

Draft Wilderness Instructions

Insert Public Land

Indigent Defender: Email

The fundamental purpose of wilderness protection is to conserve the scenery and the natural and historic objects and the wild life therein, in such a manner as will leave them unimpaired for the enjoyment of future generations under 16USC§1 (2013) and 54USC§100101(a)

Perfect bona fide claims and privately exchange land under 24USC§153. Forgive unlawful intrusion, violation of rules and regulations under §154.

Cross-connect city-to-city sidewalks, bike-paths and trails with National Trail System Act under 16USC§1246(h)(1).

Trails are blazed to camp to observe the stars or on the bank of wild and scenic waterways, except, 'urban drinking watersheds, endangered species habitat, private property and military perimeters' to amend 36CFR261.58(e)(z).

Do not camp where camping is prohibited, under snags or falling overhead objects. Select a site with low wind and flat ground without roots, remove rocks and sticks.

Campfires: Use a stove in the wind and duff. Save fuel for when needed. Select only fire-pits located near water. First, dig a fire-pit. Extinguish with gallons of water. Fight smoldering wild-fire with mineral soil.

Water and Food: Filter water from a non-toxic source. Sawyer Squeeze filters 100,000 gallons to 0.1 microns. Do not use soap or detergent. Use a bear barrel or carry food in odor proof bag. Bury human waste six inches deep. Wood rats don't eat toilet paper.

Volunteer: Pack out all the trash. No eviction, no litter pursuant to 24USC§422(d)(1).

Work: Blaze trails and fight wildfires for grant funding under 24USC§423(b) and 54USC§302904.

Study: Biology, Geography, Geology, Health and History.

Hospitals & Asylums

California Coastal Trail HA-29-2-20

By Anthony J. Sanders
Trail name: Rabbit Rainbow-Walker

As of Ash Wednesday 2020 I am honored to declare that I have hiked both Oregon and California Coastal Trails in their entirety. I hiked from the Lost Coast south of Eureka, California to the Mexican Border from January 1 to February 26, 2020. Automobiles are a harm to themselves and extremely dangerous to pedestrians and cyclists. The California Coastal Trail – a magnificent trail stretching from Mexico to Oregon – was mandated by Proposition 20 in 1972 with 55% of the vote. That Proposition provided that a hiking, bicycle, and equestrian trails system shall be established along or near the coast” and that “ideally the trails system should be continuous and located near the shoreline. The California Coastal Trail is however estimated to be only 30% signed and 60% passable. The Friends of the Elephant Seal are sought to convert dozens of miles of fallow ranch-land to coastal trail through nearly all of San Luis Obispo County and El Sur Ranch Interspecies Peace Beach and trail to Big Sur in Monterey County. The Oregon Supreme Court has recommended an indigent defender specialist be licensed to protect free camping on public lands against arbitrary and capricious prohibition. State park employees will issue wilderness instructions instead of tickets and evictions. In conclusion, the National Discovery Trails Act, H.R. 726 introduced in February 2019 is edited in February 2020 for speedy passage of certain necessary amendments and draft wilderness instructions.

1. [California Coastal Trail](#)
2. [Lost Coast](#)
3. [Air Quality](#)
4. [Caltrans Recreational Trail Program](#)
5. [Indigent Defense](#)

Certificate of Service

American Discovery Trail President eric@seaborg.net
Caltrans Environmental Analysis env.webmaster@dot.ca.gov
Coastal Conservancy Executive Officer sam.schuchat@scc.ca.gov
Coastwalk California Coastal Trail Association info@coastwalk.org
Friends of the Elephant Seal fes@elephantseal.org
Monterey Superior Court Cattle Gates for El Sur Ranch Interspecies Peace Beach No. 905294

Treaties

Convention against Torture and Other Cruel, Inhuman or Degrading Treatment or Punishment (1987)
Convention on the Reduction of Statelessness (1961)
Conventions Relating to the Status of Refugees (1951)

