

[REDACTED]

---

**From:** Abby Evankow [REDACTED]  
**Sent:** Monday, January 27, 2020 2:17 PM  
**To:** TransportationCommittee House  
**Cc:** Sheehan, Victoria; Quinn, Robert; Haynes, William; Dobbins, Caleb  
**Subject:** HB 1427 OTP

**EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.**

---

Dear Representatives,

To open state roads via legislation is to deny NH citizens due process.

[RSA 215-A:41,42,43](#) was passed to be used as criteria in the opening of *all* OHRV trails on state lands. "*The general court declares it to be in the public interest to balance the demand for ATV and trail bike trails on state lands.*" To open state roads with no abutter notification and no consideration of the ~50 criteria of RSA 215-A is to undermine the public process.

Why were these roads not even put through the joint DOT/DOS permitting process before being turned into OHRV trails?

It is outrageous that current law provides more protections to ice fishermen than taxpaying homeowners. A home often represents a family's most significant investment. In contrast, a fishing license costs \$45 and OHRV registrations start at \$48. I don't have to tell you that our property taxes are in the thousands.

" RSA 215-A:5 **No person shall operate an OHRV** upon any lake or pond being used by ice fishermen **closer than 150 feet to any occupied so-called bob-house, fishing shanty or fishing hole**" Where are the protections for home owners? OHRVs pass *much* closer to our homes, yards, gardens, porches, swing sets.

Even the Jericho Mountain State Park Riding Area Master Trail Development Plan, 2006 recognizes the high impact of OHRVs : "in order to preserve some sense of solitude for riders we have attempted to keep trails a minimum of 500 feet apart from one another."

How does turning state roads into OHRV trails fit w/ DOT's Complete Streets protocol of designing streets to encourage safe, healthy cycling and walking routes in our communities?

How does DOS support Off Road vehicles use of public roads against the manufacturers' own warning?

Riding an OHRV is a privilege granted by the state. Enjoying ones property is a right, protected by the 5th amendment. NH's population is ~1,316,470. It it really in NH's best interest to value the interests of 35,000 registered OHRVs above its taxpaying residents?

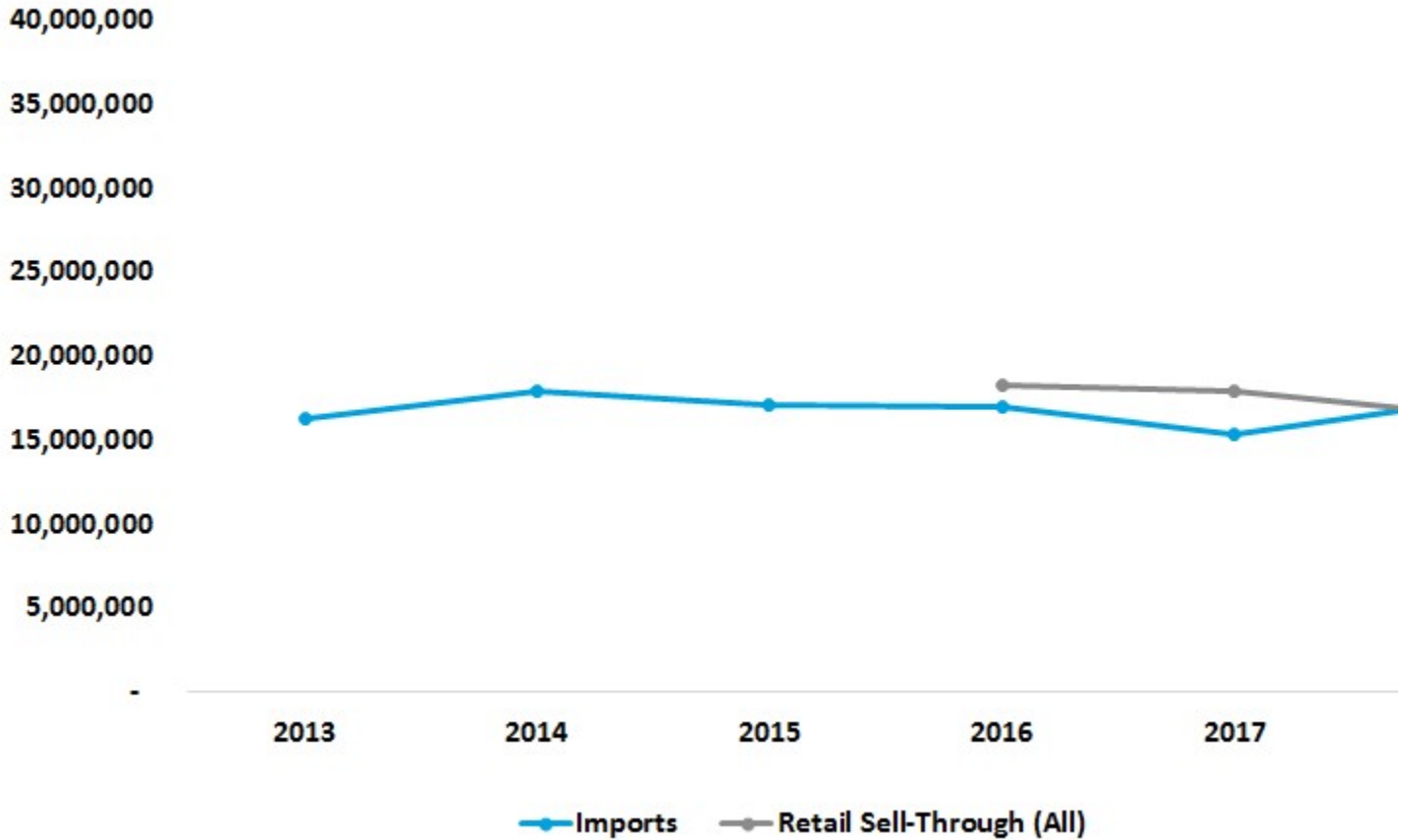
As for the economic argument: below are attached charts of yearly sales ~ 18,000,000 bicycles/year vs. <250,000 ATVs a year and falling. (Graphs from People for Bikes and Wall Street Journal) Is it really in NH's best interest to be investing in and promoting a declining industry?

