camping and all that goes with that experience, from hiking, biking, ATViing, swimming, fishing, hunting, bird watching, animal watching and just plain relaxing. People need to learn not to fear the forest or what is in it.

(Individual)

Comment: 528-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

1-The Forest Service failed to take a hard look of how these closures affect me and the residents of Baker, Union and Wallowa County. My family has a tradition since 1979 in using these roads to access the forest for fire wood, berry picking, camping, hiking, fishing, 4 wheeling and snowmobiling. These closures will restrict or stop these activities and force more people onto fewer acres of forest lands.

(Individual)

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Response To Comment Report

Comment: 538-7

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

REMAND REQUEST #1: The United States Forest Service acted arbitrarily and capriciously in their decision to close said roads and the United States Forest Service failed to take a hard look at 40 CFR 1500 NEPA Regulations, Section 1500.2 (d), (e), and (f) Section - as your Agency did not consider the direct impact in that I am personally directly affected "socially" and "culturally" by these road closures. I personally enjoy riding on these specific roads to be closed in my four wheel drive with my family to hunt, fish take pictures of animals and birds, look for minerals, forest plants and as well as gather berries and mushrooms while camping or ATV riding or Snowmobiling in our Snow Cat. I and my family cannot attain access to our forest without a vehicle due to distance. My current group of friends with their families usually met us for a weekend of camping, swimming, kids galore to teach how to camp, swim, view wildlife, look for gold, and teach the kids not to be afraid of the dark, but more to respect our lands. These road closures have a very direct effect upon me and my family as well as our ability to teach our children and grandchildren about the areas and how to safely do tasks associated with each item listed above. Many of my current friends were encountered on roads within this area.

The indirect effect of the USFS's decision to close these roads will mean that future outings with family and friends in these roads and areas closed will affect our Socialization, and be a very detrimental effect of education and enrichment of those with whom I associate on these roads and in this forest. Every item taught and learned could be passed on and at some point in the future which could be used to provide safety, food, or environmentally speaking protection for our children, grand-children and all other descendants as well as our friends and family.

These road closures will affect our personal traditions or ability to carry those traditions on, of teaching our children directly and indirectly for those yet to be born; on these public lands.

(Individual)

Comment: 541-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

My family and I depend on being in the woods. We ride ATVs, camp, explore and teach our children about nature.

(Individual)

Comment: 543-3

The Forest Service failed to take a hard look at the importance of the CULTURAL BENEFIT to me, my family, and friends, both fully mobile, and with limited mobility, required under 40 USC 1508.8. The currently open roads, and trails in the National Forest have been used in my family and by my friends for years, sometimes for generations. The Historic value of these roads and trails has become a culture established for years, and for some, for generations.

(Individual)

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Comment: 557-4

The roads stated and many more that I have surveyed have a DIRECT and CUMULATIVE effect on myself: family and community. These roads are a major part of our heritage and culture. We spend 75% of our activities outdoors in the woods v.s. urban activities. You have not witnessed the time spent nor the stewardship many of us rural folks have for the great outdoors.

Very little thought was given to the common people who loves the outdoors.

(Individual)

Comment: 571-5

The appellant will be affected historically because his ancestors were among the first white people to inhabit Wallowa County, interact with the Nez Perce, and later homestead in the Chesnimnus and Imnaha units. The appellant's ancestors are partly responsible for making Wallowa County the farming and ranching community that it is today. This decision will prevent the appellant from accessing many areas of Wallowa County to share this history with his grandchildren.

(Individual)

Comment: 591-3

REMAND REQUEST #2: United States Forest Service failed to take a hard look Sec, 1508.8a for social, cultural and traditional experiences that directly affect me & my family. Limits my ability to show my adult children new areas for camping and hunting.

(Individual)

Comment: 596-14

The USFS has failed to take a hard look at Sec. 1508.27 and the significant effects to cultural and historical resources of this decision.

(Individual)

Comment: 610-2

I enjoy showing my family the places we have hunted, fished and camped for generations and I hope that generations to come will be able to enjoy these same things.[...]As a family we enjoy outdoor sports, Camping, four wheeling, motorcycling, wood cutting, berry picking and things we look forward to on weekends.

(Individual)

Comment: 632-2

The Forest Service failed to take a hard look at all the roads and trails in the Wallowa-Whitman National Forest under section 1508.8 A, 1502, and 1508B. Due to closure it will affect the social and cultural learning that is available in these areas. The Forest Service failed to take a hard look at the historical value of having access to forest and I will lose the ability to carry on family traditions by camping, hunting, horse riding, fishing, and viewing the public land.

(Individual)

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Response To Comment Report

Comment: 649-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service acted arbitrary and capricious in their decision by not looking at the social impact it will have and also by the economic impact this will have.

(Individual)

Comment: 663-5

Socially and culturally, we have relied on being able to access much of the national forest to spend time four wheeling with our friends and family, teaching our son the importance of taking care of the land. This is where my grandfather taught my dad and he taught me to hunt and fish. Now I feel you have tried to take that right from my son.

(Individual)

Comment: 670-4

The indirect effect of the USFS' decision to close these roads is that I fear losing access to the family mine and hunting grounds as well as other outdoor recreational activities that I engage in on a regular basis.

(Individual)

Comment: 675-1

The appellant objects to the decisions to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa-Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.[...]Wallowa County adopted a Comprehensive Land Use Plan that insures the citizens the right to maintain and enjoy our Custom and Culture that we were granted. The forest belongs to the citizens of the United States of America not the U.S. Forest Service. Every person should have open access to the entire forest for recreating, camping, hiking, hunting, fishing, picking berries, picking mushrooms and cutting firewood. All roads, currently open, should remain open to the public. Families enjoy ALL areas of the Wallowa Whitman Forest not just one road or one certain spot.

(Individual)

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Response To Comment Report

Comment: 731-1

I am requesting that the Wallowa-Whitman Forest Management Plan be remanded[...]I have resided in Oregon for last past 16 years. I have very fond memories with my friends and family in the outdoors that we all know and love in Oregon.

I have never been to the Wallowa-Whitman Forest, but that does not mean I wouldn't like to go. Myself, along with many others, use the forests of Oregon for recreation, hunting, fishing, or just getting away from the day to day routine. The mountains and forests gave me a place to go and be myself, find myself in many ways, and there is no doubt in my mind that other young adults need the same from them. I've been invited for an elk hunting trip with my father and some friends, now that there is the risk of the forest shutting down, those memories could be taken from us. By shutting down the roads we use to access the forest, you shut down the forest, and take away possible memories from myself and thousands of others.

I would take a close look at the impact that this will make on our society. I suggest you do the same.

In closing, keep in mind that you too, might like to take your family to get away from the cities and enjoy the outdoors, and if you decide to close our forests, where will you go?

(Individual)

Concern: 139:

The Forest Service should address protection of roadless areas, old-growth forests, water quality, and wildlife habitat.

- During this pause in the travel management process

Response:

[Sample Statement] Comment: 736-35

The Forest Service has made clear with its "Path Forward" that they will be accommodating the key issues of other stakeholders, such as firewood cutters, and access for a variety of users. We request that our key issues, protection of roadless areas from designated motorized roads and trails, protection of old growth forests, protection of water quality and wildlife habitat, also be improved during this pause.

(Environmental Conservation/ Preservation)

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Response To Comment Report

Concern: 140:

The Forest Service should provide color maps showing proposed road closures.

- To ensure that sufficient analysis of the closures has been conducted
- To facilitate the public's ability to comment and provide feedback
- Because a lot of people do not have computers to access the colored maps on the web or on the CD

Response:

[Sample Statement] Comment: 460-1

I repeat, my computer does not have enough memory to bring up your maps, let alone print them. You did provide color copies of maps with road numbers (24 maps) in 2007 when you were pretending you wanted public input. It is not reasonable to expect people without computers, and some without transportation to track down maps with no road numbers, convert the information to maps with road numbers and make comments that are legally defensible. The reason many people do not have standing according to your rules is because they could not figure out how to comment because of the lack of information available in 2009. Expect my appeal to be forthcoming due to your failure to provide due process since you have been unwilling to generate hard copy color maps for the public so that they can identify which of the thousands of roads you are proposing closing are actually in areas they utilize. I will also make sure that this appeal is forthcoming from several people who were unable to provide comment in 2009 due to your failure to make color maps with road numbers available to them like you did in 2007. No timeframe for appeal should begin until you provide the necessary information for the public to respond to your ridiculous plan. Message for the boss: Monica, honey, you are not in Kansas anymore, and we eastern Oregon rednecks are going to win our heritage, our economic stability and our lifestyle no matter what tricks you try to pull. Go back where you came from-you are not welcome here!

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 532-3

Furthermore, the Forest Service acted in an "Unreasonable and Unacceptable" manner by holding public hearings on these road closures without providing maps and information on which roads they intend to close. At a "Town Hall" meeting held in Baker City, Oregon on April 10, 2012 by Senator Jeff Merkley, Deputy Supervisor Tom Montoya, for the Wallowa Whitman National Forest! was asked about maps showing the proposed road closures. Deputy Director Montoya responded to that question by stating that "Maps couldn't be created until the plan was official." This statement by Deputy Supervisor Montoya is totally illogical. By his statement he is telling the citizens involved that the plan has to be become official before they can decide which roads to close. This makes no sense at all and is an attempt to disguise the true facts. You cannot tell people that your plan will close approximately 6,200 miles of roads, and in the next breath tell them that you don't know which roads those will be. The Forest Service in this particular case has definitely failed to take a "Hard Look" at these road closures and certainly has acted in a flagrant "Arbitrary and Capricious" manner.

In closing I would like to tell whoever it is that will end up reading this appeal, that at the above mentioned "Town Hall" meeting conducted by United States Senator Merkley, I asked him that after hearing over an hour of testimony from people attending the meeting, if he felt that the U. S. Forest Service is doing the right thing. His answer to me was an emphatic "NO."

(Individual)

Comment: 457-1

I have been told that the forest service is unwilling to provide the color maps like the ones issued in 2007 for the current travel management plan. Absent color maps that are hard copy, it is impossible for most people to identify which roads are being closed and black and white cannot be read due to all the color coding used. Most people in our part of the country either do not have computers, or their computers do not have enough memory to pull up the maps which you keep referencing on your web site. I plan to request a hearing due to the practices that appear deceptive of saying you are providing an opportunity for the public to appeal your decision, but failing to provide the information necessary to complete those appeals (readable maps in hard copy that are accessible to everyone impacted by your decision). I am demanding that the forest supervisor send me a letter confirming that you are unwilling to provide hard copy maps like those issued in 2007 to the public. I was at the local forest service office yesterday, and their maps just showed grey lines absent numbers. Even if they had the numbers, not all impacted people would be able to access them. I look forward to receiving your written response to attach to my appeal request.

(Individual)

Concern: 143:

The Forest Service should provide sufficient notice to affected landowners.

- To comply with the law

Response:

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All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 544-3

Sec. 1506.6 Public Involvement

The Forest Service failed to provide direct mailing to land owners bordering the affected areas, advising them of the intentions of the Forest Service.

(Individual)

[Sample Statement] Comment: 338-5

The Forest Service also failed to take a hard look at giving adequate notice of this action to me as required and suggested under 40 USC Sec.1506.6. My property located in Grant County T.7s., R.35 ½, E., sections 24 and 25 and will limit my access to my water right and my private property and my adjoining mining claims will be effected by this closure of the above mentioned road numbers and the

Forest Service should have notified me of their proposal to close access to my property by phone or direct mail. Again the Forest Service acted both arbitrary and capricious in their lack of consideration of me and my property in not giving proper notification to me as a person of valid existing right. I request the Forest Service remand the decision and complete additional NEPA analysis

(Individual)

Comment: 714-2

The Forest Service failed to give adequate notice of the action to me as required and suggested under 40 USC Sec. 1506.6 My Property located in Township 8S, Range 37E, Sec 33, being located in the Town Site of Bourne, Oregon, which has direct access to the above described roads and will be effected by the closure and the Forest Service should have notified me of the proposal to close access to my property by phone or direct mail.

(Individual)

Comment: 717-2

The Forest Service failed to take a hard look at giving adequate notice of this action to me as required and suggested under 40USC Sec. 1506.6 My Property is located in T8S, R35 1/2E Sec,11 , 12 will be effected by this closure and F.S. should have notified me of their proposal to close access to my property by phone or direct mail. The Forest Service acted both arbitrary and capricious in their lack Of consideration of me and not giving proper notification to me as a person of a valid existing right. I request Forest Service remand the decision and complete additional NEPA analysis.

(Individual)

Comment: 711-2

The Forest Service also failed to take a hard look at giving adequate notice of this action to me as required & suggested under 40 USC Sec. 1506.6. My property is located near Fraiser Mountain (Union County Tax Map 06S41E, Tax Lot #700) will be effected by this closure & the Forest Service should have notified me of their proposal to close this route to my property by phone or by direct mail. This route is considerably shorter & quicker than using the 2034 route.

(Individual)

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Response To Comment Report

Comment: 722-7

The Forest Service failed to take a hard look at giving adequate notice of this action to me as required and suggested under 40 USC Sec. 1506.6. My property located in/at [INSERT LOCATION] will be affected by this closure and the Forest Service should have notified me of their proposal to close access to my property by phone or direct mail.

The Forest Service acted both arbitrary and capricious in their lack of consideration of me and my property in not giving proper notification to me as person of a valid existing right. I request the Forest Service remand the decision and complete additional NEPA analysis.

(Individual)

Comment: 609-3

Sec. 1506.6 Public Involvement

The Forest Service failed to provide direct mailing to land owners bordering the affected areas, advising them of the intentions of the Forest Service.

(Individual)

Comment: 659-1

The Forest Service failed to take a hard look at giving adequate notice of this action to me as required and suggested under 40 USC Sec. 1506.6. My family's property located at 34266 Stices Gulch, Baker City, 97814.

(Individual)

Concern: 144:

The Forest Service should improve the water quality analysis.

- To comply with NEPA, the Endangered Species Act, and NFMA

Response:

[Sample Statement] Comment: 736-7

The ROD and FEIS lacks satisfactory quality analysis. For example, the Forest Service does not have adequate information on stream crossings. There is no baseline data reported for a variety of sensitive and ESA-listed species including bull trout and steelhead. Motorized stream crossings are also a violation of riparian management objectives under PACFISH/INFISH. Thus, the ROD violates NEPA, the ESA and NFMA.

(Environmental Conservation/ Preservation)

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Concern: 146:

The Forest Service should revise their analysis of snags.

- Because the information they used is out of date

Response:

[Sample Statement] Comment: 220-17

On page 15, there is a heading : "Significant Issue 2 Resource Protection." It talks about elk, and water quality, and invasive plant species, and snag habitat. There is the statement:"snags, which are important habitat for about 62 wildlife species within the WWNF , are significantly declining in numbers in some areas across the national forest. Roads facilitate public access for firewood removal, which contributes to a continued reduction in snags available for wildlife."

This statement was based on a study quoted in the EIS. The study was completed in 1971 and was obviously based on data obtained previous to that time. I will agree that during the 1960's, the logging of the national forest was, in places, being done on an unsustainable basis. Snags were being cut down as a matter of clearing up debris on the landscape. They were considered useless and taking up space. During that time, snags and the wildlife dependent on them were declining. In the last 20 years when logging activity on the national forest has been almost totally eliminated, the number of flat topped, dead topped and standing dead trees has grown incredibly. For example, it has been my observation that in the Baker City watershed, there are as many dead trees on the ground as there are trees standing, and of the standing trees, there are as many dead as alive. This means that less than a quarter of the trees are still living. Certainly there is no shortage of snags, although there may be a shortage of very large snags. Large snags must start with large trees, so to get large trees requires that the forest be managed for large trees.

The original historic old growth forest that predated the arrival of white people has been described as grasslands with widely scattered large trees. Two to five large trees per acre was quite normal. Lightning started fires would sweep through these areas when enough debris had accumulated to carry a fire. These fires would normally start from the dry lightning in August and September and burn until snowfall. These frequent fires would kill the small trees, and burn up any downed logs. That would leave the large trees with little competition for the limited water and nutrients, so they were able grow into magnificent trees. Since there were few trees per acre, it is certain that there were not more than one or two snags per acre.

In more recent years, fire suppression has allowed many times more trees to grow. In extreme cases, 40,000 trees per acre can sprout up. When the sustainable growth of the forest, possibly 100 cubic feet per acre per year, is divided into 40,000 trees, the average tree is eight feet tall and weighs about six pounds at 50 years of age. These trees grow up into what are called "dog hair thickets" These trees compete so vigorously for the limited water that they are very stressed and stunted. The stress limits their vitality so they have no defense against the pine bark beetle. When a bark beetle infestation gets started, it will wipe out the entire stand. Any ignition source in this huge mass of dried needles and fine tree branches and tiny trunks results in a fire that makes the proverbial "shingle factory fire" pale by comparison. Any tree in the vicinity is eliminated by the intense heat. A stand clearing fire is much more intense that the traditional forest floor cleanup

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fires. It destroys the topsoil and any grass roots that would normally survive a traditional fire. With the stabilizing vegetation gone, the ash washes in the streams and kills the fish. Then the soil erosion fills up the fish habitat with soil and rocks. It will take more time for the habitat to recover than it will take to regrow enough trees to fuel another stand clearing fire.

Restricting access to fire wood and timber, based on the assertion that the number of snags is diminishing is not only arbitrary and capricious, but is also arrogant and deceptive, because It is knowingly based on very obsolete information. This misguided decision is also environmentally damaging, because it promotes the conditions necessary to support a devastating fire. The removal of the dead, dying, stressed and stunted trees is the only way to restore a forest to its stable condition where the forest can survive a fire. A forest managed in this manner, with regular removals of fuel and timber for beneficial use and the ancient forest with regular removals of excess fuels by regular cleanup fires are very similar in appearance and wildlife habitat. The difference is that the managed forest will be more productive of both timber, firewood and habitat because the small branches and needles will have more opportunity to sequester carbon in the soil and will therefore have better soil. There will not be the disruption of habitat use caused by the cleanup fires.

(Individual)

Concern: 151:

The Forest Service should value non-motorized users equally to motorized users.

- Because the land belongs to all Oregonians, not just horses, hikers, and bikers

Response:

[Sample Statement] Comment: 282-1

Why do you always make exceptions for non-motorized forms of transportation? You say you want to stop the impact of roads but you let the "favorite" forms of the Environmental groups continue their access. Hunters are required to not bring in hay from other areas of the state. But if it comes in with horses, It comes out on the trail. And even the three people who made this decision must agree. Hunters are far more concerned with the land than are hikers and bikers. As someone who spends a lot of time on both sides of the cascades, I see how much more filth there is in the mountains around the Willamette valley. Feel free to ticket people who are breaking the laws, but don't try and tell me it's to protect a fish. I can see it's to protect a political viewpoint. The land belongs to all Oregonians. Not just horses, hikers and bikers.

(Individual)

Concern: 159: The Forest Service should consider the effects of fuel loads on the plan.

Response:

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[Sample Statement] Comment: 220-2

It is crucial to the health of the forest to remove excess fuels that accumulate. This will make removal of fuels in the form of fire wood and timber products much more difficult, and in many cases and areas, will make the removal not worth the effort and expense. The net effect of reducing the fuel removal is greater risk of stand clearing forest fires.

(Individual)

[Sample Statement] Comment: 65-9

Fuel loads are also a concern; not enough taken out; potential fire hazard.

(Multiple Use or Land Rights Organization)

Comment: 160-2

If you get back away from any road, fuel in our forest is getting worse. If we get a forest fire it is going to be very hard not to lose our forests.

(Multiple Use or Land Rights Organization)

Comment: 663-8

In other places that we are not allowed, fuels will become excessive and forest fires, ramped which will cause a loss in other precious commodities and wildlife. These roads have historically supplied not only our access but the Forest Services' access when it is necessary to actually put out a naturally caused fire.

(Individual)

Comment: 669-11

Excess fuel loads will cause more chances for fire

(Individual)

Concern: 167: The Forest Service should admit that they are closing roads to hide the results of logging.

Response:

[Sample Statement] Comment: 275-4

A road that takes one into the Bennett Peak/Dixie Creek area has been logged off over eight times in my lifetime and you have taken a pristine forest and turned it into miles of a stump patch. I understand why you wish to close off roads. It is so people can not see what is being done to their forest. You should be ashamed of yourself.

(Individual)

Concern: 169: The Forest Service should list the species that need snags to survive.

Response:

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Response To Comment Report

[Sample Statement] Comment: 151-2

On page 16 of the TMP on the snag removal you stated there are 62 species that need snags to survive, they were not listed. In the appeals we are to be specific on the Road #s. The TMP is so vague on the 62 species

(Individual)

Concern: 175:

The Forest Service should consider the best available scientific research to support the protection of roadless areas.

- To comply with NEPA and other laws
- To display the effects of designating roads and trails within roadless areas

Response:

[Sample Statement] Comment: 736-14

In a letter to President Clinton urging the protection of roadless areas, 136 scientists noted:

There is a growing consensus among academic and agency scientists that existing roadless areas—irrespective of size—contribute substantially to maintaining biodiversity and ecological integrity on the national forests. The Eastside Forests Scientific Societies Panel, including representatives from the American Fisheries Society, American Ornithologists' Union, Ecological Society of America, Society for Conservation Biology, and The Wildlife Society, recommended a prohibition on the construction of new roads and logging within existing (1) roadless regions larger than 1,000 acres, and (2) roadless regions smaller than 1,000 acres that are biologically significant.... Other scientists have also recommended protection of all roadless areas greater than 1,000 acres, at least until landscapes degraded by past management have recovered.... As you have acknowledged, a national policy prohibiting road building and other forms of development in roadless areas represents a major step towards balancing sustainable forest management with conserving environmental values on federal lands. In our view, a scientifically based policy for roadless areas on public lands should, at a minimum, protect from development all roadless areas larger than 1,000 acres and those smaller areas that have special ecological significance because of their contributions to regional landscapes. (emphasis added)

[Letter to President Clinton from 136 scientists (Nov. 14, 1997).]

The Forest Service has a legal obligation pursuant to NEPA to disclose all pertinent science, including ongoing scientific research and controversy. NEPA also requires the agency to develop scientifically sound environmentally protective action alternatives in its DEIS.

Based on the best available science presented herein, the WWNF TMP fails the requirements of the NEPA to consider and disclose the best available scientific research on roadless forests and to develop scientifically sound environmentally protective action alternatives. Site-specific examples are provided below.

It is flat out illegal to designate new roads in roadless areas. Moreover, the Forest Service is not

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allowed to designate "trails for full size vehicles" in roadless areas. If the Forest Service is going to take the path of disrespecting this critical roadless resource that we have strived for many generations of conservationists to protect from many threats, the most recent being motorized vehicles, the Forest Service must show how they've evaluated the impacts of those trails on roadless area characteristics.