Convention Relating to the Status of Stateless Persons (1954)
Geneva Conventions (1949)
International Covenant on Civil and Political Rights (1976)
International Covenant on Economic, Social and Cultural Rights (1976)
Polar Code 1 January 2017
Sustainable Development Agenda for 2030

Statute

Acceptance of Certain Uncompensated Services 24USC§422
Active Transportation Program (ATP), Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013)
Americans With Disabilities Act 42USC§12101 et seq
Administrative Procedures Act 5USC§706
Closure and public use limits 36CFR1.5
Direct grants for the preservation of properties included on National Register 54USC§302904
Disorderly Conduct 36CFR§261.4
Establishment; supply of water; free baths for the indigent; dedication to the United States 16USC§361
Fire 36CFR§261.5
Homestead Act May 20, 1862
National Parks, Military Parks, Monuments and
National Park Service and Related Organizations Pub. L. 113–287, § 3, Dec. 19, 2014, 128 Stat. 3096, 54USC§100101 et seq
National Trails System Act 16USC1241 et seq.
Perfect bona fide claims and privately exchange land 24USC§153
Preservation of historic buildings and grounds at the Armed Forces Retirement Home—Washington 24USC§423
Promotion and regulation 54USC§100101
Right to bear arms 16USC§1a-7b relocate to 16USC§5208
Rules and Regulations for Army and Navy Hospital 24USC§18
Service created; director; other employees 16USC§1 (2013)
Unlawful intrusion, violation of rules and regulations 24USC§154
Use and Occupancy 36CFR261.58
Yellowstone National Park 16USC§21 et seq.

Cases

Advisory Opinion regarding the Legal Consequences of Constructing a Wall in the Occupied Palestinian Territory No. 131 International Court of Justice (2004)
Case Concerning the Factory of Chorzow Permanent Court of Justice No. 9 (1927)
Citizens to Preserve Overton Park, Inc. v. Volpe, 401 U. S. 402, 410 (1971)
Department of Commerce et al v. New York et al. No. 18–966 (2019)
Department of Homeland Security v. New York et al No. 19A785 (2020)
Interpretations of Paragraph 4 of the Annex following Article 179 of the Treaty of Neuilly of 29 November 1919 (Greek Republic v. Kingdom Bulgaria) No. 3. Permanent Court of Justice (1924)
Trump v. Hawaii, 585 U. S. ___, ___ (2018)
Trump v. International Refugee Assistance Project 582 US ___ (2017)

Zadvydas v. Davis, 533 U.S. 678, 609 (2001)

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McKinney, John. *Hiking on the Edge: Dreams, Schemes and 1600 Miles on the California Coastal Trail*. 2016
National Highway Traffic Safety Administration. National Center for Statistics and Analysis. 2018 fatal motor vehicle crashes: Overview. Traffic Safety Facts Research Note. Report No. DOT HS 812 826. Washington, DC: October 2019
Rep. Fortenberry, Jeff (R-NE). National Discovery Trails Act, H.R. 726. Introduced 2/8/2019
Rep. Garcia, Jesus G. “Chuv” (D-IL). New Way Forward Act H.R.5383. Introduced 12/10/2019
Sanders, Tony J. 2020 Annual Report of the Supplemental Security Income Program: Letter of Intent [HA-20-11-19](#)
Sanders, Tony J. Forestry. Hospitals & Asylums [HA-29-5-14](#)
Sanders, Tony J. Hiking Oregon Loop Extinguished. Hospitals & Asylums. [HA-4-8-19](#)
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1. California Coastal Trail