The OHRV impact on our neighborhoods and landscape has gotten out of hand. Off Road vehicles do not belong on our roads. Riders can trailer to Jericho - the park bought specifically for OHRVs.

Please vote OTP HB 1427

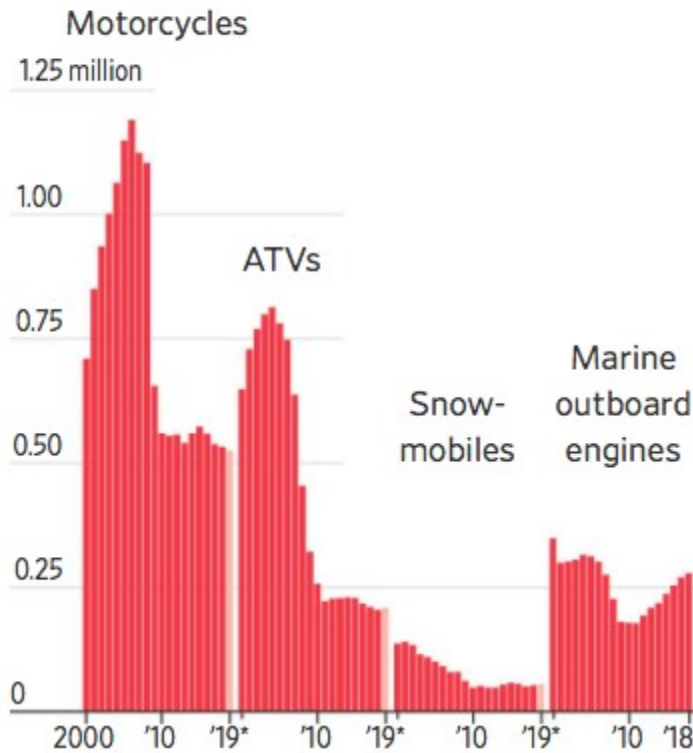
Sincerely,  
Abby Evankow  
Gorham

### Complete Bicycles



Much of the power sports industry hasn't returned to pre-recession highs.

**U.S. vehicle sales**



to bring new people into power sports,” said Pam Kermisch, who leads new customer initiatives at Polaris.

One new recruit is Chris Morton, 32 years old, who first saw the two-seated, three-wheeled vehicle that Polaris calls a Slingshot zipping down Sunset Boulevard a few years ago. He bought one for \$24,000 in June.

“A motorcycle is very