Moreover, the Blue Mountains Forest Plan Revisions has assessed the Wilderness Characteristics of all these IRA's (The Twin Mountain analysis is provided below). HCPC and its partners have submitted detailed comments on these roadless areas and are advocating for increases in Administratively Recommended Wilderness. Designating motorized roads and trails within these IRAs runs counter to that process and may limit future options for these IRAs.

Please see the below map which illustrates all ML2-5 roads and trails in the ROD selected alternative project area with a 1 mile buffer around these roads mapped in grey. The Decision would have kept more roads open than this because it included some ML 1 roads as well. The map displays how little space there is where a person can get more than 1 mile from a road, even in IRAs (mapped in black cross hatch). This map speaks volumes about how well the Forest Service is providing access. And it shows how little roadless country is far from roads, and what happens when you designate motorized roads and trails that cherry stem or cross-through places through places like the Twin Mountain IRA. The Twin Mountain IRA contains the largest concentration of "project area more than 1 mile from a road," but the Decision has severed this habitat into four separate islands. This is very poor planning in context of roadless area conservation.

This map illustrates the absurdity of the claim that the TMP Decision would "lock people out of the forest." In reality, it is hard to get more than 1 mile from a road. The Forest Service might consider a similar map for public relations use which summarizes the situation in one concise graphic.

(Environmental Conservation/ Preservation)

Comment: 736-11

Recent scientific literature emphasizes the importance of unroaded areas greater than 1,000 acres as strongholds for the production of fish and other aquatic and terrestrial species, as well as sources of high quality water. Henjum, M.G., J.R. Karr, D.L. Bottom, D.A. Perry, J.C. Bednarz, S.G. Wright, S.A. Beckwitt and E. Beckwitt. 1994. Interim Protection for Late-Successional Forests, Fisheries, and Watersheds: National Forests East of the Cascade Crest, Oregon and Washington. A Report to the Congress and President of the United States. Rhodes, J.J., D.A. McCullough, and F.A. Espinosa. 1994. A Coarse Screening Process for Potential Application in ESA Consultations. Technical Report 94-4. Prepared for National Marine Fisheries Service.

(Environmental Conservation/ Preservation)

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Comment: 736-12

A growing number of scientific studies indicate the significant value of roadless areas smaller than 5,000 acres and larger than 1,000 acres.

1. Strittholt, J.R., and D.A. DellaSala. 2001. Importance of roadless areas in biodiversity conservation in forested ecosystems: a case study – Klamath-Siskiyou ecoregion, U.S.A. *Conservation Biology* 15(6):1742-1754.
2. DeVelice, R.L., and J.R. Martin. 2001. Assessing the extent to which roadless areas complement the conservation of biological diversity. *Ecological Applications* 11(4):1008-1018.
3. C.Loucks, N. Brown, A. Loucks, and K. Cesareo. 2003. USDA Forest Service roadless areas: potential biodiversity conservation reserves. *Conservation Ecology* 7 (2) www.ecologyandsociety.org/vol7/iss2/art5/index.html
4. Crist, M.R., B. Wilmer, and G.H. Aplet. In Review. Assessing the value of roadless areas in a conservation reserve strategy: An analysis of biodiversity and landscape connectivity in the Northern Rockies, USA. *Applied Ecology*.
5. M. Philip Nott, David F. Desante, Peter Pyle, And Nicole Michel. 2005 *Managing Landbird Populations In Forests Of The Pacific Northwest: Formulating Population Management Guidelines From Landscape Scale Ecological Analyses Of Maps Data From Avian Communities On Seven National Forests In The Pacific Northwest. A Report To The Pacific Northwest Region, USDA Forest Service.* January 31, 2005. <http://www.birdpop.org/downloaddocuments/usfsr6/nwffullreport.pdf>.

(Environmental Conservation/ Preservation)

Concern: 179: The Forest Service should ensure that the public is informed of road closures and fines.

- And ensure that roads are clearly marked
- Because such severe fines will disproportionately affect accidental trespassers

Response:

[Sample Statement] Comment: 586-6

The 8th amendment to the constitution of the United States says; "Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishment inflicted"

This document will have the force of law and the Forest Service will have law enforcement officers enforcing it, a schedule of bail should be published as part of the plan and there should be a way to contest it locally if there is a dispute with the enforcement of it. Violations will be sent to a federal court and with the high cost of fuel for traveling the long distances to Pendleton or Portland and the travel costs involved and the time off from work most will opt not to seek justice because it will get into the unreasonable fines that are prohibited by the constitution. There needs to be some kind of citizens review of how well Forest Service law enforcement is functioning. Anecdotal testimony on the plan has suggested that some Forest Service law enforcement personnel are arbitrary and what might be referred to as badge heavy.

(Individual)

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[Sample Statement] Comment: 386-2

Forest users will now need maps to keep from entering areas and closed roads resulting in punishable fines of \$5,000. Many frequent users will be unaware of these changes beginning in June if this new plan is not appealed by the deciding forest officer in the Regional Office in Portland, Oregon before then.

(Individual)

[Sample Statement] Comment: 386-6

The Forest has continued to ignore our requests to halt these drastic changes that will only hurt our weakened economy. I continue to hear of other natural resource agencies that expect their access will remain unchanged to these policies. Will the forest be relinquished, to federal game managers and the forest service worker using management access, while I and other fellow public users are kept out of these areas, having to stand back with the knowledge of facing large punishable fines a low-income citizen could ever afford to pay? Jails would be filling up with harmless criminal trespassers, just for wandering into the wrong area or drive on the wrong ungated or un-signed as a closed road without said new policy map in hand.

(Individual)

[Sample Statement] Comment: 183-3

I am also deeply concerned about the legal aspect and severity of the fines and penalties placed on the offences

(Individual)

Comment: 313-4

To read that you intend to arbitrarily impose a fine of \$5,000 on anyone who inadvertently uses one of these unmarked, ungated roads is ludicrous and outrageous.

(Individual)

Comment: 338-2

I am also deeply concerned about the legal aspect and severity of the fines and penalties placed on the offences.

(Individual)

Comment: 23-8

Cross-country travel will be impeded and enforcement of this decision will make criminals of people accessing roads that are not clearly designated as closed.

(Individual)

Comment: 654-3

This management decision should be appealed for the good of the local citizens of Baker, Malheur, Union and Wallowa Counties. Many thousands of local residents will be affected by these drastic changes, a total reversal from past forest policy. Forest users will now need maps to keep from entering areas and closed roads resulting in punishable fines of \$5,000. Many frequent users will be unaware of these changes beginning in June of 2012 if not appealed.

(Individual)

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Concern: 183:

The Forest Service should explain how roads will be closed.

- And describe what methods will be used
- And what the impact to emergency services may result from these closures

Response:

[Sample Statement] Comment: 334-1

I recently read about the planned road closures in the W-W Nat. Forest. Can I obtain a map of the recommended roads to be closed? Also, will they be gated? If not, the closure won't be honored by people.

(Individual)

[Sample Statement] Comment: 698-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons: In conversations with forest service employees it is clear that the forest service has not made a plan or come up with a clear plan for closing roads or how public safety entities will be able to use them. Employees have stated they do not know how the roads will be closed. The question has been posed by me as to the potential for locked gates, impassable ditches dug across roads or other means of permanently stopping or impeding travel in the forest. It is clear that the forest service has failed to take a hard look at how these closures will affect public safety for all users and the logistics rescue will create for these users. It has failed to take a hard look at the resources needed to investigate, solve, and repair environmental damage done by criminal enterprises in a road closure area where roads are completely and permanently blocked.

The Forest Service has made an arbitrary decision in this project area without coordination with local elected officials in regards to how this decision was made. I was informed by Forest service employees that it was going to happen and no one had any input in the issue. As the County Sheriff I am responsible for all public safety in my County including PUBLIC lands. This includes but is not limited to search and rescue and the investigation of criminal matters within my jurisdiction.

(County Government Agency /Elected Official)

Concern: 185:

The Forest Service should avoid funding the closing of routes.

- To save money

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Response:

[Sample Statement] Comment: 386-3

I respectfully request the funding be rescinded for any future changes to the current open roads and open areas policies as it stands now. The Obama administration will save money by rescinding this unnecessary lockout of the American public user. Otherwise, huge printing costs will be incurred as travel plan maps, necessary to inform the forest visitor, be updated annually. Huge law enforcement costs will be incurred, with few positions in law enforcement currently available on forest hiring may be necessary as well.

(Individual)

Comment: 603-6

It will cost the USFS more to keep us out than to let us enjoy what we have now.

(Individual)

Comment: 654-4

I respectfully request an appeal to keep further taxpayer funding from being spent on these drastic changes in future forest management. Changes that place great hardships of trespass penalty and huge fines for unknowing wrong doing in America's Forests.

The Obama administration will save money by your appeal decision to this unnecessary lockout of the American public user. Otherwise, huge printing costs will be incurred as travel plan maps, necessary to inform the forest visitor, be updated annually. Huge law enforcement costs will be incurred, with few positions in law enforcement currently available on forest so position hiring may be necessary as well, costing more taxpayer dollars being added.

(Individual)

Concern: 186:

The Forest Service should analyze the cumulative effect on salmon recovery caused by restricting firewood collection and increasing the need for hydroelectric power.

Response:

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[Sample Statement] Comment: 586-2

Section 1508.8 of NEPA requires you to take a hard look at the effects on the broader ecosystem. I wonder if you considered what effects making wood cutting hard or impossible would have on the recovery of salmon. As you know instream flows of water are critical to getting salmon up and downstream as well as providing spawning habitat. You sell a lot of wood permits and it should be possible to figure out how many chords are cut and utilized by people to heat their homes. It should be convertible to BTU's. I heat my home with wood. I turn 65 this summer and need easy access since I am not as physically able as I was when younger. If I have to use electricity that means more water goes through dam turbines. Multiply my predicament by thousands and you can see that water that would have been stored for flushing salmon smolts or providing instream flows is not going to be available. I think you are in conflict with the Endangered Species Act for not analyzing what this might do to salmon, eels and other species that depend on water.

(Individual)

Concern: 195:

The Forest Service should analyze the effects of each road in a drainage.

- To establish a benchmark condition for fish and water impacts to justify the need to close roads

Response:

[Sample Statement] Comment: 353-20

The Forest Service acted in an arbitrary and capricious manner by non-designation of roads based on fish habitat/stream improvements. A thorough analyses of each drainage affected by each individual road not designated a use is not present in the EIS. To show a complete understanding of current needs, as well as the need to remove motorized vehicle use, a benchmark condition must be established on each affected area to show a need to limit peoples use of said area, no benchmark condition currently exist for each areas affected drainage therefore making it impossible to manage to a said end state with no base to start with.

(Individual)

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Concern: 203:

The Forest Service should do a complete analysis of the effects of the plan on soil erosion.

- Including the impacts of motorized and non-motorized uses on erosion rates
- Including the potential for increased erosion in areas where dispersed camping is concentrated
- And consider other options for decreasing erosion rather than just closing roads

Response:

[Sample Statement] Comment: 353-9

The Forest Service failed to take a hard look at the current Soil Tolerance loss rates for each area with a non-designated use route to assess if it was currently meeting or exceeding said tolerance rates.[...]The Forest Service failed to take a hard look at multiple treatment options to reduce erosion below intolerable rates outside of eliminating use of said routes.

The Forest Service failed to take a hard look at the direct impacts of increased erosion in dispersed area use versus concentrated use areas.

The Forest Service failed to take a hard look at historical data of erosion rates from frequently used roads versus abandoned roads.

The Forest Service failed to take a hard look at expected erosion rates in bicycle, horse and hiking trails.

(Individual)

Concern: 204:

The Forest Service should analyze the economic effects on mineral exploration from the plan.

- Because it will increase the costs of new mining activities
- Because jobs will be lost

Response:

[Sample Statement] Comment: 491-3

If I owned a mine and the roads were closed, it would mean me and my employees would have to find another job. Jobs last.

(Individual)

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[Sample Statement] Comment: 660-6

In Public Concern 88 Response it states: The FEIS discloses there may be increase in cost to individual miners as the burden to open and maintain roads may shift to the operator (FEIS p. 282). This increased cost is well understated, because it is over half of the current roads available that are being closed. Normally, access to claims is usually much less than a mile from existing roads. However, based on whole blocks of roads being closed (I have only discussed two areas so far); access road building and reclamation could increase to well over two miles. Is it only the miners that enjoy these roads? I think not, if you consider the multiple use and sustained yield standard required in the National Forest Management Act (16 U.S.C. 1604 (e)) and the IBLA decisions on mining roads within the ONC lands. As previously stated this TMP and amendment to the 1990 Forest Plan is not compliant with laws and rules, because significant amendments require amending the direction in the master plan to manage the forest. The 1990 Forest Plan did address the entire transportation system, if there was no resource damage occurring than cross-country travel could continue in those areas. The focus was more on, on-site specific problems when they occur. Also the 1990 Plan did address road densities and prescribed requirements in management and in the standards and guidelines to reflect the density of roads that each designated area needed as planned; some excerpts are: "the Wallowa-Whitman developed a general guideline in the late 1970s which was aimed at managing for an open road density of no more than 2.5 miles per square mile in roaded areas of the Forest (p. 17 1990 Forest Plan): Where current density exceeds this amount, it is intended that the desired density will usually be achieved over time as roads are closed following future timber harvests. (p. 3-2 1990 Forest Plan): The use of the transportation system on winter ranges is restricted so that only 1.5 miles of road per square mile are open to motorized use during the winter months. In areas where undeveloped dispersed recreation is emphasized, road density is maintained at current levels (p. 4-10 1990 Forest Plan).

The 1990 Forest Plan is replete with road density concerns, here is another: Meet the specific open-road density guidelines found in the direction for individual management areas unless a specific exception is determined, through the Forest Service NEPA process, to be needed to meet management objectives (p. 4-35 1990 Forest Plan). If the current road densities do not meet what is required, the Forest Plan cannot be faulted or changed by amending the plan with the 2012 TMP to close over half of the available roads, because this would be a dramatic and significant amendment to the 1990 Forest Plan and its objectives.

It would be the fault of Forest Service personnel if the guidelines were and are not followed leaving open road densities beyond an adequate road system and now requiring over half of the roads to be closed. Any problems with road densities cannot be a reason to finalize a significant amendment to the 1990 Forest Plan, since its requirement for road densities are well within normal requirements and my acceptance and the acceptance of many other citizens.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 447-8

The TMP actually is about limiting access by implementing a less adequate system of roads and trails, which creates a more "intensive use" on the remaining roads and trails as an understandably significant change. This is, in effect, also about creating defacto roadless areas in prelude to creating expanded wilderness areas, as west of Unity shows, regardless of use and mineralization. This will be a significant change concerning the rights of access for miners, since there is already about a million acres withdrawn from motor vehicle use and mineral entry.

In Public Concern 86 Response the FEIS stated: "The specific standard and guideline for access (LRMP Item 1 p. 4-33) [1990 Forest Plan] states, 'Permit claimants reasonable access to their claims as specified in the United States Mining Laws. ' The Forest Service does not propose denying access to any citizen entering Federal lands open to mining that is reasonable and necessary for mining."

However, the results of this TMP amendment to the 1990 Forest Plan will significantly increase roads closed in mineralized areas, which thereby causes increased road building and bonding for equipment mobilization for those who later will find a deposit, which will easily make many claims on deposits that are becoming economically viable as a result of the rising value of metals, to be uneconomically accessible. This, of itself can cause a denial of access to many mineral discoveries that are becoming economically viable, because it will increase the costs by thousands of dollars.

The historic miners mined first the more easily found and economically viable deposits. Now, as technology increased and continued prospecting, some deposits were found as missed or portions of previous deposits that were less valuable became minable; for years now, even some tailing deposits are valuable enough to mine in these mineralized portions of the WWNF.

In Public Concern 88 Response it states: The FEIS discloses there may be increase in cost to individual miners as the burden to open and maintain roads may shift to the operator (FEIS p. 282). This increased cost is well understated, because it is over half of the current roads available that are being closed. Normally, access to claims is usually much less than a mile from existing roads. However, based on whole blocks of roads being closed (I have only discussed two areas so far); access road building and reclamation could increase to well over two miles. Is it only the miners that enjoy these roads? I think not, if you consider the multiple use and sustained yield standard required in the National Forest Management Act (16 U.S.C. 1604 (e)).

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 717-3

I request that the decision on the WWFTMP be remanded for the following reasons:[...]The road closures proposed will cause a tremendous negative impact on economy of our area as the Blue Mountains are a highly mineralized area with many old deposits; these lands will be reevaluated now that we have a more pressing need and higher value for precious metals and Rare Earths. Many of these old mines had significant production before World War 2 but were shut down to divert men and equipment to develop and recover strategic minerals and were never reopened after the war With the recent demand and increased prices These old mines will be reevaluated if they are accessible ,and could provide a lot of good jobs and boost the local economy.[...]Mining is the worlds most important industry. All Jobs, All other Industry, All Business are dependent on minerals.

Nothing can be manufactured without using minerals directly or indirectly

All new wealth comes from the ground ,there is no other source .We come into this world absolutely bare and everything we have is either grown or mined

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 447-9

The TMP actually is about limiting access by implementing a less adequate system of roads and trails, which creates a more "intensive use" on the remaining roads and trails as an understandably significant change. This is, in effect, also about creating defacto roadless areas in prelude to creating expanded wilderness areas, as west of Unity shows, regardless of use and mineralization. This will be a significant change concerning the rights of access for miners, since there is already about a million acres withdrawn from motor vehicle use and mineral entry.

In Public Concern 86 Response the FEIS stated: "The specific standard and guideline for access (LRMP Item 1 p. 4-33) [1990 Forest Plan] states, 'Permit claimants reasonable access to their claims as specified in the United States Mining Laws. ' The Forest Service does not propose denying access to any citizen entering Federal lands open to mining that is reasonable and necessary for mining."

However, the results of this TMP amendment to the 1990 Forest Plan will significantly increase roads closed in mineralized areas, which thereby causes increased road building and bonding for equipment mobilization for those who later will find a deposit, which will easily make many claims on deposits that are becoming economically viable as a result of the rising value of metals, to be uneconomically accessible. This, of itself can cause a denial of access to many mineral discoveries that are becoming economically viable, because it will increase the costs by thousands of dollars.

The historic miners mined first the more easily found and economically viable deposits. Now, as technology increased and continued prospecting, some deposits were found as missed or portions of previous deposits that were less valuable became minable; for years now, even some tailing deposits are valuable enough to mine in these mineralized portions of the WWNF.

In Public Concern 88 Response it states: The FEIS discloses there may be increase in cost to individual miners as the burden to open and maintain roads may shift to the operator (FEIS p. 282). This increased cost is well understated, because it is over half of the current roads available that are being closed. Normally, access to claims is usually much less than a mile from existing roads. However, based on whole blocks of roads being closed (I have only discussed two areas so far); access road building and reclamation could increase to well over two miles. Is it only the miners that enjoy these roads? I think not, if you consider the multiple use and sustained yield standard required in the National Forest Management Act (16 U.S.C. 1604 (e)).

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 660-10

I have much interest in the mineralized areas throughout the WWNF as well the timber, grazing and water quality/usage. I work with irrigation water users, livestock users and horse trainers in New Bridge and other locatable mineral claim holders through this and other National Forest.

The loop roads spur roads and other roads have been accessed for timber, mineral prospecting and recreation fire suppression, to water storage, and diversion points for years going back to before the I 860's, yet the Forest Service now designates this whole block of area roads as closed and limiting access, just like at Auburn, affecting the culture and economies established by traditional historic access by residence of the local communities. This is not an "insignificant" amendment to the 1990 Forest Plan and also ignores the majority of people I have witnessed, besides myself in opposition showing up to the various meetings.

The TMP actually is about limiting access by implementing a less adequate system of roads and trails, which creates a more "intensive use" on the remaining roads and trails as an understandably significant change. This is, in effect; also about creating single use roadless areas in prelude to creating expanded wilderness areas there by decreasing the concept of multiple use and putting the US government in the poison of a takings suit, as west of Unity shows, regardless of use and mineralization. This will be a significant change concerning the rights of access for miners, since there is already about a million acres withdrawn from motor vehicle use and mineral entry.

In Public Concern 86 Response the FEIS stated: "The specific standard and guideline for access (LRMP Item 1 p. 4-33) [1990 Forest Plan] states, 'Permit claimants reasonable access to their claims as specified in the United States Mining Laws. "The Forest Service does not propose denying access to any citizen entering Federal lands open to mining that is reasonable and necessary for mining."

However, the results of this TMP amendment to the 1990 Forest Plan will significantly increase roads closed in mineralized areas, which thereby causes increased road building and bonding for equipment mobilization for those who later will find a deposit, which will easily make many claims on deposits that are becoming economically viable as a result of the rising value of metals, to be uneconomically accessible. This, of itself can cause a denial of access to many mineral discoveries that are becoming economically viable, because it will increase the costs by thousands of dollars and may be declared as a takings by the Courts.

The historic miners mined first the more easily found and economically viable deposits. Now, as technology increased and continued prospecting, some deposits were found as missed or portions of previous deposits that were less valuable became mineable; for years now, even some old locatable mineral tailing deposits are valuable enough to mine in today's economy within these mineralized portions of the WWNF.

(Individual)

Appendix "D"
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Response To Comment Report

Concern: 205:

The Forest Service should ensure that normal coordination requirements are met for mining exploration.

- To comply with mining law

Response:

[Sample Statement] Comment: 543-8

The Wallowa-Whitman Travel Plan is a significant amendment to the 1990 Forest Plan, does not TIER to the 1990 Forest Plan, and does not insure that mining exploration normal coordination requirements are met. The Travel Management Plan does not address this important issue. A supplemental Forest Plan EIS, or a revision to the 1990 Forest Plan is NECESSARY before the Travel Management plan can be adopted.

(Individual)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 685-2

APPEAL POINT #2: MINE ACCESS IS ADVERSELY AFFECTED THROUGHOUT A "LARGE PORTION OF THE PLANNING AREA"

Mine access for exploration, mining and use of water rights for mining is a statutory right guaranteed under the mining law. Mining access will be affected throughout the mineralized areas of the Forest, which represent a "large portion" of the planning area. The 1990 Forest Plan states, "Of the 229,400 acres of known mineral potential that are not closed to further entry, 195,000 (85%) are available for mineral entry with only normal coordination requirements". With the MLI roads closed to access, upwards of 100% of the mineralized areas would take more than "only normal coordination requirements". Chapter 3 of the Forest Plan, under the heading, "Minerals", states: "the amount (of roads) that remain open to unrestricted exploration and mining is an important issue.