The Coastal Conservancy is a state agency, established in 1976, to protect and improve natural lands and waterways, to help people get to and enjoy the outdoors, and to sustain local economies along California’s coast. The Conservancy is a non-regulatory agency that supports projects to protect coastal resources and increase opportunities for the public to enjoy the coast. The California Coastal Trail, or CCT, has been an environmental project led by the California Coastal Conservancy since 2001. The trail is designed to connect the entire coast of California by forming an extensive hiking trail. California Coastal Trail Emblem and Signage Applications by landowners are made to the Coastal Conservancy. The design of the CCT emblem took place over a six month period in 2005. The emblem has been applied to a brushed aluminum substrait as a screened graphic for use in signage applications. It is available in a 3-inch size drilled with four holes for tamper proof screws or without holes for use with epoxy adhesives. Don’t: apply the emblem directly to a background other than the three approved surfaces (brushed aluminum, 3M Engineer Grade Reflective Sheeting – White 3290, or PMS Warm Gray 3). Untreated wood posts look the best. The map printout omits the good sections, and doesn't bus around the clearly marked bad trail sections. The free Coastal Trail app download is very poor. The underlying map App is fuzzy and vaguely connects some larger cities. As the result of abysmally poor free Google map app. quality and relentless unsound autocratic development decision-making, LA gets an F in geography, making California's lowest academic grade a C in geography, A+ in marine biology. A professional grade California Trail app. Product, competitive with Guthook PCT and the American Discovery Trail Apps, is wanted at a reasonable price of less than \$10. There are two ways to do this. First contract with a professional geographer capable of GPX editing to produce a Coastal Trail app, second open the codified waypoints to public comments naming and describing the

hiking, camping, shopping, electricity, wifi and public transportation. It would have been skillful to use the CCT app as a trail log.

The California Coastal Trail (CCT) is being developed to create a continuous, interconnected public trail system spanning over a 1200 miles from Oregon to Mexico. The California Coastal Trail is estimated to be only 30% signed and 60% passable. Automobiles are extremely dangerous to pedestrians and cyclists. The California Coastal Trail – a magnificent trail stretching from Mexico to Oregon – was mandated by Proposition 20 in 1972 with 55% of the vote. That Proposition provided that “a hiking, bicycle, and equestrian trails system shall be established along or near the coast” and that “ideally the trails system should be continuous and located near the shoreline.” The Coastal Act of 1976 required local jurisdictions to identify an alignment for the California Coastal Trail in their Local Coastal Programs. The California Coastal Trail will be a braided network of interconnecting trails and routes spanning California’s entire coast. Some strands of the braid will be improved multi-use trails open to hikers, bicyclists, equestrians, and mobility challenged users. Some strands will be light use, especially in sensitive habitats. Some will be rugged wilderness paths, others unimproved routes along beaches and yet others paved bicycle pathways. Fifteen projects are being worked on along the California coastline in the counties of Del Norte, Humboldt, Mendocino, Sonoma, Marin, San Francisco, San Mateo, Santa Cruz, Monterey, San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange County, and San Diego. The best leadership on the Coastal Trail seems to be in San Luis Obispo County, where a levy to create a hiking and bike-path recently failed with 64% of 66% required votes. Reason being, for about the same price, or less, as paving a depraved cyclo-path, through dozens of miles of fallow coastal ranch-land, hiking trails could be blazed to interconnect all the cities in the county, including the Coastal Trail, without any man-made inputs, but coastal trail decals.

Governor Gray Davis and the White House Millennium Trail Council designated the California Coastal Trail as California's Millennium Legacy Trail in 1999. Due to its new recognition, federal agencies began to aid in the development of the trail. In 2001, state legislation approved the completion of the trail, which led to its designation as a state trail. In 2001, the State Coastal Conservancy was directed to provide the specifications needed to complete the coastal trail and their report came out in 2003. As of January 2017, the trail is about 30 percent complete with signage, (60 percent with mixed or no signage) and expenses are predicted to reach \$668m when finished. For planning the Coastal Trail, the Coastal Conservancy awarded Coastwalk a \$600,000 grant in 2000. The state is giving approximately 1 million dollars from the remaining funds of Proposition 12 to California State parks to employ the Conservation Corps. Planners are encouraging legislators and the public to raise \$350 million more to complete the trail. As a Millennium Legacy Trail, the California Coastal trail received a \$10,000 grant from American Express Company. The California Coastal Trail will not be one single pathway that connects the entire coastline. It will consist of different, and approximately parallel trails that accommodate the needs of varying visitors. Some portions of the trail will be for beach walkers, and other sections will be for bicyclists and equestrians. The trail will also have paths to detour around seasonal nesting grounds or other sensitive sites. Though the paths may not all be physically connected, whenever possible all trails will be “within sight, sound, or at least the scent of the sea.” A two-volume trail guide has been written about the California Coastal Trail entitled Hiking the California Coastal Trail.

