

To: BLM Lake Havasu Field Office TMP  
Attn: Project Manager  
2610 Sweetwater Ave.  
Lake Havasu City, AZ 86406

From: Havasu 4 Wheeler Public Lands Committee  
P.O. Box 1486  
Lake Havasu City, AZ 86405

Re: Public Comment Form  
Comments relating to Snake Pit / Floods Folly - **HN889, HN895B, HN908, HN923, HN924, HN22J**

Dear Sir,

I am opposed to Map C as the above routes are closed. On Map D the above routes are open mitigate except for HN22J. I support Map A and could support Map D if the missing route were added to your inventory and the connection between various routes was indicated on you inventory and if a small portion of HN22J was open mitigate.

**Examples of missed/new segments of routes are:** (see attached map)

HN889 does connect to HN22J

HN908 does connect to HN895. It is mentioned in your route evaluation report for HN908 as "likely provides a connector to HN895".

HN908 does connect to HN923

Section to the east of HN22J that does not have a HN#

These routes are technical in nature and require that the vehicle tires be aired down because of the rocky nature of the trail. By doing this it reduces the impact on the soil and does not injury the visual character of the soil. Also because of the difficulty of the routes they are traveled at a very low speed usually less than 5 mph thus once again reducing the impact to the area. These areas are used by vehicles with specialized equipment which includes locked differentials and thus there is no tire spin which once again reduces the impact on the area. Because of the need for special equipment on the vehicles this area is not prone to proliferation of trails because the users of these trails stay on the established routes.

Because these routes are in outlying areas, traffic and litter is minimal compared to the routes near residential areas. Our club believes in the motto of "Tread Lightly" and thus we do monitor the routes for trash and maintain the routes in regards to erosion following a rain thus adding to the goal of the BLM to maintain the area in a manner that protects the public investment.

The trail follows a well defined path allowing the user to maintain an optimal balance between authorized resource use and the protection and long term sustainability of sensitive resources as call for in the Approved Resource Management Plan for the Lake Havasu Field Office. The trail is able to

do this because it is well defined with the topography naturally restricting the user to the existing trail. The topography further allows almost no offshoots and trail proliferation.

The entire area around the city, including my back yard is used by wildlife. I fail to see how a responsible driver going slowly, raising almost no dust, because of the slowness dictated by the difficulty of the terrain would impact wildlife in the area this trail goes through. Our travels are doing the day time hours and thus we have no impact on the nocturnal species.

These routes are evaluated as being a primary area for vistas, sightseeing and photography. The only way a person is going to enjoy the beauty in this area is with a motorized vehicle. It is too far from the highway to walk. An older person is able to enjoy the great scenery from the vistas presented from top of the hills on the route.

The Federal Land Policy and Management Act (FLPMA) firmly established the concept of multiple use and sustained yield, with recreation as one of the principle uses. **In closing I urge you to follow this guideline and keep the above listed HN routes open and include the segments that are missing/new from your inventory.**