Mining companies exploring and staking claims will be given a map showing a few open roads that they can drive. In order to prospect and stake claims, these companies will need the use of the ML1 roads in the area of the claim block. Because there are no maps of the ML1 roads, it will not even be possible to request these roads by road number. When the miners drive pick-ups and ATVs along the ML1 roads, they will be cited.

The 36 CFR228 surface mining regulations authorize miners to use existing roads to access mineralized areas and prospect, without notifying the Forest Service, and without filing a Plan of Operation. If these roads are physically closed or have been obliterated, miners will be forced to file Plans of Operation to rebuild ML1 roads for simple exploration projects. This requirement equates to a prohibition on exploration. EOMA members have been waiting on approval of mining Plans of Operation submitted ten years ago, so we know for a fact, that there will be huge adverse effects on miners engaged in prospecting and locating valuable minerals.

In addition, miners who themselves have approved access routes along ML I roads, will not be able to hire help or have a mechanic come into their claims without leaving that person open to citations for being off the main road. The current Forest Plan requires the Wallowa-Whitman to be "...providing efficient access for the movement of people and materials involved in the use and protection of National Forest System Lands". 1.3 million acres in the planning area, out of a total of 2.3 million acres, will be affected by the TMP.

APPEAL POINT #2 RELIEF REQUESTED: Remand the Wallowa-Whitman Travel Management Plan decision. The TMP is a significant amendment to the 1990 Forest Plan. The TMP does not tier to the 1990 Forest Plan nor does it meet the goal of insuring that mining exploration require "only normal coordination requirements". Chapter 3 of the Forest Plan, under the heading, "Minerals", states: "the amount (of roads) that remain open to unrestricted exploration and mining is an important issue". The TMP does not address this "important issue". A supplemental Forest Plan EIS or a revision to the Forest Plan is necessary before the Travel Management Plan can be adopted.

(Mining (locatable))

Appendix "D"
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Response To Comment Report

Concern: 206:

The Forest Service should leave open all roads in mineralized areas, as long as they are not causing resource damage.

- To comply with mineral law

Response:

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 647-3

APPEAL POINT #3: MINE ACCESS IS ADVERSELY AFFECTED
THROUGHOUT A "LARGE PORTION OF THE PLANNING AREA"

Mine access for exploration, mining and use of water rights for mining is a statutory right guaranteed under the mining law. Mining access will be affected throughout the mineralized areas of the Forest, which represent a "large portion" of the planning area (see definition of a significant amendment above). The 1990 Forest Plan states, "Of the 229,400 acres of known mineral potential that are not closed to further entry, 195,000 (85%) are available for mineral entry with only normal coordination requirements". With the ML 1 roads closed to access, upwards of 100% of the mineralized areas would take more than "only normal coordination requirements". Chapter 3 of the Forest Plan, under the heading, "Minerals", states: "the amount (of roads) that remain open to unrestricted exploration and mining is an important issue.

Mining companies exploring and staking claims will be given a map showing a few open roads that they can drive. In order to prospect and stake claims, these companies will need the use of the MLI roads in the area of the claim block. Because there are no maps of the ML1 roads, it will not even be possible to request these roads by road number. When the miners drive pick-ups and ATVs along the ML1 roads, they will be cited.

The 36 CFR228 surface mining regulations authorize miners to use existing roads to access mineralized areas and prospect, without notifying the Forest Service, and without filing a Plan of Operation. If these roads are physically closed or have been obliterated, miners will be forced to file Plans of Operation to rebuild MLI roads for simple exploration projects. This requirement equates to a prohibition on exploration. EOMA members have been waiting on approval of mining Plans of Operation submitted ten years ago, so we know for a fact, that there will be huge adverse effects on miners engaged in prospecting and locating valuable minerals.

In addition, miners who themselves have approved access routes along MLI roads, will not be able to hire help or have a mechanic come into their claims without leaving that person open to citations for being off the main road. The current Forest Plan requires the Wallowa-Whitman to be "... providing efficient access for the movement of people and materials involved in the use and protection of National Forest System Lands". 1.3 million acres in the planning area, out of a total of 2.3 million acres, will be affected by the TMP.

APPEAL POINT #3 RELIEF REQUESTED: Chapter 3 of the 1990 Forest Plan, under the heading, "Minerals", states: "the amount (of roads) that remain open to unrestricted exploration and mining is an important issue". The TMP must address this "important issue"; no roads in mineralized areas should be obliterated. All roads in mineralized areas that are not causing resource damage should remain as open roads. The statutory right to access for mining related purposes must not be compromised.

(Individual)

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Response To Comment Report

Comment: 660-8

The right of access is far more important than this 2012 TMP and amendment reveals. The FEIS states in Public Concern 86 Response: "The specific standard and guideline for access (LRMP Item I p. 4-33) [1990 Forest Plan] states, 'Permit claimants reasonable access to their claims as specified in the United States Mining Laws.'" The Forest Service does not propose denying access to any citizen entering Federal lands open to mining that is reasonable and necessary for mining."

The problem is that while current valid rights on mining claims or entering lands, even with OHV's, with limited use, it will eventually cause more miles of cross country travel to investigate areas for minerals; the Forest Service will eventually try to require more walking and the forest will become more like a defacto wilderness area than one with an adequate and essential road system for accessing resources tributary to such roads in the forest and the public domain and where 43 1732 (b) states

"Except as provided in section 1744, section 1782, and subsection (f) of section 1781 of this title and in the last sentence of this paragraph, no provision of this section or any other section of this Act shall in any way amend the Mining Law of 1872 or impair the rights of any locators or claims under that Act, including, but not limited to, rights of ingress and egress."

Access is a statutory right and not just for individual miners. It is for every citizen; the requirement of law is that it "shall be free and open to exploration and purchase, and the lands in which they are found to occupation and purchase, by citizens of the United States ..." to find the valuable mineral deposit (30 U.S.C. 22). After finding the locatable mineral deposit on the public domain (section 26) grants a "possessory title" to the land. The law also requires a minimum of \$1 00 dollars labor or a payment to BLM to hold the mining claim (section 28).

Mineral resources are "other resources tributary to such roads; and that such a ["adequate"] system is essential" (16 U.S.C. 532). Therefore in statute, it is the policy of Congress to have an adequate system of roads, not just for timber products, but other resources tributary to such roads IE Multiple Use. This statute also includes resources available for recreation.

(Individual)

Concern: 207:

The Forest Service should preserve access to traditional mining areas.

- For future generations

Response:

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 598-3

I will not be able to experience historical and traditional mining activities with future generations of my family and friends because this travel plan will essentially lock me out of these areas because they are no longer accessible by motor vehicles. Gold prospecting will be nonexistent in a matter of several years because access to many areas will be limited.[...]If these closures are put into effect, this will essentially close me and my family off from areas that we have often prospected in for generations, and this will also affect me and my family for generations to come

(Individual)

Comment: 173-2

Our family also owns a share of a patented mining claim located on a forest road and we need access to it that the forest service has historically provided.

(Individual)

Concern: 212: The Forest Service should analyze effects on threatened and endangered species for each road and trail.

Response:

[Sample Statement] Comment: 353-12

The Forest Service failed to take a hard look a threatened and endangered species being targeted in areas. No listing of T&E Species for each route not being designated a use is found in the EIS.

(Individual)

Concern: 216:

The Forest Service should recognize that wildlife benefits from less motorized use of roads.

Response:

[Sample Statement] Comment: 431-2

all wildlife species benefit from lack of motorized vehicle use of roads.

(Individual)

Appendix "D"
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Response To Comment Report

Concern: 218:

The Forest Service should prohibit fords across fish-bearing streams.

- To avoid creating degraded habitat for steelhead and salmon

Response:

[Sample Statement] Comment: 736-26

The FEIS notes there are several fords on fish and non-fish bearing streams in the alternative approved in the ROD. There is no record of any actual measurements of fish habitat conditions or the actual monitoring of fish presence or actual fish spawning. Allowing fords across fish bearing stream creates degraded habitat for threatened steelhead and salmon.

(Environmental Conservation/ Preservation)

Concern: 239:

The Forest Service should allow motorized access to grazing allotments.

- To allow for management of livestock

Response:

[Sample Statement] Comment: 153-2

The above roads are important to me because the closure of these roads not only effect our family today, but lor generations to come. I am an inholder and run cattle on my property, sometimes it is necessary to use these roads (under consideration to be closed) to control our livestock that sometimes move off our property due to predators, falling trees on fence lines, etc. We make sure that all livestock, under our control, are kept out of creek and stream beds and put out salt for them.

(Individual)

[Sample Statement] Comment: 564-7

APPEAL POINT #6 RELIEF REQUESTED

The closing of thousands of miles of roads in the TMP affects the statutory Taylor Grazing. It keeps ranchers from checking on cattle scattered throughout the forest, making it illegal to use off road vehicles to check on their stock. Restricting ranchers to travel the back country on foot or horse back to check on their herds, bringing salt to the cows and bringing them out in the fall.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 226-2

It will effect the economy and our own family income. We have cattle that graze on the forest. We would not be able to get to them by vehicle.[...]I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

(Individual)

Comment: 699-6

APPEAL POINT #6 RELIEF REQUESTED

The closing of thousands of miles of roads in the TMP affects the statutory Taylor Grazing. It keeps ranchers from checking on cattle scattered throughout the forest, making it illegal to use off road vehicles to check on their stock. Restricting ranchers to travel the back country on foot or horse back to check on their herds, bringing salt to the cows and bringing them out in the fall.

(Individual)

Comment: 666-3

I see a future where ranchers are limited in our ability to carry on daily necessities impacting them financially.

(Individual)

Concern: 240:

The Forest Service should avoid requiring permits to access roads for already permitted activities.

- And because such a change constitutes a taking that must be compensated

Response:

[Sample Statement] Comment: 220-8

Rights of way to access private property including mining claims are existing rights. Converting these rights to conditional use permits where the conditions can be changed at the whim of the bureaucracy is a very significant loss of value of the property. That loss is a taking and must be compensated. Denial of these rights and attempting to convert them into conditional use permits constitutes fraud by intimidation

(Individual)

[Sample Statement] Comment: 65-19

Permits are not acceptable, period. All citizens of the United States of America, whether they hold claims, have property, cabins, grazing rights or are recreating, should not have to ask for a permit to travel on or to destinations on land that is public land. Our land that is supposed to be maintained by the USFS for "We the People".

(Multiple Use or Land Rights Organization)

Appendix "D"
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Response To Comment Report

[Sample Statement] Comment: 51-4

Your letter in the Observer also stated that "private land owners would still have access to their cabins, miners would continue to have access to their claims, and grazing permit holders will retain access in allotments to administer their permits." With all due respect, the public has no interest in obtaining a permit to access the public land areas where they mine, graze livestock, or have private property. The activities you mentioned are legal, part of the multiple-uses provided in the federal laws, and are already permitted. It seems unnecessary to also have to have a permit to drive on a road to conduct the permitted activity.

(Agriculture Industry or Associations (Farm Bureau))

Comment: 340-4

Permits are not acceptable, period. All citizens of the United States of America, whether they hold claims, have property, cabins, grazing rights or are recreating , should not have to ask for a permit to travel on or to destinations on land that is public land. Our land that is supposed to be maintained by the USFS for "We The People". Safety is also an issue here. Roads closed may be traditional escape routes for forest fires, not only for escape but for rescue and prevention. Fuel loads are also a concern; not enough taken out, potential fire hazard. Harvesting of timber is essential to a healthy forest.

(Individual)

Concern: 242:

The Forest Service should reconsider requiring permits for Native Americans exercising their tribal treaty rights.

- To avoid violating treaties

Response:

[Sample Statement] Comment: 353-21

The Forest Service acted in an arbitrary and capricious manner by requiring that tribal members need to ask for a special use permits to access non-designated use roads for exercising their tribal treaty rights on "a limited basis". Nowhere in any tribal treaties does it state that the tribes would need permits to access their usual and accustomed areas. The US Forest Service by default is breaking the treaties by acting in this manner.

(Individual)

Concern: 243: The Forest Service should protect access to valid existing mining rights.

Response:

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Response To Comment Report

[Sample Statement] Comment: 401-3

Appeal Point #2

Mineral exploration, locating and prospecting along with water rights are a statutory right. This is also consistent with our custom, culture and beneficial for the economy. This is part of our Heritage.

(Individual)

Concern: 246:

The Forest Service should provide for sufficient maintenance.

- To avoid additional environmental damage
- To avoid closing roads unnecessarily
- Or downsize the road system to fit within the maintenance budget

Response:

[Sample Statement] Comment: 11-2

re the thousands of miles of open roads on the WWNF is similar: how can the Forest Service, with its continually shrinking budget, adequately maintain all of those roads? As you're acutely aware, road maintenance is a must in order to keep the road(s) from deteriorating to unusable condition. Once it begins to deteriorate, maintenance becomes more and more costly. And the cost isn't measured in terms of dollar bills only. A much more important measuring criterion is in terms of environmental damage. Accurately determining the amount of environmental damage caused by deteriorating roads is next to impossible. The reason it's so difficult is simply because we don't, and probably never will have, a reliable method of quantifying that damage or projecting how long the damage will affect the planet and its ecosystems.

(Individual)

[Sample Statement] Comment: 91-3

Maintenance of signs, decommissioning of illegal, user constructed trails, and continued efforts in public education will also need to be stepped up.

(Individual)

[Sample Statement] Comment: 111-1

In regards to the question of closing roads to motorized access, I applaud the Forest Service and the US Government taking this step. Our road systems on National Forest Lands are beyond the capability of the Federal Government to maintain. The current road system is beyond its usable life, there are doing more environmental damage then good thus they need to be returned to a natural condition. Use what little dollars you have to maintain a few roads, and not the behemoth that exists now.

(Individual)

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Response To Comment Report

[Sample Statement] Comment: 241-3

You spend no money maintaining these roads you are attempting to close. You will spend more time and money attempting to close these roads, then you ever spent on maintaining them. Leave the roads open, and as is when mother nature takes them over or takes them out, so be it, we could live with that.

(Individual)

[Sample Statement] Comment: 736-25

The cost of road maintenance has increased dramatically recently. Funding for road maintenance for the WWNF has declined (page 266 FEIS). With inflation of road maintenance costs and deflation of funding, it becomes clear the WWNF will have to make some tough choices in regards to road and trail management. Without proper annual maintenance roads will degrade causing adverse effects on resources. Open roads not maintained will have dramatic adverse effects on the resources of the WWNF. The decision to close more roads or find alternative funding will have to be made. It is highly unlikely in the near term that increased alternative funding will close the road maintenance spending gap. The WWNF has about \$350,000 for annual road maintenance while the present cost of yearly road maintenance is over \$1,000,000. This annual deficit of road maintenance will cause repeated resource damage and increased concerns of safety issues in violation of the Forest Plan. The WWNF is setting itself up for failure by selecting alternative 5 modified that it cannot properly manage.

(Environmental Conservation/ Preservation)

Comment: 6-4

I recognize that what is designated as "roads" depends on a complex system of ratings. I recognize that Congress has pulled the funding that would make keeping the roads available and safe even a possibility.

I also recognize that removing or "putting to bed" roads no longer needed in the same way they were needed 25 years ago and especially minimizing the cross country motorized travel for a proportion of the forest will contribute tremendously to wildlife viability, hydrology, and other basic natural resources.[...]As a resident of Wallowa County I am embarrassed by the whining and self-absorption and political maneuvering (not yours!) that has led to the withdrawal of this decision. I actually HAVE looked at your agency budget - particularly for facilities and roads maintenance. There isn't the money there to keep these roads open.

This is also an unprecedented opportunity to do an investment of "time" in the forest's natural resources and ecology. In short, I'm sorry to see the decision go and hope it comes back with at least as much protection as you have defined.

(Individual)

Comment: 275-3

With over 50 years of enjoying the W-WNF I have seen the Forest Service rape the lands in the name of thinning and logging. I see them spending good money to berm off perfectly good roads and yet not fix main roads. As an example the main Eagle Creek road, which is a main road, has been washed out for two years yet you spend money berming off other perfectly good roads. You folks need to get a reality check on your priorities.

(Individual)

Response To Comment Report

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5/6/2013 5:58:39 PM

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Response To Comment Report

Comment: 2-6

The U.S. Forest Service does not maintenance these roads. So why do they think they can close more roads.

(Individual)

Comment: 706-10

We have stood by and watched as many secondary forest roads were not maintained and/or closed while the USFS has acknowledge they are unable to maintain roads for even fire prevention.

(Individual)

Comment: 183-10

I have been using the Wallowa-Whitman National Forest all my life and have seen roads built for logging, mining, and numerous other purposes. Now many of those roads, through natural progression, are being reclaimed by the forest, because of lack of use, making them only accessible to foot travel. This will continue to happen, if the roads are not used, without imposing restrictive travel for everyone. Even many of the so called main roads that are to be left open by the proposed travel plans are becoming impassable for some vehicles because of the lack of maintenance. With this plan, roads that are being used will continue to be accessible by those who need to use them.

(Individual)

Concern: 247:

The Forest Service should prohibit all cross-country travel.

- Until a final plan is adopted

Response:

[Sample Statement] Comment: 38-2

we urge you to put the Wallowa-Whitman travel planning process back on track as soon as feasible, and, in the meantime, stop the practice of damaging cross-country driving by restricting motorized use in the interim to official Forest Service roads and motorized trails.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 210-2

we urge you to put the Wallowa-Whitman travel planning process back on track as soon as possible, and, in the meantime, immediately halt the practice of damaging cross-country driving by restricting motorized use to official Forest Service roads and motorized trails until a final travel plan is adopted.

(Environmental Conservation/ Preservation)

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Response To Comment Report

Comment: 26-1

As a passionate forest recreationist, who chooses to hike in roadless areas, I am alarmed at the amount of illegal and inappropriate off road use by ATVs that is taking place everywhere I recreate. It doesn't matter whether I am in the HCNRA, back country roadless areas or Pine District area closures that buffer the wilderness and yes even in the wilderness, I am always running across ATV tracks. I'm sure noxious weeds are being transported into all these areas. The general forest is also becoming over run with new pioneered ATV trails.

The longer the process takes, the more established the inappropriate vehicle use becomes. These lengthy decision processes is part of the problem. When unmanaged "established use" is changed or eliminated, it is seen as an adverse action, that "rights" are being taken away. So dragging the process out is just part of the death spiral.

(Individual)

Comment: 44-2

We ask you to put the Wallowa-Whitman travel planning process back on track. We also ask that you take an important step to stop the practice of damaging cross-country driving by restricting motorized use in the interim to official Forest Service roads and motorized trails.

(Environmental Conservation/ Preservation)

Comment: 269-3

1. Focus on enforcing no cross-country travel. These are the people tearing up the woods.
2. If a road is closed naturally, let it remain that way. Maintain only main thoroughfares.
3. If the general public has a road base that they want to maintain: allow it. But again, no cross-country travel.[...]
4. Some sort of exception needs to be in place for the truly disabled. Not sure the best way to address that.

These are just some ideas which you may want to consider in writing a TMP.[...]In response to the WWNF Travel Management Plan, please consider the following:

(Individual)

Comment: 59-3

The Wallowa-Whitman travel planning process must be put back on track as soon as possible. In the meantime vehicles should only be permitted on official Forest Service roads and motorized trails until a final travel plan is adopted. This is the only solution that will protect the quiet places in the forest I visit and the natural resources that we all depend on for clean water and clean air. This will also provide protection for the wildlife being driven from the forest by unrestricted ORV use.

(Individual)

Comment: 71-2

The Wallowa-Whitman travel planning process must be put back on track as soon as possible. In the meantime vehicles should only be permitted on official Forest Service roads and motorized trails until a final travel plan is adopted. This is the only solution that will protect the quiet places in the forest I visit and the natural resources that we all depend on for clean water and clean air. This will also provide protection for the wildlife being driven from the forest by unrestricted ORV use

(Individual)

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Response To Comment Report

Concern: 249:

The Forest Service should complete an accurate inventory of roads.

- To comply with the national protocol
- To ensure that road designations are properly considered
- To clarify which roads will be open and which closed
- To facilitate the travel management planning process

Response:

[Sample Statement] Comment: 212-2

I do not believe you have driven or even looked at most of the roads you are wanting to close. This is evident in the roads you want to open in the Clear Creek area. There have been goats living in Wolf Creek for year. 3 generations of my family have watched them. And your plan opens a motorcycle trail right up Wolf Creek. This will run the goats off. So I'm not only asking you to take a closer look at the road closures but at the road you want to open. I do agree that some roads need closed, but not 4,000 miles of roads.

Lyle Bridge

(Individual)

[Sample Statement] Comment: 35-1

It is obvious that the decision to close all of these roads in the Wallowa-Whitman forest was arbitrary and not in compliance with the national protocol to do so. The "OHV Route Designation Guide" requires that existing roads trails and areas be inventoried, and evaluated for resource and social issues. Clearly an accurate inventory was not completed because the plan shows some open that are actually closed, and does not even show all of the roads that there are.

(Individual)

[Sample Statement] Comment: 353-7

The Forest Service failed to take a hard look at the current road inventory and differentiate between those roads that are truly navigable versus roads that are already closed or unnavigable due to vegetation or deterioration of the road surface, but still show up on current "inventories" as navigable, misrepresenting total miles of navigable roads.

(Individual)

[Sample Statement] Comment: 593-1

There is too much confusion as to which roads are open; and which roads are: closed. The .proposed plan has been set in motion without clearly defining the areas to be closed.

(Individual)

[Sample Statement] Comment: 736-4

2. Baseline & Site-Specific NEPA

An accurate accounting of the true extent of the existing travel system is a critical step in setting

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the appropriate baseline for analysis. "The environmental baseline is an integral part of an EIS, because it is against this information that environmental impacts are measured and evaluated; therefore, it is critical that the baseline be accurate and complete." Or. Natural Desert Ass'n v. Shuford, No. 06-242-AA, 2007 WL 1695162, at *4 (D. Or. June 8, 2007) (citing American Rivers v. Fed. Energy Regulatory Comm'n, 201 F.3d 1186, 1195 & n. 15 (9th Cir.2000)).

We remain concerned that all action alternatives are compared to the current condition on-the-ground: the No-Action Alternative. The FEIS states at 37: "The no action alternative provides a baseline for estimating the effects of other alternatives."

Our concern comes with the fact that the current condition includes many roads that have been closed to – but are still being used by – motorized vehicles. Inclusion of these routes in the baseline distorts the comparative impacts of the various alternatives – as they all appear to be an improvement over the current conditions, even though the current conditions do not have the backing of site-specific NEPA. In fact, the current condition is in direct violation of many past NEPA decisions closing roads due to site-specific impacts – nonetheless, these roads have since been left open to motorized use. The correct baseline is not necessarily the current condition, but instead should be the condition on the forest if all the existing NEPA decisions were currently implemented.