I am writing to sue the San Diego Public Library for \$1,300 to purchase a new Apple laptop computer and Microsoft Office download. While a vertical green and black line and white bottom line may be okay for courthouse wifi and clean industry in San Diego, it is grounds for purchasing a brand new

computer by any accountant more accurate than the White House Office of Management and Budget (OMB). It should be noted that States and Counties do not reliably produce budgets and should definitely not infringe on the national accounts in the unlawful way which makes them such unaccountable, destructive and counterproductive spies. Governor Gavin Newsom is hereby sued for 12.4% of state payroll. Tax evaders must be very careful not to rob the tax man, or they are certain to be reminded how state disability pays only \$200 a month and the promise of a cushy retirement turns out to be \$666 a month at the slightest economic downturn HA- The San Diego City Libraries flagrantly discriminate against people with hiking backpacks, larger than those listed. After I published the work above at the San Diego County Library in Campo my computer was afflicted with a green and black line down the left margin of my computer screen. Now that I have found wifi again, there is a white horizontal line on the bottom of my computer screen. Pressing option, control, P & R while restarting the computer does not seem to work. Like the fifth help piece on this problem, I find that the suggestion that my logic board is dirty, or got wet, is only the cover up/justification, used by San Diego County Library eco-terrorists against those unwashed indigents entitled to a free bath under 16USC§361 (1832). More than any other County, it would seem that San Diego needs an “indigent defender” to sue the public library for discriminating against people with large backpacks, open the area closures to litter removing campers and stop punishing the good deed of hiking to the end of the California Coastal Trail.

California Governor Gavin Newsom (D) took office in January 2019 and Pacific Gas and Electric (PG&E) has already gone bankrupt for inability to pay many arson claims. The cold winter and heavy snow pack of 2018-2019 is attributed the Polar Code of 1 January 2017 totally eliminating artificial warming of the Arctic Ocean from fall of 2018 until relapsing in June 2019. Although the normalization of Arctic sea surface temperature was noted by the Australian Bureau of Meteorology, the full global National Oceanic and Atmospheric Administration (NOAA) sea surface temperature (SST) map of the polar region was whited out for this brief first time there was no artificial warming of the Arctic Ocean since records began to be kept. With Newsom's election there is high hope that the drought is over and California will live in harmony with nature by 2030. Newsom may wish to dedicate State of California military-industrial resources, to further his climate change victory, to make his temporary injunction against all artificial warming of Arctic ocean waters, a law of nature. Hypothetical finder's keeper's: California oil refineries should be prepared to convert self-combusting hydrocarbons, such as styrene, to a more stable hydrocarbon, on short notice; oil tankers or war ships must cable self-igniting styrene railcars out of the ocean, after extinguishing the styrene for three months with 15 parts per million of 4-tertiary-butyl-catechol (TBC).

The social chemistry of Newsom's 2020 legislative agenda is too supply sided to be entirely economically and environmentally sustainable. The signs anonymously mandated to placed on certain establishments, warning of health risks known by the state of California to cause cancer, either fail to list the chemical pathogens or list unrelated chemical toxins such as toxins produced by gasoline at a salt water jacuzzi and pool. Although this propaganda may heighten phobia, without accurate information fails to heighten awareness of toxins in the environment and gives rise to arbitrary and capricious enforcement, a true crime. It took the FDA years to produce the current Nicotine is an addictive chemical warning label, and California should not extend their smoking causes cancer and reproductive harm information to other products, without so much public information that signs are not really needed. So few mothers smoke it is difficult to determine if smoking really causes reproductive harm. In Orange County a number of anti-smoking ordinances have been put in place, and there is deep concern that there may high levels of respiratory infections as a result. The city council advocates

