

From: Stewart, Sarah  
Sent: Monday, July 15, 2019 2:09 PM  
To: Tango-Lowy, Torene  
Subject: FW: Comprehensive ATV approach

From: John Petrofsky <jpetrofsky@googlemail.com>  
Sent: Monday, April 22, 2019 11:37 PM  
To: Stewart, Sarah <Sarah.Stewart@dncr.nh.gov>  
Cc: Wayne Moynihan <[REDACTED]>  
Subject: Comprehensive ATV approach

Hi Sarah,

Abby passed along some thoughts on your conversation last week. I wanted to offer a few thoughts on your desire for a "comprehensive approach". First you have to understand how we really got to this point.

This whole thing was a top down initiative. Steve Ellis (with whom I'm on good terms), Harry Brown (not), and Chris Gamache with a few others pushed this as part of the Ride the Wilds initiative. Many towns like Pittsburg and Gorham, and many of the people impacted were opposed. Marsha Clifford and Abby Evankow have all the historical documents to support this, and I've read through it. This was a top down proposal, and correspondence with Perry Stream Timber indicates that it's something the bureau was working on as far back as 2004.

In the rush to create the "interconnect" rules and standards were eliminated, and roads opened in a rush. That's why the fine filter applied to rail trails and connectors in the rest of the state was thrown out for Coos (and Grafton). Instead of doing things the right way, they took shortcuts, and the current mess is the result.

One way to address this systematically, and comprehensively, is to imagine a clean slate. What could you do if you started today with no roads opened?

Abby suggested a trailering approach. That would work, but you could actually still keep much of the interconnect. You can today go from Berlin to Pittsburg (though not the town center), exclusively on logging roads. That's a strong base that as far as I know, bother's no one. From there, BOT and the clubs could actually do the work that every other recreational group does of finding willing landowners who will host trails. Your conflicts, safety concerns, and a lot of the enforcement problems would go away. Much of the interconnect would still remain. It might grow over time, it might not, but it would be done the right way.

Thank you.  
John