Instead, the FEIS seems to rely on the idea that because there will be an end to cross-country travel and some roads will be closed, things will be so much better that the net benefit to water quality exempts the Forest Service from examining site-specific effects of roads and motorized trails located within riparian zones and stream crossings on water quality. This is not the case. "General statements about 'possible' effects and 'some risk' do not constitute a 'hard look' absent a justification regarding why more definitive information could not be provided." *Neighbors of Cuddy Mt. v. United States Forest Serv.*, 137 F.3d 1372, 1380 (9th Cir. 1998).

In addition, some alternatives incorporate user-created routes that have never been approved via site-specific NEPA. In order to add routes to the designated system, the WWNF must conduct a site specific inventory of the environmental and cultural effects of motorized use on those routes. This applies even if the routes are already present on the ground and the WWNF does not have to actually "construct" anything on the ground. The act of designation and permitting of continued motorized use is enough to trigger the requirements of NEPA for a site specific environmental review. In addition to general NEPA requirements, the Travel Management Rule requires that the WWNF "shall consider effects on the following, with the objective of minimizing: (1) Damage to soil, watershed, vegetation, and other forest resources; (2) Harassment of wildlife and significant disruption of wildlife habitats; (3) Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands . . ." 36 C.F.R. § 212.55(b). Each route designation requires a detailed analysis of the effect of that designation on these factors, and an explanation of how that particular route minimizes damage, harassment, and conflicts.

These routes have never been subjected to NEPA to authorize continuous motorized use, and the agency must conduct a site specific analysis of the route before it can be legally added to the transportation system. So, if these routes aren't part of the existing legal system, then the TMP NEPA should analyze the direct, indirect, and cumulative impacts of designating that route for continued motorized use, even if the route already exists on the ground. This analysis must include the site specific impacts that result from allowing motorized use on a route that wasn't designed for permanent motorized use, or possibly weren't designed at all, as in the case of user created routes. These routes were not built to FS standards and therefore may be inappropriately sited or have increased likelihood of causing environmental impacts from erosion and sedimentation, or require

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increased maintenance funds to maintain access, and the impacts on wildlife have never been disclosed.

(Environmental Conservation/ Preservation)

Comment: 403-1

It is obvious that the decision to close all of these roads in the Wallowa-Whitman forest was arbitrary and not in compliance with the national protocol to do so. The ((OHV Route Designation Guide" requires that existing roads trails and areas be inventoried, and evaluated for resource and social issues. Clearly an accurate inventory was not completed because the plan shows some open that are actually closed, and does not even show all of the roads that there are.

(Individual)

Comment: 427-2

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:[...]in general, you apparently don't have a good handle on 1.) which roads really exist, 2.) where they are actually located, nor 3.) what condition they are in. Your inventory of forest roads is flawed, and even the newer maps are not a dependable source of information.

Closing the aforementioned roads would preclude of areas of the forest by citizens whose years – long use of them has become part of their history and culture. As tax-payers and owners of our public lands, we have a right of access to them.

(Individual)

Comment: 252-1

I have lived in this valley for 73 years. My father built all the original roads in Starkey in the 30s. My uncle ran Boise's Cat from 1955 till 1995 when he retired. He also built roads in Starkey. I have in my possession a map of all the roads that were built in Union Co and surrounding counties. Most of this area has been in a road management area since the Nixon era (green dot area). The main artery roads and connecting roads had been left open. The others have been gated, barricaded or overgrown with [illegible]. This area already has a road management plan.

(Individual)

Comment: 402-4

The maps that were available with the notice of decision had no road numbers on them and no marking of historical off road camping sites. I would like the forest service staff as well as the current forest service supervisor and deciding officer, Monica Schwalbach, to go back and pull out of your files all of the road inventories documentation so they can be reviewed and have more open discussions with the local citizens and their lead people.

I would welcome the opportunity to discuss specific roads and areas as I was the area coordinator for the citizen's volunteers that did the road inventories for the Pine Creek drainage area in 2007. If it will be more convenient, I will gladly provide copies of my road inventories forms for the forest service staff and sit down with them to go over the documentation.

(Individual)

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Response To Comment Report

Concern: 250: The Forest Service should provide clear definitions of forest roads.

Response:

[Sample Statement] Comment: 8-3

A. First you have failed to define your definition of what constitutes a Forest Road. The forest has many types of roads, each serves its own purpose and use. Maintained roads, Non Maintained Roads, Blocked Roads and Over Grown Roads.

(Individual)

Concern: 253:

The Forest Service should provide an accurate assessment of maintenance costs.

- That takes into account the work done by citizens
- To ensure an honest accounting

Response:

[Sample Statement] Comment: 8-5

B-1 Maintenance Cost As stated above most of the roads are kept open by the private citizen users so you can't claim that is A big expense for what little you do is usually contracted out even the trail maintenance

(Individual)

[Sample Statement] Comment: 177-6

You say you are trying to cut down on the ROAD MAINTANCE, I cannot tell you how long it has been since I have seen the UNITED STATES FOREST SERVICE, MAINTAINING A ROAD. 30 or 40 years. This plan is a cover-up because someone just got caught with their hand in the cookie jar. You have been told to cut Down on the number of roads you maintain, but little does Washington D.C. realize that all those years that you have been Padding the budget and collecting money that you spent on Something else. You have not maintained a road in years

(Individual)

Comment: 299-2

As far as maintaining them, hunters and wood cutters put more effort in keeping these roads accessible than the state or federal government.

(Individual)

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Comment: 131-1

I feel that you have over stepped your boundaries. My family and relatives have used Mt. Emily area since the 1940's. My Uncle helped build and maintain the trails until he retired. In the mid 1960's the forest service quit maintaining the trail, so we did. I use this area for mushrooming, hunting deer and elk, four wheeling and occasionally fishing in Mt. Emily Creek.

(Individual)

Comment: 397-12

The USFS is using the maintenance cost of keeping up these roads as an unfair and not entirely truthful way to justify their decision to close down these roads. I know for a fact that many of these roads get no maintenance from them. It's we the people that go into the mountains in the springtime with our 4-Wheel drives or ATVS and with our chain saws and winches clear these roads of brush and fallen trees. WE do this and will continue to do so as long as we are able to access these areas.

(Individual)

Comment: 664-4

Indirectly, people will not be able to recreate in the future and won't be able to maintain the roads like they need to be maintained.

(Individual)

Comment: 736-53

The DEIS states on page 21 that "The national forest does not have the resources to ensure a completely sustainable trails system in any of the action alternatives." Given that the annual cost of maintenance ranges from approximately \$100,000 to \$2.9 million, the choice of alternatives is clearly a major factor in determining the Forest Service's ability to obtain the needed resources to manage the road system.

(Environmental Conservation/ Preservation)

Comment: 8-1

1-A Maintained roads such as the Hess Cabin rd. the North Fork Rd. 77, and the Balm Creek rd. These are the only ones that I know of that receives any maintenance, and that is maybe once a year grading. The rest of the roads are mainly kept open by the private citizen users.

1-B The unmaintained roads such as the Bald Mt. 905 rd. 900 rd. South Fork Rd. to Corral Creek. 77 from Taylor Green to East Eagle Buck Creek Rd. and some of the spur roads from it, are wide enough for full sized vehicles but they mainly maintained by the private citizen.

1-C The illegally Blocked roads. These are the roads that the FS has plowed up dirt berms that prevent full sized vehicles from using them. But once you get over the berm there is a perfectly good stable road bed.

1-D Overgrown roads These are the roads that haven't much use but still have a stable road bed and can be used if a person desires.

(Individual)

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Comment: 407-13

REMAND REQUEST #4; The USFS is using the maintenance cost of keeping up these roads as an unfair and not entirely truthful way to justify their decision to close down these roads. I know for a fact that many of these roads get no maintenance from them. It's we the people that go into the mountains in the springtime with our 4-Wheel drives or A TVS and with our chain saws and winches clear these roads of brush and fallen trees. WE do this and will continue to do so as long as we are able to access these areas.

(Individual)

Comment: 471-2

I am against these road closures.[...]As far as maintenance on these roads, I think the public keeps the rocks, trash and blow-downs off-roads and right-of-ways more than Forest Service personnel.

(Individual)

Comment: 634-1

One of the main reasons the USFS wants to close many of our roads is due to lack of finances to maintain. The existing roads have not been maintained for many years. The locals have been maintaining these roads - after the logging was ??? well terminated – which has been 20 years. There are a few logging contracts, but very few.

(Individual)

Concern: 256:

The Forest Service should move forward with their proposed road rehabilitation measures.

- To protect resources

Response:

[Sample Statement] Comment: 37-2

Our first recommendation was for the application of additional mitigation measure for the reconstruction of closed roads which have stabilized, or, in the words of the DEIS, " ... are extensively grown in." In the FEIS's response to our comment, the Forest indicates agreement with our statement. We appreciate the FEIS response's explanation of how the Forest applies road rehabilitation measures that far exceed our recommended application of Standard Provision BT6.63. More broadly, we agree with your Record of Decision's conclusion that the selected alternative would provide better protection of resources from the potential impacts of temporary road construction than alternatives 2 or 3. [Footnote 1][...][Footnote 1] ROD, p. 9

(Federal Agency/Elected Official)

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Concern: 257:

The Forest Service should reconsider the "closed unless marked open" policy for roads.

- Because it places undue stress and hardship on the public

Response:

[Sample Statement] Comment: 234-5

The Forest Service acted arbitrarily and capricious in this travel management plan by requiring the public to get one of these forest service maps to determine if the road is open or dosed. This is placing an undue stress and hardship on the public.

Example: Someone from outside this area traveling here to recreate in the forest would not consider to get a map to see if a road was dosed or open. This aspect of your management plan needs to be dismissed.

In conclusion I feel along with my family that this Forest Service Travel management plan should be totally abolished. The forest should be left the way it is now.

(Individual)

Comment: 275-2

To expect a person to follow a map as to which roads are opened and closed is absurd, as many roads are not even shown on your maps. This is just one example of your being out of touch with reality.

(Individual)

Comment: 233-2

Roads that are closed should be clearly marked, allowing usage if not clearly marked "closed."

(Individual)

Concern: 259:

The Forest Service should disclose the potential effects from specific roads before determining whether to close them.

- To determine the impact on people, the remaining roads, and natural resources

Response:

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Comment: 712-2

The closing of all roads was not looked at properly for the impact it has on people, animals, the land and everything else the forest pertains to.

(Individual)

Comment: 724-4

The Forest Service failed to take a hard look at what the impact is by closing roads would have on the few roads left open with the added traffic. I saw this happen in the Redmond area, it was the worst riding area in central Oregon after some of the area was closed.

(Individual)

Concern: 266: The Forest Service should consider the loss of access to visual resources.

Response:

[Sample Statement] Comment: 536-3

The appellant will be affected aesthetically by no longer being able to access many areas of Wallowa County to enjoy the scenery and beauty of this publicly-owned land.

(Individual)

[Sample Statement] Comment: 534-6

Then there are those of us, the public, who use public lands, yes, OUR public lands for recreating; such as camping, hiking, fishing, mountain biking, hunting, picking mushrooms and huckleberries. In all these activities, there is the priceless opportunity of photographing the beauty of our natural backyard

(Individual)

Comment: 585-1

For many years I have been photographing all parts of the Wallowa-Whitman Forest. I can't give you road numbers. I put many miles on my truck traveling the forest to take pictures.

(Individual)

Comment: 571-3

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons[...]The appellant will be affected aesthetically by no longer being able to access many areas of Wallowa County (where he has lived his entire life) to enjoy the scenery and beauty of this publicly-owned land.

(Individual)

Comment: 195-3

The appellant will be affected aesthetically by no longer being able to access many areas of Wallowa County (where he has lived his entire life) to enjoy the scenery and beauty of this publicly owned land.

(Individual)

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Concern: 267:

The Forest Service should analyze the effects of limiting motorized recreation.

- On the potential for increasing trespassing on adjacent private lands

Response:

Comment: 667-7

People will fight for areas, people with private property will become overrun with people asking to recreate on their property.

(Individual)

Concern: 271: The Forest Service should include public input in the amended Forest Plan direction for the recreation standard.

Response:

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[Sample Statement] Comment: 429-1

I was reading your FEIS and your ROD. While I hate to see any access loss for any outdoor enthusiasts, I feel that the Modified Alternative 5 that you chose is not too bad. What I was concerned about is the following statements on pages 8-9 on your February 2012 ROD:

Section 2: Recreation Standard

Current Direction:15. Road, Trail, and Area Closures. Road, trail, and area closures and off-road vehicle use will be in accordance with the WWNF Travel Management Plan and 36 CFR 295. This plan will be reviewed annually and revised as necessary, considering management needs and public desires.

Amended Direction

15. Road, Trail, and Areas Open to Motor vehicle use. Roads, trails, and areas open to motor vehicle use will be designated, including type of vehicle and season of use, and will be displayed on a Motor Vehicle Use Map (MVUM), in accordance with 36 CFR Parts 212, 251, and 261. The MVUM will be reviewed annually and revised as necessary, balancing management considerations, such as public safety and maintenance costs, with recreation opportunities, resource protection needs, and commercial uses.

You have expanded the definition but omitted 'public desires'. I believe that your amended direction still needs to have this included. There are many reasons for this, many statutorial, but I won't get in to them here as I am sure that you are aware of them and I am short on time. Please change your amended direction statement to include public desires and public input into your amended direction for the recreation standard. Please be sure to include public input in your annual review as well.

(Individual)

Concern: 276:

The Forest Service should provide for RV camping.

Response:

[Sample Statement] Comment: 56-1

Thank you for your letter. As an RVer, we are interested in campsites in our forests, and just want you to be aware that there are many of us who love and use these forests for that purpose. For our type of camping, we do not want loud noises - leave the electronics at home, and the noisy vehicles. Please keep this in mind as you review forest uses.

(Individual)

Concern: 279: The Forest Service should provide opportunities for quiet recreation for motorized users.

Response:

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Response To Comment Report

[Sample Statement] Comment: 48-3

You have not provided for quiet recreation for those who use motorized transportation (212.51).

(Individual)

Comment: 475-12

The appellant will be affected socially when the citizens using the woods for recreation, camping, hunting, fishing, and harvesting other forest products are all concentrated in the limited remaining accessible areas of the Wallowa-Whitman National Forest. The appellant uses the roads to find peaceful, quiet, solitude in the national forest.

(Individual)

Concern: 282:

The Forest Service should reconsider limiting motorized roads and trails by vehicle type.

- To allow for multi-generational recreation and avoid overuse of limited areas

Response:

[Sample Statement] Comment: 22-4

Generally we travel these roads by truck or four wheelers as opposed to taking our horses as time is a constraint for us and we can get to the locations we enjoy quicker if we just drive in. However, the main reason is our children or elderly family have limited abilities.

This relates directly to another concern. Some roads are designated for ATV use and some for vehicles with certain wheel spans. This poses a problem for us as generally we go up together using both. If road closure plans are implemented we will not only no longer be able to travel together, but, we will also be restricted to a smaller area, in turn closing the gap and cramming more people together and limiting exploration. It seems that this will require more supervision on your part. .

We purchased a self-contained camper last fall so we could have more affordable and better quality recreation with our family. The mountains are good for the soul and our kids need to learn that. They need to learn why they are so precious and valuable and how to respect the forest (as some don't and tarnish the record of those that do). I don't drive on a large percentage of the roads you have proposed and we do not go up every weekend. However, when we do go up our time and the experience is precious. What we base much of our families recreation around is being curtailed and the very essence of what you are trying to manage is being diminished or even destroyed. Keeping this tradition in our family is important. We are the kind of people that love "the experience" not some virtual form of entertainment. The mountains are one form of enjoyment that takes everyone back to the core of where we came from.

(Individual)

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Concern: 284: The Forest Service should provide for 4WD Jeep use in the plan.

Response:

[Sample Statement] Comment: 542-1

First and foremost I like to off-road 4WD in my jeep. I won't be able to do this legally in accordance to this travel management plan

(Individual)

Comment: 603-4

We are a family of Jeepers and it is now time for our son to become a Jeoper. It is so not fair for a group of employees to decide my son's future in our forest.

(Individual)

Concern: 285:

The Forest Service must show that the travel management plan minimized the effects of ORVs on natural resources and conflicts with motor vehicle uses and users.

- To comply with the minimization criteria from the Travel Management Rule at 36 CFR Section 212.55
- And Executive Order 11644

Response:

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[Sample Statement] Comment: 736-22

The travel management plan needs to minimize the effects of off-road vehicles to National Forest System Lands as required by 36 CFR § 212.55 and Executive Order 11644, as amended by Executive Order 11989

A 2009 decision from the Northern District of California in which the court held that the Bureau of Land Management must comply with the same Executive Orders by locating "routes specifically to minimize 'damage' to public resources, 'harassment' and 'disruption' of wildlife and its habitat and minimize 'conflicts' of uses." *Ctr. for Biological Diversity v. U.S. Dept. of Interior*, ---F.Supp.2d---, 2009 WL 7036134 (Sept. 28, 2009) ("CBD"). In *ICL v. Guzman*, the court held that the agency's attempt to distinguish the holding in CBD based on the fact that the two agencies operate under different regulations (36 C.F.R § 212.55(b) for the Forest Service and 43 C.F.R. § 8342.1 for the Bureau of Land Management) was an unreasonable interpretation because both agencies are bound by Executive Order 11644. According to the court, to construe a distinction between the requirements of the two agencies is to draw a distinction without real, practical difference and such an interpretation is unreasonable. *ICL v. Guzman*, 2011 WL 447456, at 17. The court stated that "[n]ot only are both agencies bound by the plain language of the ORV Executive Orders, but both contemplate the same result: the land management agencies will consider the impacts of ORV use and, in selecting appropriate routes, will attempt to minimize these impacts." *Id.* Similarly, the *Eldorado* decision makes clear that "Subpart B is equivalent to the Bureau of Land Management's corresponding regulation interpreting Executive Order 11644." *Eldorado* at 13.

The Executive Order's minimization criteria must be applied to designation of all motorized trails. The WWNF FEIS failed to address how both the ORV Executive Orders and the Travel Management Rule minimization criteria were applied specifically to trails. The Forest Service cannot simply focus on how impacts from motorized uses are going to be reduced or mitigated by the elimination of cross-country motorized travel or future maintenance of certain motorized routes. A supposed reduction in impacts does not equate with a minimization of impacts. As the courts in both *Idaho Conservation League and Center for Biological Diversity* explained, "[m]inimize' as used in the regulation does not refer to the number of routes, nor their overall mileage. It refers to the effects of route designations, i.e. the [Forest Service] is required to place routes specifically to minimize 'damage' to public resources, 'harassment' and 'disruption' of wildlife and its habitat, and minimize 'conflicts' of uses." *ICL v. Guzman* at *16 (quoting *Ctr. for Biological Diversity v. U.S. Dept. of Interior*, --- F.Supp.2d ----, 2009 WL 7036134, at *20 (Sept. 28, 2009)).

The Final EIS and ROD fail to allow the public to determine how the Forest Service actually applied the minimization criteria to all trails and areas designated for motorized uses. Instead, the ROD merely claims it minimized impacts. The minimum road system analysis is not complete as directed by the Travel Management Regulations (page 39 of ROD).

(Environmental Conservation/ Preservation)

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Concern: 286:

The Forest Service should restrict ATVs to the same roads that full-size vehicles are limited to.

- And not be allowed to go off road except for big game retrieval

Response:

[Sample Statement] Comment: 707-7

I do not believe that roads existing now, that have been barred off from being used by pick-ups and jeeps should be allowed to be used by 4 Wheelers (A TV's), or motorcycles. This also includes roads that have been overgrown with trees, brush, etc. ATV's should only be allowed to travel roads that a pick-up can travel safely. And ATV's should not be allowed to go off road or cross-country unless it is to get game out of the woods etc.

(Individual)

Concern: 287:

The Forest Service should analyze the effects of road closures on groomed snowmobile trails.

- Because they need to be logged out in the summer before they are covered with snow

Response:

[Sample Statement] Comment: 661-1

I request that the decision on the Wallowa-Whitman Forest Travel Management plan be remanded for the following reasons:

The Forest Service failed to take a "hard look" at the effect road closures will leave on snowmobile trails. It is necessary for us to get on the trails in the Summer to remove trees down and over hanging the trail. Other wise we are not able to get the Tucker Snocat down them in the Winter.

(Individual)

Concern: 293: The Forest Service should clearly define the process for obtaining permits for managing grazing allotments.

Response:

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Response To Comment Report

[Sample Statement] Comment: 77-1

Grazing allotment vehicle use must be clearly distinguished from recreational uses
The purpose of the travel management plan is to control or manage recreational vehicle use and not impact other permitted uses. Page 283 of the FEIS states: "...authorized grazing permits would be exempt from the Travel Management Rule". The FEIS and ROD indicated that we would continue to access areas within our allotment the same as we had before, and we fully support this. [...]As grazing permittees, we must have the ability to use motor vehicles to properly manage our cattle and our allotment— this is our job and our income and livelihood depend on it. We work very hard to properly manage our livestock and range resources and should not be needlessly or inadvertently impacted by unnecessary requirements.[...]If some kind of permitting process is needed to allow vehicle use by grazing permittees, the process must be clearly and fully disclosed so we can review it and submit comments.

(Individual)

Concern: 298:

The Forest Service should analyze the effects of limiting motorized hunting access.

- Including economic effects from reduced hunting
- To ensure that Wildlife Want and Waste rules can be complied with

Response:

[Sample Statement] Comment: 353-10

The Forest Service failed to take a hard look at Oregon Department of Fish and Wildlife Want and Waste rules and how eliminating motorized use in areas will affect people's ability to comply with those regulations.

(Individual)

[Sample Statement] Comment: 270-2

This is the national forest and we should be able to enjoy God's country. The roads that are up there are not roads that have to be up keep, these are logging roads and it seems senseless to cut off roads that do not need maintenance. All hunters have to pay to put in for their unit and have to pay when they draw and tag and we deserve the right to enjoy the national forest if only for 2 weeks at a time. Not only this but by closing more roads it will cause much more people to rethink their decision to hunt and this will in turn affect the counties that are around this area that rely on the hunting population for extra sales. There has already been a step decrease in numbers of people putting in to hunt up in the Imnaha Unit and it will only go down if road closures are put in place. It is turning into a dying tradition and this is something that we should be encouraging youth to be partaking in and it does not make sense to restrict the youth from where they are allowed to go.

(Individual)

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Comment: 385-4

I find it curious that Nick Myatt acting manager of ODFW is in favor of this action? Why? I wonder about his concern to the change in hunting density this will cause to Oregon's other units and National Forests and the declining revenue impact to license/tag fees this will cause?

To be sure our party will make changes this year for hunting unit choices other than WWNF and in the future we will enjoy our hunting trips out-of-state. I truly hope someone in Forest Service speaks up for the hunters and gets involved to change this action?