of smoking bans are taking their hospital acquired walking pneumonia's too far. City smoke and mirrors are not just a non-communicable disease, as they recently complained about, people must quarantine, treat and cure the respiratory and gastrointestinal infections causing an allergy to smoke, to prevent epidemics. Most significantly, the legislated 5% limit on rent increases is too high, rent is such a big bill, rental increases should be limited to no more than 2.7% annually, average consumer price inflation, 3% if maintenance wants significant improvement, mortgages are amortized relieving much of the inflationary pressure, the legislature has a duty to limit state property tax increases to no more than 2.5% annually. The state has a duty to produce recreational trails and defend free camping, on urban sidewalks, city parks, state beaches and parks to provide residents with a legal alternative to extortionately high rent and amortized mortgages costing three times normal. Impeach Nancy Pelosi (D-CA) from Speaker of the House, for treason, the torture of her Permanent Select Committee on Intelligence that primarily disqualifies her from high levels of power, dead beat mom in regards to cutting 10 million Aid for Families with Dependent Children (AFDC/TANF) benefit 1996-2000, and her California sized duty to bailout banks for the adjustable rate mortgages (ARM) scam that caused the Great Recession 2009-2011. Alexandria Ocasio-Cortez (D-NY) for Speaker of the House.

2. Lost Coast

As of Ash Wednesday 2020 I am honored to declare that I have hiked both Oregon and California Coastal Trails in their entirety, and can publish without excessive fear of being victimized by any intentional vehicular manslaughter tarnishing the Third Global Ministerial Conference On Road Safety in Stockholm, Sweden, provided the arbitrary and capriciously enforced Interior Department and State of California aren't emailed. A fat lady was trespassed by the police for my sin, an undisputed one way ticket to the border with 45 minutes remaining, because I got confused and didn't get out for a selfie, at the final stop before the international border. With some bus trips and rides, it took me from January 1 until February 26 to hike from the Lost Coast to the Mexican border. It is not recommended to walk Hwy 1 in the summer tourist season, especially "hills curves" next 63 miles in the Big Sur vicinity where I agreed to file a notice of appearance to sue for an El Sur Ranch Interspecies Beach with the Monterey Superior Court in regards to ticket No. 905294. Malibu is also extremely dangerous because the parked cars in the road and fenced off beach, require methodical dodging and chain link fence climbing (unlock the gates). For a rent-free indigent camper in search of fantastic billion dollar public lands to snooze in, with trails to cities with electricity and high speed Internet capable of downloading movies, densely populated Los Angeles, Orange and San Diego Counties are extremely hard tanning in the blazing sun on the oceanfront boardwalk or with a burning need to urinate through industrial, residential and transportation center wasteland, from before light to after dark, only to get woken up in the middle of the night by armed law enforcement officers, or beach sand tire track cover up machines, or discriminated against on the basis of backpack size by San Diego libraries. Los Angeles County has a horrible problem with chain link fences set up by construction workers rudely obstructing pedestrian traffic, in ways that are far more dangerous, than the permanent fences, that ultimately destroy the public land. To provide an alternative to walking "hills curves" next 63 miles section, a bus line from Big Sur to Ragged Point, stopping at stores and all three trail heads that weren't burned, is needed to compliment the weekend and holiday service of the 22 from Monterey. Having missed the 22, my full trail name is now Rabbit Rainbow-Walker.