(Individual)

Comment: 561-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the economic, social cultural, historical, traditional uses of the following trails. I am elderly and we use these trails on my ATV every year to hunt. I have been diagnosed with osteoarthritis and cannot pack meat on my back. Your decision was arbitrary and unfounded

(Individual)

Comment: 225-1

The Forest Service failed to take a hard look at:
My rights to hunt.

(Individual)

Comment: 580-3

The Forest Service failed to take a hard look at how the Travel Management Plan affects my ability to hunt deer and elk in the Starkey Unit. It would force a person to pack game animals for too long of a distance and limit my ability to hunt in an area I have done so for many years.

(Individual)

Concern: 300:

The Forest Service should maintain access to dispersed camping sites.

- Because they have been used for generations
- To preserve opportunities for solitude
- To avoid over concentration of camping
- To avoid user conflicts that result from overcrowding
- To prevent overuse and resource damage

Response:

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[Sample Statement] Comment: 80-1

The appellant objects to the decision to adopt the Record of Decision for the Wallowa-Whitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J. Schwalbach.

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

This plan fails to provide for opportunities for dispersed camping due to the requirement that campsites will need to be located within 300 feet of major roadways for most campers. This, by definition is not dispersed camping.

People who participate in dispersed camping do so in order to avoid their neighbors. Requiring one of the largest groups of users to use one of the smaller areas of access does not meet the requirement for balanced use.

The Forest Service failed to take a hard look at the significance of this action as required under 40 USC Sec. 1508-27. The Forest Service was arbitrary and capricious in their decision by ignoring the significance of this action.

I request the Forest Service remand the decision and complete further analysis as required under NEPA regulations.

(Individual)

[Sample Statement] Comment: 506-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

Campsite closures.

The Forest Service failed to take a hard look at the importance of keeping open to the public, campsites, that are over 300 feet of the road (required under 40 USC 1508.8).

My family has used these campsites for more than 60 years and as such have become a culture established for generations.

Almost all campsites on Main Eagle Creek and East Eagle Creek are more than 300 feet off the road.

(Individual)

[Sample Statement] Comment: 398-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

Section 1508.8

In regards to the closure of additional Forest Service roads, I find this as another way to force us into controlled designated camping areas for profit of the Forest Service. We (only the physically fit) will be the ones to access our favorite camping sites for fishing, hunting, berry picking, mushroom picking, hiking, mining, sightseeing and collection of firewood. Many of these require purchase of permits.

(Individual)

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[Sample Statement] Comment: 219-5

There are scores of camper sites being lost unnecessarily. They harm nothing.[...]I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded

(Individual)

[Sample Statement] Comment: 8-12

C-2 Disbursed camping This is a forest not a park. The people that go up there are seeking solitude. They have made their own camp sites and take care of them usually leaving them in better shape than they found them. They don't want to camp 10ft from another camper or 2ft off a main road in your designated camp sites. (North Fork-West Eagle) for example.

(Individual)

Comment: 644-8

Like Senator Walden said there is a big difference between a National Park and A NATIONAL FOREST and we are A National Forest with a multitude of users .

The TMP is trying to treat our Forest as a park with designated camp spots of which they have made a real mess (North Fork of Catherine Creek and West Eagle Meadows) to name only 2. Most of the local citizens prefer making there own camp spots in areas that they have used , protected and maintained for Generations The 300ft. rule will just about close everyone off from their favorite spots

(Individual)

Comment: 347-3

Camping is also affected in this way and in order to find camping spots the few open accessible areas will cause campers to gang up in overcrowded situations and this is not what anyone goes to the forest for- we go for the quiet and to be able to camp in a secluded private type area. Also, I have traditionally used the Wallowa-Whitman Forest for recreation with my children and these road closures will adversely affect our social activities as many of our camping spots would now be closed. We enjoyed camping in areas away from roads for peace and quiet.

(Individual)

Comment: 142-7

most of the dispersed camping will be gone because of the 300ft rule ,one only has to look at the mess they made of the camp sites they made on the north fork road.

(Individual)

Comment: 466-2

I value solitude. This is why I go camping in the Wallowa mountains instead of a paved, crowded RV park. My family has camped in solitude since my children were little. I want to share the same experience with my grand children. The road closures will have a very direct effect upon me, and an indirect effect upon my children and my grandchildren. Closing 67% of the roads will restrict my use of public lands to a small, overcrowded area.

(Individual)

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Concern: 302:

The Forest Service should restrict motorized vehicle use for hunting.

- To improve big game habitat
- To improve the hunting experience

Response:

[Sample Statement] Comment: 62-4

We need to improve habitat and this will have beneficial effects for the users. Big game herds need to grow and this cannot happen with A TV's and woodcutters driving year-around in the areas where game resides. They have a right to use the Forest, but it needs to be controlled and limited.

- Hunters should not be allowed to drive way off main gravel roads to camp ...camp near the main roads and WALK while hunting (not "road hunt" from ATV's through the forest on trails and cross-country which we see every hunting season). Some of our hunting party (all are family and have enjoyed this for over 50 years) are Master Hunters and all of us hunt ethically--no hunting or off road travel from vehicles.

(Individual)

[Sample Statement] Comment: 126-1

I just read the Oregonian article about road closures and the protests. Wanted to write to support you!

I'm retired now, and live in the Salem area, but grew up hunting over there with my dad and uncles. It was great then. When I retired I got a tag for your area to go back to hunt some of the places we went when I was young.

The entire trip was a waste of time. Nothing but road hunters - drive until you see something to shoot.

If it were up to me - I'd ban all ATVs from public lands entirely....

Glad to know you're taking steps to get our forests back under control.

(Individual)

[Sample Statement] Comment: 91-1

Your decision on the travel management plan is a long needed action on the WWNF to curb the ever increasing abuse by ORV users. As a member of an elk hunting group for over 20 years, our group has had numerous problems with ORV users spoiling our hunts on the WW. Your decision is welcome news for us elk hunters that enjoy undisturbed hunting opportunities on foot.

(Individual)

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Comment: 146-1

I am an AVID outdoorsman that for years has spent traveling all over the state enjoying the backroad environment. The implementation of the new road closures will most likely increase my bowhunting enjoyment in the area[...]When I come up there to bowhunt, which I had stated, I welcome the road closures for less noise and better hunting, I relish the idea of getting away. Not to camp on a main road, but to get away and enjoy the whole wild experience that does not involve four wheelers, which I despise in the woods, road hunters, also despised, and be able to be part of what surrounds me there.

(Individual)

Comment: 388-1

I wanted to applaud the steps being taken to close down roads in the Wallowa Whitman National Forest. As I can see in the news, this is, not surprisingly, hotly contested. I have no doubt this will be a very positive step in forest and wildlife health. Since I hear so much negative feedback in the news I thought it was especially important to express my support. Thank you again for taking this giant step!

I've been a frequent user of some of the areas over the years for hunting and have felt that limiting access was one of the last hopes in restoring big game herds. This is especially true in the Horse Pasture/Chesnimnus area. I haven't fully reviewed what you have planned there as compared to the Seasonal road closures, but any additional time and roads will be great. I watched elk numbers tumble over the course of a decade so that it no longer was practical for me to hunt there, so I'm all for anything at all that will help restore herd numbers in this area.

(Individual)

Concern: 305:

The Forest Service should protect all roadless areas including the Twin Mountain, Boulder Park, Joseph Canyon, Reservoir, Castle Ridge, Mount Emily, and Squaw Inventoried Roadless Areas from motorized use.

- Because they serve important ecological needs

Response:

[Sample Statement] Comment: 46-3

Protect all Inventoried Roadless Areas from motorized use, including the Elkhorn Crest National Recreation Trail that is within the Twin Mountain Roadless Area.

(Individual)

[Sample Statement] Comment: 736-15

Twin Mountain IRA

Twin Mountain Roadless Area Description from the Wallowa-Whitman National Forest Review of Areas with Wilderness Potential, March 2010

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Twin Mountain Roadless Area (#6273) 57,730 Acres

Overview

History: This area was considered in RARE and RARE II studies, but was not selected for wilderness. Mining within the area was the primary factor in eliminating the area from the wilderness consideration in RARE II. However, approximately 15,000 acres were placed in the North Fork John Day Wilderness by the Oregon Wilderness Bill of 1984. The carving out of this wilderness addition resulted in isolating two western portions of the area, including Mt. Ireland. The remainder lies primarily within the Powder River Drainage.

In 1988, the Omnibus Oregon Wild and Scenic Rivers Act designated the North Powder River as a Scenic River. Approximately 2,000 acres of the roadless area are within the Scenic River Corridor. On the east side of the roadless area, roads have been closed, although several miles of open roads have been buffered out within the boundaries to access extensive private in-holdings.

Location and Access: The roadless area lies about 20 miles west of Baker City and is within Baker and Grant counties. It encompasses most of the Elkhorn Mountain Range.

Geography/Topography: Similar to the Wallowa Mountains (Eagle Cap Wilderness) 40 miles to the northeast, the area is characterized by jagged mountain peaks that reach above timberline, deep glaciated canyons, cirque basins with small lakes, and numerous headwaters of several streams, including Cracker Creek, Dutch Flat Creek, North Fork of Powder River, and Rock Creek. Five of the lakes have been enlarged by low dams to increase storage for downstream irrigation.

The Elkhorn Range is the second largest geologic batholith in Oregon (second to the Wallowa Mountains). Soils are formed from granodiorite parent material and volcanic ash from Cascade volcanic eruptions. Elevations range from 5,000-8,900 feet. Along with the Marble Point Roadless Area, it forms a scenic backdrop from the Baker Valley on the east and the Sumpter Valley on the west.

Vegetation/Ecosystem: The area is characterized by jagged mountain peaks and high meadows above the timberline. Species composition has shifted to a greater percentage of fir, as compared to a historically greater dominance by pine and larch.

Current Uses: Most of the lakes and streams provide trout fishing and the area is popular in the fall for big-game hunting. Several trails are popular for hiking and off-road recreational uses. It includes the Elkhorn Crest National Recreation Trail.

Appearance and Surroundings: Approximately 3,900 acres of the area are in the semi-primitive motorized component of the recreation opportunity spectrum (ROS) while 34,000 acres are considered semi-primitive and 16,000 acres are in the roaded natural component, 7,003 acres are in roaded natural motorized.

Key Attractions: The Elkhorn Crest National Scenic Trail runs through the area.

Inventory Criteria

The Roadless Area meets the inventory criteria for areas with wilderness potential.

Capability

Naturalness and Undeveloped Character: The area is natural appearing with the exception of wheel-track roads, evidence of prospecting and mining, dams on several of the small lakes, and areas along the perimeter where woodcutting has encroached. Approximately 591 acres is excluded from

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the area for expansion of the Anthony Lake Ski Area.

The primary activities for the area include big-game hunting, hiker/packer, fishing, sightseeing, and ATV riding.

Primitive Recreational Opportunities and Challenges: Because the area is relatively large, there are ample opportunities for solitude and for experiencing a sense of self-reliance and adventure. There are many opportunities for panoramic views from the popular Elkhorn Crest Trail and other points.

Special Features: The area does not possess any special features.

Manageability and Boundaries: The eastern boundary is the Forest boundary. The northern boundary is Anthony Lake Ski Resort and Forest Road 7300. The western and southern boundaries are irregular and more difficult to identify.

Availability

Recreation: Big-game hunting, hiker/packer, fishing, ATV riding, sightseeing.

Wildlife: The area contains a wide variety of wildlife with elk, deer, and grouse being the primary game species. Mountain goats transplanted into the Elkhorn Range have increased in numbers.

Water/Fish: Some of the streams that start in this area include Cracker Creek, Dutch Flat Creek, North Fork of Powder River, and Rock Creek. Five of the lakes have been enlarged by low dams to increase storage for downstream irrigation.

Range: Most of the area is not suitable for grazing due to erodable soils, lack of forage, or rugged terrain. Several areas at lower elevations are grazed as part of livestock allotments.

Timber/Vegetation: Canyons and north slopes below 8,000 feet are timbered. The area contains 22,775 acres of productive forest land.

Minerals: The area is mineralized as evidenced by approximately 200 mining claims and many prospects and old mines. Portions of the North Pole-Columbia Lode (the largest gold-producing structure in the state), the Highland-Maxwell vein system, the Baisley-Elkhorn vein system, and the Cable Cove mining district are within this area. Gold is the most sought-after mineral, but copper, lead, tungsten, antimony, and molybdenum are also found. Although exploration continues, there are currently no operating mines in the roadless area.

Cultural: Sites related to the early mining history of the area abound, and some pre-historic sites exist within the roadless area.

Land Use/Special Uses: Baker City Watershed, a pipeline and a city-owned building.

Fire: The area consists of Fire Regime 4 Condition Class 1&2 and Fire Regime 3 Condition Class 1.

Insects and Disease: Many Endemic levels of insect and disease provide diversity to forest stands and the landscape; however, many mixed conifer stands in the Wallowa Mountains have been damaged by a variety of insects and diseases, compounded by protracted draught, overstocking, and inappropriate past management (Schmitt and Scott, 1993).

Private Land: The scattered patented mining claims total to over 1,300 acres of private land within the roadless area.

The ROD designated system would sever the Twin Mountain IRA , reduce already extremely rare high security habitat, and designate a key recreational trail that traverses the spine of the Elkhorn

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Mountains through the IRA open to motorized use. Motorized recreation should not be designated within IRA's. This is one of the largest IRA's in the project area and should be kept free from motorized roads and trails.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 736-17

Reservoir IRA

Where is the reason for the dead-end motorized trail (shown below) penetrating the Reservoir IRA? We have strongly urged the Forest Service to prevent this exact kind of designation in our scoping and DEIS comments. There is no justification for motorized designation of trails inside IRA's. Please remove this trail designation. We ask that it be removed from the entire roadless extent that is mapped in beige.

A dead-end recreational motorized trail cherry stems deep into the roadless country of the Reservoir IRA. Formally designating motorized trails within our last great wildlands is absolutely unjustifiable based on the best available science and essentially formalizes the destructive impacts of motorized vehicles rather than regulating them.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 736-19

Mount Emily IRA

Here a dead-end recreational trail is designated within the Mt. Emily IRA. How will the Forest Service keep motorized use from spreading from this trail into the IRA? This is the backcountry! These areas are being evaluated for their Potential Wilderness Characteristics in the Blue Mountains Forest Plan Revisions Process and this runs counter to that process. The ROD is potentially foreclosing future options for IRAs with these types of designations. This trail should be entirely removed to the road.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 736-10

Scientific research clearly enumerates the many reasons why remaining roadless areas should be protected. Roadless areas can be used as benchmarks for assessing the ecological integrity (e.g. genes, species, and assemblages) and processes (e.g., pollination, demography, biotic interactions, nutrient and energy dynamics, and metapopulation processes) expected in the natural habitat or region (see Karr and Chu 1995, Pimentel 2000). The species-rich native communities found in roadless areas are more likely to withstand invasions (Gelbard and Harrison 2005). Planning is predicated on conserving a sufficient number of ecosystem replicates within protected areas in order to meet representation targets fundamental to conservation of species and ecological sustainability (see Noss and Cooperrider 1994). The Forest Service would advance ecosystem representation targets by solidifying protection for roadless areas (see Strittholt and DellaSala 2001), a goal issued at the international level by both the Millenium Ecosystem Assessment (MA 2005) and the Convention on Biological Diversity (UNEP, 2002). Roadless areas often contribute disproportionately to landscape and regional connectivity (see Strittholt and DellaSala 2001), a critical component of adaptation strategies for climate change, and should be protected as climate refugia.

(Environmental Conservation/ Preservation)

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[Sample Statement] Comment: 736-16

Joseph Canyon IRA

Joseph Canyon exemplifies the rugged topography of northeast Oregon characterized by canyons with very steep, grass-covered side slopes interspersed with numerous exposed basalt layers. The area is well-known, largely because of the Joseph Canyon Viewpoint, a highway pullout 30 miles north of Enterprise that overlooks the 2,000-foot depths of Joseph Canyon and is one of 38 sites that form the Nez Perce National Historical Park (<http://www.nps.gov/nepe/index.htm>). The Joseph Canyon Roadless Area is comprised of three main drainages: Swamp, Davis and Joseph Creeks. Joseph and Swamp Creeks are designated wild and scenic rivers within the roadless area and the Joseph Canyon Creek system is home to a large population of native Snake River steelhead, listed as threatened under ESA in August 1998. The area is renowned for wildlife and harbors old growth Ponderosa Pine woodlands. Joseph Canyon includes the historic Chico Trail and has significant historical value that embraces all of the major peoples that have shaped the region; the Nez Perce Indians; pioneers and settlers, the Forest Service, and backcountry hunters and hikers. The trails have been used since time immemorial. Please see the attached Joseph Canyon Fact Sheet.

The ROD would designate two dead-end road segments that penetrate the Joseph Canyon IRA. These road segments are illegal and completely unnecessary and only serve to degrade the IRA. This is country where people need to get off their motorized vehicles. That's what this country is about. We strongly urge the Forest Service to withdraw these roads back to the IRA boundary or even further.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 736-18

Squaw IRA

The Decision would turn the Squaw IRA into a motorized recreation playground with multiple recreational motorized loop trails and dead ends completely undermining this core habitat. Why is the TMP process being used to formally establish destructive activities inside IRA's? Why can't the Forest Service recognize the need to draw the line in all IRA's and say no to motorized recreation in these areas? This is counter to the purpose of the TMR, NEPA, Forest Plan, and ESA.

The ROD would establish several motorized loop trails and a dead end route in the Squaw IRA. Why is the Forest Service doing this? Look at all the red on the map outside the IRA. HCPC and its partners provided detailed comments on keeping IRA's free from motorized use. It is verified that quiet recreationists cannot co-exist with motorized recreationists. I am one of them. This is a travesty to the values we want protected in our Public Lands.

(Environmental Conservation/ Preservation)

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[Sample Statement] Comment: 736-20
Boulder Park IRA

The Boulder Park roadless area borders the Eagle Cap Wilderness on the south and southwest. This vast, backcountry, wild area lies between the East Eagle and the West Eagle Trailheads and includes Two-Color Lake, Bennett Peak, and the headwater tributary streams to the Wild and Scenic Eagle Creek and West Eagle Creek. This area is very important to the overall water quality of the area including main Eagle Creek, a producer of bull trout and rainbow trout. In addition to incredible scenery, and high-quality backcountry recreation opportunities, the Boulder Park roadless area provides core wildlife habitat including big-game summer range, Lynx habitat, old growth habitat, and wildlife travel corridors.

In the left panel, a dead-end road penetrates into the Boulder Park IRA. Just south of this is the West Eagle Trailhead, and to the north is the Buck Creek trailhead. There is plenty of motorized access to this country. We ask that this entire dead-end road be closed back at the intersection with the motorized trail mapped in red. At the very least, close the road at the IRA boundary. The right panel shows where the Forest Service designated a road inside the IRA, with a motorized trail designated through the Boulder Park IRA, and connecting to another road. We understand that the Forest Service is trying to provide more motorized loop opportunities. However, IRA's should trump motorized convenience. If not here, then where? Designating motorized activities in IRA's undermines the greatest value these places provide.

(Environmental Conservation/ Preservation)

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[Sample Statement] Comment: 736-21

Castle Ridge IRA

Four miles northeast of Cove, Castle Ridge abuts the western edge of the Eagle cap Wilderness. The area is separated from the Eagle Cap Wilderness on the east by forest road 6220, and the Dunns Bluff Roadless Area. Elevations range from 5,100 feet to just over 7,000 feet. The fish-bearing streams within the roadless area are Indian Creek, East Fork of Indian Creek, and Camp Creek. All three streams provide spawning and rearing habitat for bull trout. Indian Creek, within the roadless area, provides rearing habitat for juvenile summer steelhead, which is listed as threatened under the Endangered Species Act. The southeast corner of the area contains the Indian Creek Research Natural Area (RNA) which covers 974 acres of the roadless area. Indian Creek RNA includes vernal subalpine ponds, the headwaters of Indian Creek, old growth lodgepole pine and mountain hemlock stands, rocks and cliffs. The proposed Point Prominence RNA is also within the roadless area and includes pure mountain hemlock stands. There are numerous species and locations for Botrychium (grapeferns), and Carex interior (inland sedge) within the roadless and surrounding area. Both of these plant species are listed as sensitive by the Pacific Northwest Region of the Forest Service. Scattered throughout the area are monadnocks, large rock outcrops, which rise above the surrounding timber stands and are a unique geological feature to this area. In addition these unique features provide potential nesting habitat for peregrine falcons. This area is summer range for big game and provides security habitat. However, an established off-highway vehicle trail system exists within this area which has compromised the security habitat within approximately a half mile either side of the motorized trails. Other recreational activities include big-game hunting, hiking, mountain biking, and wildlife viewing.

Is this the future of our IRAs, where the entire concept of a roadless area has been undermined by designated motorized recreational trails? Where stream crossings are beat up, security habitat is degraded, and people like myself live with mental anguish over the terrible decisions to designate motorized trails over the very heart of what we seek on Public Lands. What a loss. HCPC expects more from the Forest Service and we will not sit by while NEPA formalizes designation of roads and trails like the Breshears OHV Trail over our cultural heritage.

(Environmental Conservation/ Preservation)

Comment: 101-2

As a land owner I urge you to protect all Inventoried Roadless Areas from motorized use, including the Elkhorn Crest National Recreation Trail that is within the Twin Mountain Roadless Area and to support appropriate road closures in the Wallowa Whitman National Forest. You and I cannot allow politics to influence the plan.

(Individual)

Comment: 736-13

For many species, the conservation of large tracts of coniferous forest in excess of 900 hectares [2224 acres] is essential. Not only is the total amount of forest important but many species are edge-sensitive such that are breed more successfully in tracts of forest large enough to allow them to avoid the increased risk of predation or nest parasitism suffered close to the edge. (p 147)

(Environmental Conservation/ Preservation)

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Comment: 55-3

You must ensure that all Inventoried Roadless Areas are protected from motorized use, including the Elkhorn Crest National Recreation Trail that is within the Twin Mountain Roadless Area. Please do not let politics influence your transportation management plan decisions.

Thank you in advance for ensuring a healthy Wallowa-Whitman National Forest for generations to come.

(Individual)

Comment: 104-2

The travel management plan should protect all Inventoried Roadless Areas from motorized use, including the Elkhorn Crest National Recreation Trail that is within the Twin Mountain Roadless Area.

(Individual)

Comment: 189-3

Protect all Inventoried Roadless Areas from motorized use, including the Elkhorn Crest National Recreation Trail that is within the Twin Mountain Roadless Area. You support appropriate road closures in the Wallowa Whitman National Forest and oppose efforts to let politics influence the plan.

(Individual)

Concern: 310:

The Forest Service should preserve access to RS 2477 roads.

- To comply with the mining law
- Because they are owned by the County who should be the ones to control usage
- Because the Forest Service has no right to manage/close these routes

Response:

[Sample Statement] Comment: 65-16

The USFS is not honoring or admitting to our county's possession of RS2477 roads.[...]There are many RS2477 roads that need to be addressed and I know that Ken Helgerson has papers stating designated county roads that run through the WWNF that should not be closed but maintained by the county and groups like us.

(Multiple Use or Land Rights Organization)

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[Sample Statement] Comment: 564-3

APPEAL POINT #3 RELIEF REQUESTED

On the list of roads to be closed are many county RS 2477 roads, public access routes are scheduled to be obliterated. These roads existed before the Forest Service was put into effect in the early 1900's. The RS 2477 roads in the mining law is very specific and remain under the County jurisdiction. The Forest Service is acting illegally closing many of the RS2477 roads it has already closed in spite of county objections. To now add into your TMP to close a large number of the remaining RS2477 county roads is arbitrary and capricious.

(Individual)

Comment: 392-1

Your travel management plan which starts with the assumption that all roads are closed and then determining which will be opened is in direct conflict with R.S. 2477. I have previously commented on several issues related to this travel management plan. In this instance, you are not allowed to disregard vested rights in roads and trails which were in existence prior to October 21, 1976. It is, therefore, unlawful to address this issue in any manner other than that I proposed which was to start with the existing roads and make a determination regarding which ones should and could be closed. I have standing in this case, and am requesting a contested case hearing regarding this blatant disregard for R.S. 2477 requirements.

(Individual)

Comment: 699-3

APPEAL POINT #3 RELIEF REQUESTED

On the list of roads to be closed are many county RS 2477 roads, public access routes are scheduled to be obliterated. These roads existed before the Forest Service was put into effect in the early 1900's. The RS2477 roads in the mining law is very specific and remain under the County jurisdiction. The Forest Service is acting illegally closing many of the RS2477 roads it has already closed in spite of county objections. To now add into your TMP to close a large number of the remaining RS2477 county roads is arbitrary and capricious.

(Individual)

Comment: 153-4

The closure of the roads limit or completely close off my family and the public from travelling to the historical sites in the areas, sites such as Sanger Mine, Hogum (townsite) and many other historical sites. These places have been areas of interest, since the 1800's. Many of these roads are RS 2477, grandfathered under the 1875 mining laws, by an act of congress. My grandchildren and great-grandchildren are losing part of their inheritance because the market value of my property will be greatly reduced, due to the proposed road closures and the exclusiveness of my property.

(Individual)

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Comment: 220-7

Private property and mining claim access:

Many roads that were open to travel and had established right of way well before the creation of the Forest Service are shown as closed. All access roads to private property including mining claims established before 1976 had established access that qualifies them as RS 2477 roads. These access rights are part of the private property rights tied to the property, and all of these access rights belong to both the property owners and also the traveling public. THE FOREST SERVICE DOES NOT HAVE THE AUTHORITY TO CLOSE RS 2477 ROUTES. All

individuals living in this country have access rights on these routes and denial of that access is a compensable taking. The Forest Service and any that interfere with those rights could be sued as an agency and as individuals for interfering with established rights.

(Individual)

Comment: 353-23

The Forest Service acted in an arbitrary and capricious manner by setting aside a preexisting policy language as found in RS 2477, as found in the Burr Trail case (Sierra Club v. Hodel (10th Cir. USCA, 1988. 848 F.2d 1068). Routes of travel in existence on the day in 1976 that FLPMA was enacted are legally rights of way in the public domain. They were granted expressly by the law and, because they are public, may not be abandoned. From the legal perspective, as they are public ways, the ownership of these routes lies with the County where they are located and state and county laws control usage. The court found that RS 2477 rights do in fact exist and the perfection of these rights arise, and are self-executing, with use. The routes then become rights of way vested in the public (through County ownership-the Burr Trail was found to be owned by Garfield County). This is the "beaten path" doctrine. The court decided that because the grantor, the Federal government, was never required to ratify a use on a RS 2477 right of way, each use, and new use (more traffic), automatically vested as an incident to the easement itself. Thus, all uses before October 21, 1976 (the enactment date of FLPMA), whether at that time the route was a Jeep road or a superhighway, not expressly terminated or surrendered, are part of the RS 2477 right of way.

(Individual)

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Comment: 447-4

There should be no need for me to have to describe it further, because it should be obvious. Take the Auburn town site area for an example. In the past, Auburn was the county seat after gold was discovered on Griffin Creek in October 1861; population reached about 6,000 and quite a few roads and trails were made for access throughout the surrounding mountains. By 1864 the population was down to 150, because most of the claims were already being worked; even the post office remained until 1903. In 1868 the county seat was moved to Baker City, which was on the main transportation route and was becoming a center for cattle, grain and timber products. (<http://www.oregonencyclopedia.org/entry/view/auburn/>)

Today many of those roads and trails are mostly used by hunters, fisherman, recreationists and miners. Arguably most of those roads are RS 2477 right of ways granted by Congress in the 1866 Act. And valid existing rights of the public to use those ways have not gone away; yet in the maps, all of the roads, except a couple main roads that skirts the Auburn area are designated as closed.

One road went south from Auburn and went up Dooly Mountain through Bear Creek and divided going down Dark Canyon to Burnt River; and on the other way, it continued down Auburn Creek to Bridgeport up to the several gold fields in the now, Malheur County. These roads are also shown as closed on the map; a stage line for mail and passengers was operated over Dooly on these roads until the late 1930's.

(Individual)

Comment: 447-14

The right of access is far more important than this 2012 TMP and amendment reveals. The FEIS states in Public Concern 86 Response: "The specific standard and guideline for access (LRMP Item I p. 4-33) [1990 Forest Plan] states, 'Permit claimants reasonable access to their claims as specified in the United States Mining Laws ' The Forest Service does not propose denying access to any citizen entering Federal lands open to mining that is reasonable and necessary for mining."

The problem is that while current valid rights on mining claims or entering lands, even with OHV's, will limited use, it will eventually cause more miles of cross country travel to investigate areas for minerals; the Forest Service will eventually require more walking and the forest will become more like a defacto wilderness area than one will an adequate and essential road system for accessing resources tributary to such roads in the forest and the public domain.

Access is a statutory right and not just for individual miners. It is for every citizen; the requirement of law is that it "shall be free and open to exploration and purchase, and the lands in which they are found to occupation and purchase, by citizens of the United States ... " to find the valuable mineral deposit (30 U.S.C. 22). After finding the locatable mineral deposit on the public domain (section 26) grants a "possessory title" to the land. The law also requires a minimum of \$100 dollars labor or a payment to BLM to hold the mining claim (section 28). Mineral resources are "other resources tributary to such roads; and that such a ["adequate"] system is essential" (16 U.S.C. 532). Therefore in statute, it is the policy of Congress to have an adequate system of roads, not just for timber products, but oilier resources tributary to such roads. This statute also includes resources available for recreation.

The enabling Act in the Organic Act Title 16 U.S.C. 471, was the enabling Act for the Forest Service, however it was repealed by the Federal Land Policy and Management Act (FLPMA), (16 U.S.C. 472). It is 43 U.S.C. 1740 that now requires the Forest Service rules and administration to comply with the provisions of this Act as amended. (" ... and the Secretary of Agriculture, with respect to lands

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within the National Forest System, shall promulgate rules and regulations to carry out the purposes of this Act.") In FLPMA as amended (43 U.S.C. 1701 et seq.), it gives specific instruction to land management authorities:

The policies of this Act shall become effective only as specific statutory authority for their implementation is enacted by this Act or by subsequent legislation and shall then be construed as supplemental to and not in derogation of the purposes for which public lands are administered under other provisions of law.

(Section 102 (a) Declaration of Policy 13(b))

Prior provisions in statute (16 U.S.C. 532) require an adequate road system and it is "essential" to other resources "tributary to such roads", which includes "recreation".

This forest, with the remaining 1.3 million acres that is subject to the public domain has many more well known mineralized areas within the WWNF not mentioned above, which includes: the Bonanza Mining District, Greenhorn District, Susanville District, Alamo District, Red Boy District, Granite District, Cable Cove District, Cracker District, Burkemont District, Goose Creek District, Sangor District, Cornucopia District, Iron Dyke District, Sparta District and more. I have the 1906 map (by D.W.C Nelson Mining Districts) acquired from the State, Oregon Department Geology and Mineral Industries (DOGAMI), which also shows many of the access roads and trails throughout the areas that were being used for each of these mining districts and would now be RS 2477 Right of Ways. A copy is attached and part of this appeal.

The right to use such right of ways is preserved:

Under the Act of July 26, 1866 (Revised Statute (RS) 2477; 43 U.S.C. 932), Congress granted rights-of-way for public highways and county roads constructed across public domain before the lands received National Forest status. Although the 1866 act was repealed by the Federal Land Policy and Management Act in 1976 (43 U.S.C. 1715), rights, which preexisted the establishment of the National Forest, are preserved. [FSM 2734.5]

The Forest Service adopted the policy approved by the Secretary of the Interior on December 7, 1988, as the policy to guide the administration and recognition of rights established prior to the reservation of public domain lands as National Forests (FSM 2734.51 (3)). Although the Forest Service has no jurisdiction over highway-related activities of the right-of-way holder, the agency is responsible for ensuring the Government's servient estate does not suffer unnecessary degradation (FSM 2734.51 (4)).

One of the requirements in the Interior's policy guide is that "[a]bsent evidence to the contrary, a statement by an appropriate public body that the highway was and still is considered a public highway will be accepted." (FSM 2734.51- Exhibit 01, p. 18 of FSM 2730). However, evidence submitted by any citizen is allowed: "an acceptance of the grant of congress may be effected by public user alone, without any action by the public highway authorities, citing B. & C. Compo 4790 (Section L. 1903, p. 267), providing that all county roads shall be 60 feet wide), (Montgomery v. Somers 90 P. 674 Or. 1907)

As Appellant to this 2012 TMP, evidence is submitted, more can be easily found in history books from several of the various museums. However, as noted above there are RS 2477 ROWs that are not being recognized, some only allow snowmobiling as a winter use in this TMP. The Forest

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Service has no authority to "manage" such ROWs, (43 U.S.C 932).

The Forest Service has not followed the policy to even recognize the existence of such roads that would qualify and as having "material bearing on the development and implementation of management plans..."

The existence or lack of existence of such highways R/Ws has material bearing on the development and implementation of management plans for conservation system units and other areas of Federal lands. Land managing Bureaus of the Department should develop, as appropriate, internal procedures for administratively recognizing those highways meeting the following criteria and recording such recognized highways on the land status records for the area managed by that bureau. [FSM 2734.51- Exhibit 01, p. 18 of FSM 2730)

(Individual)

Comment: 543-9

The Travel management plan fails to recognize many DEEDED county roads, and Revised Statute 2477 roads (RS 2477) as enacted as law in 1866. Many of the RS 2477 deeded county roads are listed as ML1 roads, and scheduled to be closed, arbitrary to the counties rights, which predate Forest Service rights to these roads.

(Individual)

Comment: 660-9

The Organic or enabling Act

Title 16 U.S.C. 471, was the enabling section for the Forest Service, however it was repealed by the Federal Land Policy and Management Act (FLPMA 43 USC 1701). It is replaced with 43 U.S.C. 1740 that now requires the Forest Service rules and administration to comply with the provisions of this Act as amended. In FLPMA as amended (43 U.S.C. 170f et seq.), it gives specific instruction to land management authorities:

'The policies of this Act shall become effective only as specific statutory authority for their implementation is enacted by this Act or by subsequent legislation and shall then be construed as supplemental to and not in derogation of the purposes for which public lands are administered under other provisions of law.' (Section 102 (a) Declaration of Policy 13(b) (43 USC 1701)

" ... and the Secretary of Agriculture, with respect to lands within the National Forest System shall promulgate rules and regulations to carry out the purposes of this Act." (Section 310 Rules and Regulations) (43 USC 1740)

Prior provisions in statute (16 U.S.C. 532 and reiterated in 43 USC 1770) require an adequate road system and it is "essential" to other resources "tributary to such roads", which includes "recreation". [...] This forest, with the remaining 1.3 million acres that is subject to the public domain has many more well known mineralized areas within the WWNF not mentioned above, which includes: the Bonanza Mining District, Greenhorn District, Susanville District, Alamo District, Red Boy District, Granite District, Cable Cove District, Cracker District, Burkemont District, Goose Creek District, Sangor District, Cornucopia District, Iron Dyke District, Sparta District and more. I have the 1906 map (by D.W.C Nelson Mining Districts) acquired from the State, Oregon Department Geology and Mineral Industries (DOGAMI), which also shows many of the access roads and trails throughout the areas that were being used for each of these mining districts and would now be RS 2477 Right of

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Ways a closer of such Right of way may place the Forest Service at risk of committing a unlawful takings.

The right to use such right of ways is preserved:

Under the Act of July 26, 1866 (Revised Statute (RS) 2477; 43 U.S.C. 932), Congress granted rights -of-way for public highways and county roads constructed across public domain before the lands received National Forest status. Although the 1866 act was repealed by the Federal Land Policy and Management Act in 1976 (43 U.S.C. 1715), rights, which preexisted the establishment of the National Forest, are preserved. [FSM 2734.5]

The Forest Service adopted the policy approved by the Secretary of the Interior on December 7, 1988, as the policy to guide the administration and recognition of rights established prior to the reservation of public domain lands as National Forests (FSM 2734.51 (3)). Although the Forest Service has no jurisdiction over highway-related activities of the right-of-way holder, the agency is responsible for ensuring the Government's servient estate does not suffer unnecessary degradation (FSM 2734.51 (4)).

One of the requirements in the Interior's policy guide is that "[a]bsent evidence to the contrary, a statement by an appropriate public body that the highway was and still is considered a public highway will be accepted."(FSM 2734.51- Exhibit 01, p. 18 of FSM 2730). However, evidence submitted by any citizen is allowed: "an acceptance of the grant of congress may be effected by public user alone, without any action by the public highway authorities, citing B. & C. Comp. 4790 (Section L. 1903, p. 267), providing that all county roads shall be 60 feet wide), (Montgomery v. Somers 90 P. 674 Or. 1907)

As Appellant to this 2012 TMP, evidence is and was submitted, more can be easily found in history books from several of the various museums. However, as noted above there are RS 2477 ROWs that are not being recognized, some only allow snowmobiling as a winter use in this TMP. The Forest Service has no authority to "manage" such ROWs, (43 U.S.C 932) and only the county can vacate county roads by declaring an abandonment.

The Forest Service has not followed the policy to even recognize the existence of such roads that would qualify and as having "material bearing on the development and implementation of management plans..."

The existence or lack of existence of such highways RIW s has material bearing on the development and implementation of management plans for conservation system units and other areas of Federal lands. Land managing Bureaus of the Department should develop, as appropriate, internal procedures for administratively recognizing those highways meeting the following criteria and recording such recognized highways on the land status records for the area managed by that bureau.

[FSM 2734.51- Exhibit 01, p. 18 of FSM 2730)

(Individual)

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Comment: 89-1

I am appealing the TMP as it is proposed. It is unlawful in that it would close or restrict travel on existing sr 2477 roads. These laws were passed by congress to supersede all other departments such as BLM and the forest service.

(Individual)

Comment: 316-3

The closure of the roads limit or completely close off my family and the public from travelling to the historical sites in the areas, sites such as Sanger Mine, Hogum (town site) and many other historical sites. These places have been areas of interest, since the 1800's. Many of these roads are RS-2477, grandfathered under the 1865 mining laws, by an act of congress.

(Individual)

Comment: 340-9

The USFS is not honoring or admitting to our county's possession of RS2477 roads. Our group has engaged in talks with the Baker County Commissioners about the Historic North Powder River Road. This road was used to transport men and supplies to mines before the USFS had any control over this land. This road has been neglected and we came forward, asking to divert water from the road, preventing further deterioration. We have the support of our county commissioners but the WWNF has plans to close a portion of this road. The middle of this road.

I invite you to come with us and experience this road with our group. See it for the beauty that it is, for the history and the head to many trails, lakes and scenery that it offers. There are many RS24 77 roads that need to be addressed and the USFS needs a reality check.

(Individual)

Comment: 447-13

The right of access is far more important than this 2012 TMP and amendment reveals. The FEIS states in Public Concern 86 Response: "The specific standard and guideline for access (LRMP Item I p. 4-33) [1990 Forest Plan] states, 'Permit claimants reasonable access to their claims as specified in the United States Mining Laws ' The Forest Service does not propose denying access to any citizen entering Federal lands open to mining that is reasonable and necessary for mining."

The problem is that while current valid rights on mining claims or entering lands, even with OHV's, will limited use, it will eventually cause more miles of cross country travel to investigate areas for minerals; the Forest Service will eventually require more walking and the forest will become more like a defacto wilderness area than one will an adequate and essential road system for accessing resources tributary to such roads in the forest and the public domain.

Access is a statutory right and not just for individual miners. It is for every citizen; the requirement of law is that it "shall be free and open to exploration and purchase, and the lands in which they are found to occupation and purchase, by citizens of the United States ... " to find the valuable mineral deposit (30 U.S.C. 22). After finding the locatable mineral deposit on the public domain (section 26) grants a "possessory title" to the land. The law also requires a minimum of \$100 dollars labor or a payment to BLM to hold the mining claim (section 28). Mineral resources are "other resources tributary to such roads; and that such a ["adequate"] system is essential" (16 U.S.C. 532). Therefore in statute, it is the policy of Congress to have an adequate system of roads, not just for timber products, but oilier resources tributary to such roads. This statute also includes resources available for recreation.

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(Section 102 (a) Declaration of Policy 13(b))

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The right to use such right of ways is preserved:

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The Forest Service adopted the policy approved by the Secretary of the Interior on December 7, 1988, as the policy to guide the administration and recognition of rights established prior to the reservation of public domain lands as National Forests (FSM 2734.51 (3)). Although the Forest Service has no jurisdiction over highway-related activities of the right-of-way holder, the agency is responsible for ensuring the Government's servient estate does not suffer unnecessary degradation (FSM 2734.51 (4)).

One of the requirements in the Interior's policy guide is that "[a]bsent evidence to the contrary, a statement by an appropriate public body that the highway was and still is considered a public highway will be accepted." (FSM 2734.51- Exhibit 01, p. 18 of FSM 2730). However, evidence submitted by any citizen is allowed: "an acceptance of the grant of congress may be effected by public user alone, without any action by the public highway authorities, citing B. & C. Compo 4790 (Section L. 1903, p. 267), providing that all county roads shall be 60 feet wide), (Montgomery v. Somers 90 P. 674 Or. 1907)

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As Appellant to this 2012 TMP, evidence is submitted, more can be easily found in history books from several of the various museums. However, as noted above there are RS 2477 ROWs that are not being recognized, some only allow snowmobiling as a winter use in this TMP. The Forest Service has no authority to "manage" such ROWs, (43 U.S.C 932).

The Forest Service has not followed the policy to even recognize the existence of such roads that would qualify and as having "material bearing on the development and implementation of management plans..."

The existence or lack of existence of such highways R/Ws has material bearing on the development and implementation of management plans for conservation system units and other areas of Federal lands. Land managing Bureaus of the Department should develop, as appropriate, internal procedures for administratively recognizing those highways meeting the following criteria and recording such recognized highways on the land status records for the area managed by that bureau. [FSM 2734.51- Exhibit 01, p. 18 of FSM 2730)

(Individual)

Comment: 528-5

The Forest Service failed to take a hard look at the procedures and laws of the US Constitution, RS 2477'arid•NEPA that they have to legally follow to close these roads. The Forest Service action and procedures are illegal per the following laws:

A-The US Congress in 1866 enacted Revised Statute 2477 (RS 2477) and GRANTED the right-of-way for the construction of highways across public lands. By law, neither the BLM, Forest Service nor other federal agencies, or private landowners have the authority to close RS 2477 roads.

B-When.RS 2477 was repealed in 1976 under the Federal Land Policy and Management Act (FLPMA) -this act did not allow for the closing of RS 2477 roads.

(Individual)

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Comment: 647-4

APPEAL POINT #4 RS2477 AND COUNTY ROADS ARE CLOSED UNDER THE
TMP

The TMP fails to recognize many deeded County roads and RS2477 (Revised Statute 2477 enacted as law in 1866). The TMP maps show many of these roads as ML1 roads, and the document states, "no ML1 roads would be available for motorized use". The TMP also states that closing 4,000 or more miles of road (Forest Service does not actually know how many miles of road they will be closing) over a large portion of the planning area will not affect "use of roads with legally documented rights of way held by ... county". However, many of the RS2477 county roads are shown as MLI roads and are scheduled to be closed.

Baker County has made formal requests to the Forest Service to recognize many of these roads, such as the Mill Creek road, the Dooley Alternate Toll Road, the North Powder road, the Elk Creek road and others, as County roads. Even the RS2477 roads shown on the TMP maps as open Forest Service roads are subject to closure at the whim of the Forest Service. All the requests by the County that these roads be shown as county roads have been ignored.

The TMP response to comments states: "as with any other right of way granted to another entity....". The Forest Service is not correct in their belief that the Forest granted these rights of way to the County. The opposite is actually the case. From 1866 to 1905 there was no National Forest and the County road rights-of-way were established across public lands. When the Forest was reserved out of the public lands, the rights of way were grandfathered in, since they predated the Forest.

APPEAL POINT #4: RELIEF REQUESTED

The TMP should recognize all County roads as open roads, not subject to Federal jurisdiction. This list should be developed in conjunction with Baker County, made an addendum to the plan, and be reflected on the maps. Many of the old County rights of way, guaranteed as public access routes under RS2477, are scheduled, not only for closure, but for obliteration. The Forest Service must not ignore these rights of way, and must not obliterate them. The 1990 Forest Plan states the WA W should, "manage traffic as needed due to structural/imitations of the road or limitations imposed by other resources", The 1990 Forest Plan also states, "if a road is not at an adequate and safe standard for the traffic expected to use it, reconstruct the road or restrict traffic to a level for which the existing road is adequate". If a specific road is causing resource damage to adjacent National Forest system lands, the Forest Service should follow the direction in the 1990 Forest Plan to relocate or repair the road.

(Individual)

Comment: 660-3

National Environmental Policy Act of 1969
Sec. 105 [42 USC § 4335].

The policies and goals set forth in this Act are supplementary to those set forth in existing authorizations of Federal agencies.

40 CFR Sec. 1500.2 Policy.

Federal agencies shall to the fullest extent possible:

- (a) Interpret and administer the policies, regulations, and public laws of the United States in accordance with the policies set forth in the Act and in these regulations.
- (d) Encourage and facilitate public involvement in decisions which affect the quality of the human environment.
- (e) Use the NEPA process to identify and assess the reasonable alternatives to proposed actions

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that will avoid or minimize adverse effects of these actions upon the quality of the human environment.

(f) Use all practicable means, consistent with the requirements of the Act and other essential considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the quality of the human environment.

40 CFR Sec. 1500.6 Agency authority.

Each agency shall interpret the provisions of the Act as a supplement to its existing authority and as a mandate to view traditional policies and missions in the light of the Act's national environmental objectives. Agencies shall review their policies, procedures, and regulations accordingly and revise them as necessary to insure full compliance with the purposes and provisions of the Act. The phrase "to the fullest extent possible" in section 1 02 means that each agency of the Federal Government shall comply with that section unless existing law applicable to the agency's operations expressly prohibits or makes compliance impossible.

I wrote, "traditionally", because historically, public access by members of the communities in this forest was and is recognized by congress in the statutes 16 USC 532 and 43 U.S.C. § 1769 "(a) Nothing in this subchapter shall have the effect of terminating any right-of-way or right-of-use heretofore issued, granted, or permitted." have thrived from harvesting food, wood fiber, minerals and agriculture; and more recently, recreation, because those who use to work in the forest, they and their families, never stopped using it or the majority of the roads. Closing over half of the roads will have a significant detrimental cumulative effect on the historic, cultural, economic, social use for myself and for other citizens contrary to 43 U.S.C. § 1770 Applicability of provisions to other Federal laws.

"(a) Right-of-way Effective on and after October 21, 1976, no right-of-way for the purposes listed in this subchapter shall be granted, issued, or renewed over, upon, under, or through such lands except under and subject to the provisions, limitations, and conditions of this subchapter: Provided, That nothing in this subchapter shall be construed as affecting or modifying the provisions of sections 532 to 538 of title 16 and in the event of conflict with, or inconsistency between, this subchapter and sections 532 to 538 of title 16, the latter shall prevail: Provided further, That nothing in this Act should be construed as making it mandatory that, with respect to forest roads, the Secretary of Agriculture limit rights of- way grants or their term of years or require disclosure pursuant to section 1761(b) of this title or impose any other condition contemplated by this Act that is contrary to present practices of that Secretary under sections 532 to 538 of title 16. Any pending application for a right-of-way under any other law on the effective date of this section shall be considered as an application under this subchapter. The Secretary concerned may require the applicant to submit any additional information he deems necessary to comply with the requirements of this subchapter.

(b) Highway use Nothing in this subchapter shall be construed to preclude the use of lands covered by this subchapter for highway purposes pursuant to sections 1 07 and 317 of title 23.

(c) Application of antitrust laws

(1) Nothing in this subchapter shall be construed as exempting any holder of a right-of-way issued under this subchapter from any provision of the antitrust laws of the United States.

(2) For the purposes of this subsection, the term "antitrust laws" includes the Act of July 2, 1890 (26 Stat. 15 U.S.C. 1 et seq.); the Act of October 15, 1914 (38 Stat. 730, 15 U.S. C. 12 et seq.); the Federal Trade Commission Act (38 Stat. 717; 15 U.S.C. 41 et seq.); and sections 73 and 74 of the Act of August 27, 1894 [15 U.S.C. 8, 9]."

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There should be no need for me to have to describe it further, because it should be obvious. Take the Auburn town site area for an example. In the past, Auburn was the county seat after gold was discovered on Griffin Creek in October 1861; population reached about 6,000 and quite a few roads and trails were made for access throughout the surrounding mountains. By 1864 the population was down to 150, because most of the claims were already being worked. In 1868 the county seat was moved to Baker City, which was on the main transportation route and was becoming a center for cattle, grain and timber products. Even the post office remained in Auburn with federal delivery over this state authorized county road until 1903 [Footnote 1:

(<http://www.oregonencyclopedia.org/entry/view/auburn/>]. Another series of roads lay west of Unity in Baker County is yet another example are shown as closed. I know of three valid mineralized deposits in this area, Bull Run, Record and the Orion. The Map incorrectly shows the wilderness as not only including a valid RS 2477 county road, but it is only open for snowmobiling and as conveniently closing all roads in the South Fork Burnt River upper watershed above and west of Unity by the Bull Run Mine also predating 1903. And yet another series of roads indicated as closed pertain to the roads used to access water storage impoundments and there associated irrigation delivery ditches.

Today many of those roads and trails are mostly used by recreationalist fire wood cutters, hunters, fisherman, and miners. Arguably most of those roads and ditches are RS 2477 or water right of ways granted by Congress in the 1866 Act and made county road rights a ways by Oregon State Laws. And valid existing rights of the public to use those ways have not gone away.

(Individual)

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Comment: 685-3

APPEAL POINT #3 RS2477 AND COUNTY ROADS ARE CLOSED UNDER THE TMP

The TMP fails to recognize many deeded County roads and RS2477 (Revised Statute 2477 enacted as law in 1866). The TMP maps show these roads as ML I roads, and the document states, "no ML I roads would be available for motorized use". The TMP also states that closing 4,000 or more miles of road (Forest Service does not actually know how many miles of road they will be closing) over a large portion of the planning area will not affect "use of roads with legally documented rights of way held by ... county". But just because the TMP says this, does not make it so. Baker County has made formal requests to the Forest Service to recognize many of these roads, such as the Mill Creek road, the Dooley Alternate Toll Road, the North Powder road and others, as County roads. All these requests have been ignored by the local Forest Service. Many of the RS2477 county roads are shown as ML I roads and are scheduled to be closed.

The TMP response to comments states: "as with any other right of way granted to another entity...". The Forest Service is not correct in their belief that the Forest granted these rights of way to the County. The opposite is actually the case. From 1866 to 1905 there was no National Forest and the County road rights-of-way were established across public lands. When the Forest was reserved out of the public lands, the rights of way were grandfathered in, since they predated the Forest.

APPEAL POINT #3 RELIEF REQUESTED

Remand the Willowa-Whitman Travel Management Plan decision. The TMP is a significant amendment to the 1990 Forest Plan. Prohibiting the use of non-national forest roads and trails over the entire planning area represents a large adverse effect to the Planning area and thus, it does not tie to the 1990 Forest Plan.

After the Forest Plan is revised, the TMP should recognize all County roads as open roads, not subject to Federal jurisdiction. It is just as easy for the Forest Service to look at a 1901 topographic map as it is for us. Many of the old County rights of way, guaranteed as public access routes under RS2477, are scheduled, not only for closure, but for obliteration. The Forest Service has no right to ignore these rights of way, and no right to obliterate them. If a specific road is causing resource damage to adjacent National Forest system lands, the Forest Service should follow the direction in the 1990 Forest Plan to coordinate with the County on relocation or repair of the road. The 1990 Forest Plan states the WAW should, "manage traffic as needed due to structural/imitations of the road or limitations imposed by other resources", The 1990 Forest Plan also states, "if a road is not at an adequate and safe standard for the traffic expected to use it, reconstruct the road or restrict traffic to a level for which the existing road is adequate".

(Mining (locatable))

Concern: 312:

The Forest Service should analyze the effects on funding to both the Forest Service and Oregon Fish and Game Commission.

- From the loss of permit revenue

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Response:

[Sample Statement] Comment: 674-5

These road closures will also have an adverse affect on the United States Forrest Service and The Oregon Fish and Game Commission because with all these road closures people will have no reason to purchase wood cutting permits, hunting licenses and tags, anglers licenses, or parking and camping permits because they will not be able to access any of these areas when all of the roads are closed.

(Individual)

Concern: 320:

The Forest Service should leave roads and trails open to motorized vehicle use

- To provide access to private inholdings in the national forest.
- And respect valid existing rights to access those inholdings.
- To facilitate communication between landowners in remote areas
- To be consistent with multiple use requirements for National Forests and other laws
- To comply with mining laws

Response:

[Sample Statement] Comment: 27-1

I am very opposed to restricting the public's use of public land.
When the national forests were established, they were for multiple use.
Recreation was certainly one of those uses as was grazing and timber production. Any other reasonable use would be included.
The wild animals in the forests will do just fine under the rules and regulations that have been previously established.

(Individual)

[Sample Statement] Comment: 183-6

The Forest Service also failed to Take a hard look at giving adequate notice of this action to me as required and suggested under 40 USC Sec. 1506.6. My property located in Grant County T. 7s., R.35 1/2 E., sections 24 and 25 and will limit my access to my water right and my private property and my adjoining mining claims will be effected by this closure of the above mentioned road numbers and the Forest Service should have notified me of their proposal to close access to my property by phone or direct mail. Again the Forest Service acted both arbitrary and capricious in their lack of consideration of me and my property in not giving proper notification to me as a person of valid existing right. I request the Forest Service remand the decision and complete additional NEPA analysis.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 220-9

In the record of decision Page 8, it states as follows:

Mining access

"The right is reasonable motor vehicle assess for purposes of prospecting, locating, and mining is provided by mining laws and will be maintained by the selected alternative."

The key point here is that while this statement claims that access will be maintained by the selected alternative, this Record of Decision does not maintain access to all of the multiple uses that the law requires for the forest. While these rights are claimed to be maintained, the operative phrase is "reasonable". Reasonable could mean whatever the Forest Service decides to approve, and with whatever conditions the Forest Service decided to impose. There has been a long history of illegal interfering within mining operations by the Forest Service. Roads to mines are shown as closed on the maps! This decision gives many opportunities for the Forest Service to be arbitrary and capricious. It is quite easy to develop conditions on a conditional use permit for access that make mining uneconomically viable. Claimed authority by the Forest Service to convert access rights to conditional use permits, considering the hostility toward mining that has long been a matter of standard practice by the agency, constitutes a considerable threat to the economic viability of an industry.

(Individual)

[Sample Statement] Comment: 564-8

APPEAL POINT #7 RELIEF REQUESTED

Closing thousands of roads also restricts miners to access on foot to prospect and mine their claims that they have statutory right to access by law that is a granted right under the mining law.

(Individual)

[Sample Statement] Comment: 477-3

The Forest Service failed to take a hard look at: the fact that by closing the forest roads, you make it very difficult on homesteads, ranchers, and families situated along the boundaries of the Wallowa-Whitman National Forest, and their families to travel back and forth and communicate (due to threat of fines.)

(Individual)

Comment: 167-3

Private Access: Closing roads that access private property makes it a hardship on the land owners as well as the people who have permission to use on travel across this property.

(Multiple Use or Land Rights Organization)

Comment: 193-7

The appellant objects to the decision to adopt the Record of Decision for the WallowaWhitman Forest Travel Management Plan as communicated March 16, 2012 by the Wallowa Whitman National Forest Supervisor and deciding officer, Monica J.

Schwalbach.[...]2) There are several of these roads that are private access roads.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 194-2

There are several of these roads that are private access roads.

(Individual)

Comment: 333-1

I talked to Forest Service personnel earlier this year and was told that people prospecting or mining could still drive on any road as long as the trip was mining related. After seeing the report that you posted on travel relating to mining I see where I was blatantly lied to. I will be donating to any organization that is bringing litigation against you.

(Individual)

Comment: 391-3

An article in the Oregonian this past month indicated that many spur roads in the Wallowa-Whitman National Forest will be closed to the public while offering 45 days to appeal.[...]Our property is entirely fenced, has USFS lands to the north and to the east, where these spur roads pass through. To the west is BLM land, and to the south is private property. To this date we've only visited our property no more than once a year. I have no objection to your closing either, or both of these roads as long as the property can be accessed by request.

(Individual)

Comment: 489-5

If we lived next to the forest there is a chance we would not be able to use the forest road to enter our road to go home.

(Individual)

Comment: 723-3

The Forest Service failed to take a hard look at: the fact that by closing the forest roads, you make it very difficult on homesteads, ranchers and families situated along the boundaries of the Wallowa-Whitman National Forest, and their families to travel back and forth and communicate (due to the threat of fines.)

(Individual)

Comment: 192-2

There are several of these roads that are private access roads.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 479-15

The USFS is not the Park Service. It was established as a working forest to provide timber products, clean water, and stable communities. Spending 90 million a year for decommissioning roads while claiming no maintenance moneys, not allowing timber management because of not challenging ridiculous rules and lawsuits, throwing money at burning practices and fires, not allowing reasonable fire salvage and now not allowing recreation on roads built by past USFS managers for resource management and fire prevention is wrong! I am sick of your smoke all summer and now you are starting to blow smoke year round. It is time to get back to balanced management, quit blowing smoke and taking polls.

(Individual)

Comment: 25-6

2) It does not provide organization – structure to meet the legal concept of multiple use.

(Individual)

Comment: 167-6

It is my belief that the Forest Service acted arbitricious and capriciously in their decision to close these roads.

We need these and all travelable roads left open, as the forest lands belong to all of us, not just the Forest Service. So please leave the forest as a multiple use forest to serve all of us.

(Multiple Use or Land Rights Organization)

Comment: 252-2

No roads should be closed in the Starkey area. 4305 and spur roads.

I have property in 6220 area and all spur roads should be left open and 622500 needs to be left open all the way there.

(Individual)

Comment: 353-22

The Forest Service acted in an arbitrary and capricious manner by setting aside preexisting policy language in the General Mining Act of 1872 "That all valuable mineral deposits in lands belonging to the United States, both surveyed and unsurveyed, are hereby declared to be free and open to exploration", giving US citizens the freedom to access unclaimed lands for exploration for mineral development.

(Individual)

Comment: 534-5

There are some private landowners who are completely surrounded by forest lands. How will these have access to their lands? They cannot and should not be barred access to their own lands.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 699-7

APPEAL POINT #7 RELIEF REQUESTED

Closing thousands of roads also restricts miners to access on foot to prospect and mine their claims that they have statutory right to access by law that is a granted right under the mining law.

(Individual)

Concern: 321:

The Forest Service needs to provide access and opportunities for firewood gathering and collecting forest products

- Such as creating firewood areas
- Through the use of permits
- By matching seasonal closures to periods of firewood cutting
- To provide access for harvesting Christmas tree
- And develop a process to allow controlled firewood gathering to continue

Response:

[Sample Statement] Comment: 736-31

We encourage the Wallowa-Whitman to develop a process to allow traditional firewood gathering to continue in a controlled format that protects forest resources. The present process of identifying particular firewood gathering areas is more easily controlled and does not negate the positive steps made by implementation of the travel plan.

For example, areas of the forest could be designated as a firewood gathering area for a 1 to 2 year period and forest users with valid firewood permits could either be restricted to existing routes or allowed to travel a certain distance (150 or 300 feet from the road depending on the sensitivity of the area) from roads within that designated firewood gathering area, if it was determined that off-route travel would not harm the resources of that area. This would allow the Forest Service to target areas of the forest for thinning, know where this type of "thinning" has occurred, and focus monitoring and enforcement efforts in those areas. Forest users found off the road in these areas without a firewood permit could be ticketed and fined for illegal access.

Another alternative is that each firewood permit could have a specified area where firewood gathering is allowed. Then, limited cross-country travel could be allowed in areas only for those with permits for that specific area. There would have to be careful planning and thought put into where and how many permits in each locations were issued, but we think the Forest Service can craft an effective policy that allows traditional firewood gathering to continue without undermining the Forest Service's effort to restrict motorized recreation within responsible limits.

(Environmental Conservation/ Preservation)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 499-7

The Forest Service acted arbitrary and capricious in their decision of seasonal closure 3 days prior to archery season to May 1st, as they sell firewood permits May 1 that are good till November 30 and Christmas tree permits in December. If they close the roads during this time frame there is no way we can get our wood or a Christmas tree.

(Individual)

Comment: 501-2

The Forest Service acted arbitrary and capricious in their decision of seasonal closure 3 days prior to archery season to May 1st, as they sell firewood permits May 1 that are good till November 30 and Christmas tree permits in December. If they close the roads during this time frame there is no way we can get our wood or a Christmas tree.

(Individual)

Comment: 4-4

I burn wood as my only source of heat and I need to get off all the main roads behind Cove and on Mt. Harris. Road #220, 230,232,280,285, 286, 287 and all off the 6220 road. Also all the roads off Camp Creek are very good wood gathering areas. Also the 020, 030, 050 and all roads off of 070. I may not get wood or go these places every year, but I have always felt that the National Forest is everyone's to enjoy.

(Individual)

Comment: 360-2

As heating my home is only conducted with wood, the effects of road closures including but not limited to NFS 300, 350, 400, 310, 305, 450 and others greatly impact my ability to heat my home.

(Individual)

Concern: 324:

The Forest Service should provide clarification to the public about the following specific roads, trails, maps, and information provided.

- Improve the maps to make them more understandable
- Add road number for roads not designated on the map
- To facilitate public involvement
- To correct errors and omissions on the map
- To provide for careful review
- To include historic roads and trails
- To clarify map legends
- To tell when areas will be open or closed for hunting
- On how acquire a handicapped permit for hunting

Response:

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 22-5

We generally travel the roads in areas up towards Catherine Creek outside of Union, Balm Creek and Boulder Park, Ladd Canyon area, The Mount Emily area and past the Starkey area as well as some roads over by Philips Lake. As the closed roads are not identified in the maps provided to us by the USDA Forest Service, I have listed some of the main roads we use that I was able to identify. Some are open, however several of the spur roads off these main road numbers are generally where we go and want access to, but they are not labeled on the maps..

(Individual)

[Sample Statement] Comment: 109-3

I support the plans being made. There does not some improvement on the maps showing which roads are closed when and all of the roads open and closed need to be on the maps and the roads need to be marked so that people can tell easily whether the road is open or closed. If the roads are not marked then they need to be track trapped or gated so that there is no doubt whether it is open or closed.

(Individual)

[Sample Statement] Comment: 179-3

The access to the forest in this decision was not reviewed carefully. It appears the computer queries made in the mapping software was the deciding factor of what was closed. The access to the roads are fragmented (closed at each end), the access to diversions and private property are compromised. There are very few loops for recreation as was promised and the access to the historic disburshed camping sites used for generations were revoked. If this was purposefully decided, then you have arbitrarily & capriciously violated the NEPA requirements of not only section 1500.2, but of section 1508.8 (a)(b) and 1508.14.

(Individual)

[Sample Statement] Comment: 428-1

Yes - I'm looking at the colored maps. Are dates in the "seasonal areas" box times when the roads are open or closed?

(Individual)

[Sample Statement] Comment: 18-4

The maps that were available with the notice of decision had no road numbers on them and no marking of historical off road camping sites. I would like the forest service staff as well as the current forest service supervisor and deciding officer, Monica Schwalbach, to go back and pull out of your files all of the road inventories documentation so they can be reviewed and have more open discussions with the local citizens and their lead people.[...]I would welcome the opportunity to discuss specific roads and areas as I was the area coordinator for the citizen's volunteers that did the road inventories for the Pine Creek drainage area in 2007. If it will be more convenient, I will gladly provide copies of my road inventories forms for the forest service staff and sit down with them to go over the documentation.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 187-1

My question is in regards to the new travel management plan that is being talked about. The main area I am concerned with is the Boulder Park access at Main Eagle. I see that the road is marked seasonal but I do not see the dates it will be open for travel. I always like to deer hunt in that area and we stay at boulder park. Will this still be open for travel during rifle deer seasons and archery seasons? (last week of August through 2nd week of October) I assume you guys are very busy with e-mails on this issue as a lot of people are upset but if I could get some sort of answer within a few weeks so I can change my hunt application if I have to, that would be great.

(Individual)

[Sample Statement] Comment: 219-9

The Forest Service has failed to take a hard look at the origin of the majority of the roads in the Wallowa and Whitman National Forests which are not numbered. Forest administrators have given me maps in the past and asked me to mark historic roads but they are no longer on maps. Somewhere the US Forest Service has detailed records of Indian Trails in Archives. With few exceptions most of our high mountain trails were used by Indians for thousands years. They were skilled engineers.

(Individual)

[Sample Statement] Comment: 287-1

Thanks for the information about accessing maps. Earlier, I'd ransacked the same website without locating anything other than the index maps. (I only have a Ph.D. in geography and was Chair of Geography and Geosciences at OSU, so pardon my ignorance of the subject.) Now, I have located the detailed maps and only wonder about the meaning of the various road designations as defined in the legend.

I think seasonal means that the roads will be closed during some announced period of time like hunting, or calving periods. What is the meaning of the RD, TR, the listed vehicle type, and the numbers following OHV on the following list from the legend?

RD, 1. MOTOR VEHICLE, YEARROUND
RD, 1. MOTOR VEHICLE, SEASONAL
RD, 1.1. HIGHWAY VEHICLE, YEARROUND
RD, 1.1. HIGHWAY VEHICLE, SEASONAL

TR, 1.2.1. OHV > 50, YEARROUND
TR, 1.2.1. OHV > 50, SEASONAL
TR, 1.2.2. OHV <= 50, YEARROUND
TR, 1.2.2. OHV <= 50, SEASONAL
TR, 1.2.2.1.2. MOTORCYCLE, YEARROUND
UB, 1.2.2. OHV <= 50, YEARROUND

I'm sorry to bother you with my ignorance. Thanks for any enlightenment you might be able to provide. I just want to understand what can go where and when.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 440-1

I have tried every way I can to make color copies of the maps. I am unable to do so. I am requesting an extension of the period to submit testimony for a minimum of 30 days. I am also requesting that the Forest Service immediately provide copies of the maps with readable numbers and a listing of the road numbers and whether or not they are to be closed, open, open seasonally, or have other restrictions. This information needs to be made available to every individual with standing to request an appeal.

(Individual)

[Sample Statement] Comment: 314-1

Doug Osburn was in yesterday and requested information regarding acquisition of a permit which would allow him, as a handicapped individual, to utilize his ATV while hunting cross country following the implementation of the Travel Management Plan. I brought the request to the Ranger's attention, and he indicated that this is an issue to which you should respond.

Mr Osburn would like to be contacted either by phone at 541-910-4352 or email at doug.osburn@gmail.com.

(Individual)

Comment: 136-2

I cannot figure out which roads I use and this appears to be a deliberate attempt to deny me appeal rights. The USFS has maps with numbers. I would like the numbers of the roads they are going to close.

(Individual)

Comment: 154-1

I got a call from a public in Roseburg (John Lynn) yesterday about a possible error in one of the TMP documents on the web. I suggested he send an email to the TMP email address to inform the forest of the errors. (Rd 050 at the end of Big Canyon Road leading to Bear Wallow Trailhead was indicated as closed...(Eagle Cap RD and into Wilderness area). Trail #1677 leading into the mountains was listed as open to ATV's.....16 times. Having not read over all of the documents, I don't know where he found this. He did give a big number that was on the page he was reading.... STFLPRDB5347313(1) if that helps any to locate it. I tried to get more info out of him but he didn't seem to know where he was in the documents any more that I did. :) [...]I took his phone number and you might want to call him to get more info. 542 637-0673

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 197-3

The maps that were available with the notice of decision had no road numbers on them and no marking of historical off road camping sites. I would like the forest service staff as well as the current forest service supervisor and deciding officer, Monica Schwalbach, to go back and pull out of your files all of the road inventories documentation so they can be reviewed and have more open discussions with the local citizens and their lead people.

I would welcome the opportunity to discuss specific roads and areas as I was the area coordinator for the citizen's volunteers that did the road inventories for the Pine Creek drainage area in 2007. If it will be more convenient, I will gladly provide copies of my road inventories forms for the forest service staff and sit down with them to go over the documentation.

(Individual)

Comment: 267-1

I have looked at the NW Wallowa map on your road closure plan website. I am trying to determine if a certain road is closed or will be closed due to the project. Looking at road 786 where it meets with road 552. It looks like the bold black lines don't meet -does that mean that there won't be access to 552 from 786?

(Individual)

Comment: 289-1

Thank you for the link. I have looked at the maps I could find and I am not sure how to tell what roads currently open will be closed if this plan stays as recommended. Can you tell me what to look for?

(Individual)

Comment: 289-2

Also, the area in which I do most of my hunting and summer ATV riding is the area around Black Mountain and the 3135 road. I don't see a map that covers this area. Is this area included in the new road closure plan?

(Individual)

Comment: 303-1

I have spent some time looking at the color maps and still have a question.

I do see some colored roads, but see a bunch of roads where I like to camp that appear white like the 3030 and the 3025 roads as well as the other roads that take off from them. There are some beautiful view points into the huge canyons out at the end of these. Are those roads to remain open or is that the coloration that means closed?

(Individual)

Comment: 311-1

Forest Road 4315 shows on the TMP paper maps as "Seasonal Closure" but doesn't show the pink overlay indicating the closure is due to snowmobile grooming.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 336-1

What game management units are going to be affected by the recent road closures? Many of us are trying to plan which units we are going to be applying for this season.

(Individual)

Comment: 340-3

The maps are inadequate and intentionally confusing. Tom Montoya, Deputy Forest Supervisor for the Wallowa-Whitman stated in Senator Merkley's meeting on April 9th. 2012 "maps couldn't be created until the plan was official and that a permit process should begin in June".

Reference: ~www.bakercityherald.com/locai-news/merkley-gets-an-earful-about-forestroad-closures So, after the fact, they will issue maps. Not acceptable.

(Individual)

Comment: 373-1

Can you tell me what the road closures in the Bennett Peak area will be this fall (elk hunting).

(Individual)

Comment: 409-3

The Ladd Canyon area already has many closed roads, 43 road system.

The Starkey area has many gated roads, 51 road system.

The Mt. Harris area has many closed roads, 62 road system, I can't tell how many roads are planned to be closed in this area; your maps are confusing in this local.

(Individual)

Comment: 65-6

The maps are inadequate and intentionally confusing. Tom Montoya, Deputy Forest Supervisor for the Wallowa-Whitman stated in Senator Merkley's meeting on April 9th. 2012 "maps couldn't be created until the plan was official and that a permit process should begin in June".

Reference: <http://www.bakercityherald.com/locai-news/merkley-gets-an-earful-about-forestroad-closures> So, after the fact, you will issue maps. Not acceptable.

(Multiple Use or Land Rights Organization)

Comment: 147-1

I deer hunt in the Sumpter unit and I understand that there will be some road closures in the Wallowa/Whitman forest. The hunt season is Sept 29 to Oct 10 this year and we camp on the Forest Rd 11 (Skyline Rd) which is listed as a seasonal closure. My question is, will the Forest Rd 11 be closed during that hunt time?

(Individual)

Comment: 203-1

Will the 3930 road that runs past harle butte located in the se wallow area be affected by the travel management plan? I elk hunt and camp towards the north end of the 3930 road (near bristo creek, will I still be able to drive on the road?

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 207-1

My question is in regards to the new travel management plan that is being talked about. The main area I am concerned with is the Boulder Park access at Main Eagle. I see that the road is marked seasonal but I do not see the dates it will be open for travel. I always like to deer hunt in that area and we stay at boulder park. Will this still be open for travel during rifle deer seasons and archery seasons? (last week of August through 2nd week of October) I assume you guys are very busy with e-mails on this issue as alot of people are upset but if I could get some sort of answer within a few weeks so I can change my hunt application if I have to, that would be great.

(Individual)

Comment: 220-5

The existing maps have been unreadable, and frequently unavailable. Until a complete and accurate map is developed and available, all reasons for appeal may not be known. These existing maps have not shown closed roads, so it would be difficult to determine just where one is in the forest. A lost person is subject to a nasty fine and prosecution. The net effect is to make those wanting to come and recreate in the forest unwilling to risk their vacation to arbitrary and capricious prosecution for violating a vague map, they will find somewhere else to go and recreate. The economic loss to the community will be significant.

(Individual)

Comment: 423-1

I got a call from a public in Roseburg (John Lynn) yesterday about a possible error in one of the TMP documents on the web. I suggested he send an email to the TMP email address to inform the forest of the errors. (Rd 050 at the end of Big Canyon Road leading to Bear Wallow Trailhead was indicated as closed...(Eagle Cap RD and into Wilderness area). Train #1677 leading into the mountains was listed as open to ATV's...16 times. Having not read over all of the documents, I don't know where he found this. He did give a big number that was on the page he was reading... STFLPRDB5347313(1) if that helps any to locate it. I tried to get more info out of him but he didn't seem to know where he was in the documents any more than I did.

I took his phone number and you might want to call him to get more info. 542-637-0673

(Individual)

Comment: 571-25

Disclaimer: The Forest Service road numbers used in this appeal were obtained by the appellant from the only list of Wallowa-Whitman National Forest Travel Management Plan proposed road closures that he could find. To his knowledge, no existing Forest Service map indicating all of the Forest Service road numbers is available to the public. The Forest Service has failed to provide a complete map and road closure list for the public in a timely manner for submitting appeals. The appellant made a conscientious effort to include in this appeal, only roads proposed to be closed by this decision.

(Individual)

Appendix "D"
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Response To Comment Report

Comment: 60-3

I have found the maps on the web site somewhat unclear as I look at them in detail for various forest areas that myself and family members specifically use annually so I plan to call you to discuss them.

(Individual)

Comment: 310-1

Jeff Bond stopped in and would like [to be] contact[ed at] 541-910-8264 regarding the comment the Observer reported "Gamble did not mention that the plan also closes 3,800 miles of roads."

(Individual)

Comment: 337-1

Wondering what units and what specific roads are going to be effected. Says you won't have maps till late June? Would like some more information on the units and roads affected by this...and this is all types of travel correct...such as pickup trucks as well? Any info would be great.

(Individual)

Comment: 475-25

Disclaimer: The Forest Service road numbers used in this appeal were obtained by the appellant from the only list of Wallowa-Whitman National Forest Travel Management Plan proposed road closures that he could find. To his knowledge, no existing Forest Service map indicating all of the Forest Service road numbers is available to the public. The Forest Service has failed to provide a complete map and road closure list for the public in a timely manner for submitting appeals. The appellant made a conscientious effort to include in this appeal, only roads proposed to be closed by this decision.

(Individual)

Comment: 479-11

I would like to see the 4300-193-192 system connecting to the 4305-160 open. The old Whisky Creek Road 4305-200-208-210 could eliminate some uphill packing. The 5110 to Park Saddle would open a little more country. In the Fly Valley area opening the 5160-310 and the 5160-190 could make the area huntable without having to use horses or have access to the lower private ground. I could start at the North Highway and go south on the forest to the North Fork Wilderness making similar comments. Doing so however is very difficult without decent maps. I did get a color disk at the La Grande hearing. With map from the disk and a magnifying glass I am still not sure about the road status especially the seasonal closures.

(Individual)

Comment: 599-2

It would take a cartographer to decipher the multitude of roads that would affect me, my family and friends. The plan is confusing as to what will be open or closed. I can't totally comprehend what is considered open or closed. The maps the USFS provided exacerbate the confusion.

(Individual)

Response To Comment Report

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Response To Comment Report

Comment: 605-2

It would take a cartographer to decipher the multitude of roads that would affect me, my family and friends. The plan is confusing as to what will be open or closed. I can't totally comprehend what is considered open or closed. The maps the USFS provided exacerbate the confusion.

(Individual)

Comment: 669-3

This plan is confusing. I cannot tell which roads will be open, partially closed or totally closed. It greatly concerns me that you think you have to close any roads in my forest. You are supposed to manage the forest for the people and all you are doing is locking us out.

(Individual)

Comment: 166-3

I have hunted, fished, cut wood, camped, berry picked, mushroomed, in all of Catherin unit and the units around Catherin Creek Unit. Here is a few of the roads 7700 77945 77940 77912 77740 7787 7740 but I use them all, and I done this since 1961

(Individual)

Comment: 288-1

When are you going to release the actual road closures (i.e. numbers)? Some of us who live in real-ville have to make decisions soon as to where and when we can hunt. Though I will be honest with you, I hope a court overrules this decision as short sided, too controlling, and not a good decision for Oregonians especially on the east side of the mountains. It may be a good one for the doofuses in Multnomah County.

(Individual)

Comment: 300-1

Could you please explain the following two questions: Is Trail 1677, in the new Wallowa-Whitman Wilderness travel plan going to be open for off the road ATVs??

Reading your document titled stelprdb53473131 lines 7101-7116 same data repeated 16 times it appears that the T1677 will be open to ATVs. Is NFD Rd 050 located at the far end of the NFD Rd 8270 going to stay open for cars? This road ends near the Trail Head of T1677 and if it closed would add another 7 mile walk or horseback ride to the trail head. I know you are busy so I appreciate your help in this matter.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 311-2

Lyle Bridge (541-910-4322) was in and asked:

- 1) Why is an all year motorcycle trail planned across the creek from Forest Road 4315? There is at least one wild goat in the area.

- 2) Forest Road 4315 is within the Clear Creek closure area but has been the one road open during the closure which travels the entire way through the area. The paper map shows pink, indicating it may be closed for snowmobile grooming but the on-line map does not. Is this road being closed during the Clear Creek Seasonal Closure in the future or is it just being closed during snowmobile grooming?

Please contact Mr. Bridge at 541-910-4322.

(Individual)

Comment: 481-1

David Thiesfeld called yesterday with specific TMP questions I could not answer. I told him someone would get back to him.

His questions all concerned the area around FR 4380. One specifically concerned the reasoning behind the dispersed camping closure on the 700 spur. He wanted other specifics as well, which I could not answer. He was a nice guy, just wanted answers.

(Individual)

Comment: 536-25

Disclaimer: The Forest Service road numbers used in this appeal were obtained by the appellant from the only list of Wallowa-Whitman National Forest Travel Management Plan proposed road closures that she could find. To her knowledge, no existing Forest Service map indicating all of the Forest Service road numbers is available to the public. The Forest Service has failed to provide a complete map and road closure list for the public in a timely manner for submitting appeals. The appellant made a conscientious effort to include in this appeal, only roads proposed to be closed by this decision.

(Individual)

Comment: 669-2

This plan is confusing. I cannot tell which roads will be open, partially closed or totally closed. It greatly concerns me that you think you have to close any roads in my forest.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Concern: 325:

The Forest Service should revisit aspects of the FEIS

- By considering the No Action alternative
- And select Alternative 1 because it would be less costly, protects access for motorized recreation, and has less effects on the human environment than the preferred alternative
- And clarify why the preferred alternative was not selected
- And select an alternative other than the preferred alternative since there are insufficient funds to implement that alternative, which violates the Forest Plan.
- And select Alternative 6, which protects resources and complies with the Travel Management Rule and Executive Order 11644.
- And select Alternative W, the Wallowa County-preferred alternative
- And select the Union County alternative
- And provide rationale for why certain alternatives were not considered or selected in the decision

Response:

[Sample Statement] Comment: 110-3

Control of the exploding use of ATVs on and off designated roads, particularly in the face of such limited LEO attention is absolutely essential. Given the choice I would opt for the Natural Heritage Alternative with enhanced enforcement attentions for at least the first 5 years of implementation.

(Individual)

[Sample Statement] Comment: 675-4

The Forest Service chose their own alternative giving no consideration to the "people's voice" concerning the direct and indirect effects of these closures as required by 40 USC Sec. 1508.8 and 40 USC Sec 1506.2. The Forest Service's decision, as it now stands, has a HUGE detrimental impact on the citizens of Wallowa County and neighboring counties. This current decision needs to be remanded and the NEPA process completed as regulations require. Wallowa County chose Alternative W but we were totally ignored. We demand alternative W be implemented---THE PEOPLE'S CHOICE.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 736-8

The Forest Service Handbook guides managers to "develop other alternatives fully and impartially... [and] ensure that the range of alternatives does not prematurely foreclose options that might protect, restore, and enhance the environment." Alternatives developed should include themes such as: 1) maximizing non-motorized and quiet recreational opportunities; 2) achieving relevant thresholds for road/route density according to scientific standards for the protection of key watersheds or sensitive species; or 3) exploring various anticipated funding scenarios as related to the agency's ability to operate, maintain, and enforce its designated motorized route system in an ecologically and fiscally sustainable manner. However, in the FEIS, the Forest Service has failed to analyze an alternative that keeps all roadless areas non-motorized.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 736-33

Alternative 6 was not selected because it "would not provide the balance of motor vehicle opportunities and natural resource protection that I believe the public is looking for on WWNF." (page 30). CFR 212.55 subpart b of the TMR directs the Forest "objective of reducing and minimizing adverse impacts from motor vehicle use on natural and cultural resources." It says nothing about balance of uses (page 38 of ROD). Alternative 6, the environmentally preferable alternative for the short and long term, was not selected. This is a violation of the TMR.

- "An emphasis of the selected alternative is to provide for increased protection and restoration of riparian areas, watersheds, and fisheries habitat." (page 43 of ROD). This is in conflict with your reasoning why alternative 6 was not selected.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 347-4

My family and I enjoyed 4 wheeling and accessing remote areas of the forest in our recreating. We only traveled on roads that were usable by larger vehicles and were open. I feel that your decision on road closures should have focused on only roads that were abusive to the landscape and the environment.[...]My original comment during the comment period was to use Alternative 1. If alternative 1 was presented I feel it should have been allowed and used with, as stated, only closing roads that were harming environmentally sensitive areas. And in my many travels on the forest I saw very little of this type of abuse.[...]The areas of the forest I have used extensively are the Salt Creek, Jaynes Ridge Harl Butte, Lick Creek, Red Hill, Billy Meadows, Thomason Meadows, Buckhorn area's in Wallowa County. Sumpter, Granite, Greenhorn area's in Baker and Grant counties.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 571-20

The Forest Service violated 40 USC Sec. 1508.25 by failing to take a hard look at various actions, alternatives, and impacts prior to making a decision; no action should have been one option. The Forest Service also violated 40 USC Sec. 1500.2 (d), (e), and (f) by failing to encourage and facilitate public involvement in their decision that affects the quality of the human environment in Wallowa County. The Forest Service has given the citizens of Wallowa County no legitimate reasons for the road closures. No specific legitimate detrimental effect of motorized vehicle use on Forest Service roads in Wallowa County has been stated. The Wallowa County travel management option involved extensive work and was not included in the final decision.

(Individual)

[Sample Statement] Comment: 736-6

4. NEPA/NFMA/ESA

The FEIS does not analyze an adequate range of alternatives. Alternatives that fully comply with the Forest Plan were not analyzed. This favors motorized recreation over wildlife habitat and non-motorized recreationists.

The Forest Service refused to analyze the following components in any alternative:

--closing all roadless areas to recreational motor use.

--an alternative that limited dispersed motorized camping to designated routes and camping spots.

--an alternative that closes all roads within the RHCAs to protect threatened and endangered fish species.

--an alternative that matches open road miles with likely road maintenance annual budget so that 100 percent of the open roads are properly maintained. The road maintenance backlog is in the millions of dollars and alternative 5 modified will only add to the backlog.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 196-14

The Forest Service violated 40 USC Sec. 1508.25 by failing to take a hard look at various actions, alternatives, and impacts prior to making a decision; no action should have been one option.

(Individual)

[Sample Statement] Comment: 411-11

Section 1508.25 Scope of alternatives: I am curious why plan %m was adopted? The public outcry appears to be a good indication that the cumulative action and consequences for all users has not been met.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

[Sample Statement] Comment: 736-32

Page 3 of the ROD states, "The (travel plan) regulations provide direction for ensuring sustainable motor vehicle-based recreation, improved protection of the environment, increased public safety, and motor vehicle access to National Forest System (NFS) lands." Unfortunately alternative 5 modified does not provide for "sustainable motor vehicle-based recreation" because the expected road maintenance budget will not provide enough maintenance for the number of miles of open roads. Allowing roads to be open but not properly maintained will cause increased soil erosion, poorer water quality and degraded wildlife habitat. The deferred road maintenance will continue to grow and has created an unsustainable situation. Furthermore, the WWNF has a significant annual road maintenance backlog. Given funding constraints, it is unlikely that there will be enough money to adequately maintain the system. In terms of roads, the selected alternative is unsustainable, violates the Forest Plan and will cause resource degradation if roads are not properly maintained.

(Environmental Conservation/ Preservation)

[Sample Statement] Comment: 237-4

I urge the FS to take a hard look at Alternative #1. The plan is people friendly, the plan provides travel management. If amended as issues dictated this plan would have payed an enormous amount of tax dollars. [The final rule will not increase the agency's budget or the number of law enforcement officers – Federal Register 001.70, No. 216] 5 yrs a team has been producing a 16 document that a previous plan could have handled with amendments. The cost of an amendment versus a new plan could only be enormous.

(Individual)

[Sample Statement] Comment: 316-4

Having these roads closed greatly impairs my ability to access the mountains. I would be willing to accept the Union County Plan, option 3, which is less restrictive than the plan that the USFS tentatively adopted, modified plan 5.

(Individual)

[Sample Statement] Comment: 522-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by preferring Alternative 5 Modified over Alternative 1 as required by 40 USC Sec. 1500.2 and 40 USC Sec. 1508.14.

(Individual)

[Sample Statement] Comment: 736-9

The value of roadless areas has been demonstrated scientifically, socially and politically (see our DEIS comments). The 2001 Roadless Rule FEIS prepared by the Forest Service contains a plethora of information about the value of undisturbed roadless areas for wildlife habitat and other values. The agency is well aware of concerns regarding motorized use in roadless areas and the failure to evaluate an alternative that keeps all roadless areas non-motorized fails to meet the requisite "hard look" at "all reasonable alternatives." The Forest Service has clearly failed to take a hard look at alternatives.

(Environmental Conservation/ Preservation)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 352-1

I request that the decision on the Wallowa-Whitman Forest Travel Management Plan be remanded for the following reasons:

The Forest Service failed to take a hard look at the effects the road closures of the Travel Management Plan would have on residents and visitors of Wallowa County. As I stated in my original appeal, I favor Option I, no road closures and the Forest Service was arbitrary and capricious in closing any roads without adequate NEPA analysis of the effect these closures will have on my human environment. A corollary is that the Forest Service was not able to name a single environmental impact in Wallowa County commensurate with the proposed extreme road closure, when pointedly questioned by the Wallowa County OHV club.

(Individual)

Comment: 413-2

I strongly believe that Option 1 is the only viable option that best serves the entire population.

(Individual)

Comment: 475-19

The Forest Service violated 40 USC Sec. 1508.25 by failing to take a hard look at various actions, alternatives, and impacts prior to making a decision; no action should have been one option.

(Individual)

Comment: 521-1

The Forest Service failed to take a hard look at the proposed actions effect upon the quality of the human environment by preferring Alternative 5 Modified over Alternative 1 as required by 40 USC Sec. 1500.2 and 40 USC Sec.

(Individual)

Comment: 586-7

I thank you for your efforts to comply with the directive from Washington D.C. to write a travel management plan but his one falls short and needs to be remanded. Things seemed to be working for the last few decades and should remain as they were. The no change alternative seems best with the possible exception of our local biologists wanting some temporary closures for elk calving and such. The rest of it is arbitrary and capricious.

(Individual)

Comment: 676-3

The Forest Service chose their own alternative giving no consideration to the "people's voice" concerning the direct and indirect effects of these closures as required by 40 USC Sec. 1508.8 and 40 USC Sec 1506.2. The Forest Service's decision, as it now stands, has a HUGE detrimental impact on the citizens of Wallowa County and neighboring counties. This current decision needs to be remanded and the NEPA process completed as regulations require. Wallowa County chose Alternative W but we were totally ignored. We demand alternative W be implemented---THE PEOPLE'S CHOICE.

(Individual)

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Comment: 195-15

The Forest Service violated 40 USC Sec. 1508.25 by failing to take a hard look at various actions, alternatives, and impacts prior to making a decision; no action should have been one option.

(Individual)

Comment: 536-19

The Forest Service violated 40 USC Sec. 1508.25 by failing to take a hard look at various actions, alternatives, and impacts prior to making a decision; no action should have been one option

(Individual)

Comment: 318-2

Having these roads closed greatly impairs my ability to access the mountains. I would be willing to accept the Union County Plan, option 3, which is less restrictive than the plan that the USFS tentatively adopted, modified plan 5.

(Individual)

Concern: 326: The Forest Service has illegally closed roads in the past without public input.

Response:

Comment: 479-8

Some roads have been decommissioned and taken off your maps. The road to Camp 1 in Five Points Creek is an example. In the past one could drive a pickup from the 8405-331 system to the 3107 system. It was part of the route used by Marcus Whitman to get to Walla Walla. It is now destroyed.

(Individual)

Comment: 590-3

My husband and I recently traveled Road 7785 to one of our favorite trails for 4 wheeling on S Catherine, 7785-702 trail and found it totally destroyed. This both saddened and sickened me. First of all, how can these trails be destroyed before the appeal process has fully ran its course? This trail should be restored.

(Individual)

Concern: 327:

The Forest Service should close roads and trails in the following area to motor vehicle use.

- To protect natural resources

Appendix "D"
All Concern Statements with Associated Public Comments

Response To Comment Report

Response:

Comment: 116-1

I request that the decision on the Wallow-Whitman Forest Travel Management Plan be remanded for the following reasons:

My wife and I have hosted all the area around Tamarack Campground for the past 15 years.

The trouble in the area is from a very few.

The only area we see that needs closing is the Bennet Peak and Two Color Lake areas. This area has been torn up by the people with ATV 's who will not stay on the roads, The Two Color trail has been completely destroyed. You want people to hike into Two Color Lake. However, you want to close the access roads

(Individual)

Comment: 258-1

My wife and I have hosted all the area around Tamarack Campground for the past 15 years.

The trouble in the area is from a very few. The only area we see that needs closing is the Bennet Peak and Two Color Lake areas. This area has been torn up by the people with ATV's who will not stay on the roads. The Two Color Trail has been completely destroyed.

(Individual)