In general California is failing geography. This is unfortunate because the American Discovery Trail from San Fransisco to the mountains (Washington DC) and California Coastal Trail to southern California are the only walks that are long enough, while the mountain passes are covered in snow. The

wind and side-ways rain is much more severe in the winter months on the Oregon Coast Trail from Arcata, California to Astoria, Oregon. Redwood State and National Park is a UN Biosphere Reserve with intentional vehicular manslaughter on their record, who must stop obstructing the Coastal Trail and make an effort to connect Crescent City to the Smith River trail system. Despite their overregulation, the Lost Coast Trail in the King Range National Conservation Area is the finest Bureau of Land Management land I have hiked, and I am pleased with the bear barrel they forced me to buy. Southern California marine protected areas by Hearst Castle and Morro Bay, have brought elephant seals and sea otters back from the brink of extinction, respectively. With the nonprofit biological leadership of the Friends of the Elephant Seal (FES) it should be easy for cooperating ranchers in San Luis Obispo and Monterey County to be approved by the Coastal Conservancy to have Coastal Trail signs and trails placed on dozens of miles of new coastal trail. A trail from Montana del Oro State Park to Avila Beach is wanted to pass by Diablo nuclear power plant. The evicting law enforcement officer there brought it to my attention that the only reason that they bear arms is that they card everyone, in pursuit of fugitives from justice, often the result of the failures to appear they produce with their outrageous tickets for unwarranted civil evictions. Coastal trail decals are recommended to guide hikers through Los Padres National Forest above Santa Barbara. California State and National Parks, National Forests, Bureau of Land Management and Calfire have a lot of propaganda to prohibit under Art. 20 of the International Covenant on Civil and Political Rights (1976). The no campfire, no stove(s) signs are deranged, it constitutes a psychological panic attack against the right to eat, while not exactly pyromaniac, like evicting the watershed, is unpleasant and uninformative. The Ragged Point beach might want to say don't burn our tree, use the fire pit or beach. A new sign is wanted - Cook with a stove in wind and duff. Campfires in mineral soil near water.

After hiking the Lost Coast, I went to San Francisco to find out why the UN Charter was not historically considered signed on the Summer Solstice 1945, and is so dependent on the constructive criticism of Title 24 of the United States Code, Hospitals & Asylums (HA) quarterly, published yearly, equinox and solstice (yes). The only place flying the UN flag in San Francisco was Tommy's Joynt. The mental health to publish a civilian Charter in San Francisco, on the Summer Solstice, might have been found at the overnight camp for obstructed pedestrians at Golden Gate Bridge, completed in 1937, and across the Bay at Hawk Camp in the National Recreation Area, except for the predictions of rain. To polish the two violent corruptions in the UN Charter and international treaty language, 75 years later, the United Nations Assembly (UNA) must vote lay down their revolting 'General', elect a civilian Secretary of the United Nations (SUN), and rename the Economic and Social Council (ECOSOC) Socio-Economic Administration (SEA) by ratifying a charter Statement of the United Nations (SUN), in a second vote without any vexatious renumbering. The Secretary is also responsible for legalizing marijuana by removing it from the list of controlled Psychotropic Substances, like alcohol and tobacco, and hosting bilateral and multilateral international marijuana legalization treaties.

London N. Breed, San Francisco's first female African-American mayor, born on August 11, 1974, the exact same day as I, spoke at the Interfaith Council Martin Luther King Jr. day celebration of "no rain" in Yerba Buena Park, where two of Dr. King's sentences are engraved in stone, behind a waterfall, on January 20, 2020. No. No. We are not satisfied, and we will not be satisfied until justice rolls down the water and righteousness like a mighty stream (Washington DC, 1963). I believe that the day will come when all God's children from bass black to treble white will be significant on the constitutional keyboard (San Francisco, 1956). It is here that I would like to posthumously mention to the Interfaith Council, that Kobe Bryant, most frequently cited as jersey number 24, died in a helicopter crash in Los Angeles, shortly after I emailed the San Francisco mayor, a letter of intent. The International Court of

Justice had been having trouble with Ukrainian passenger jets until I got the UN peacekeeping and State Department budgets to make the 42 month leap over the number of the beast, tell his healthy investigative journalists who so speedily published *Kobe Bryant, the Death of a Legend* (2020), the squirrels did not stop falling until the State Department budget had a \$65 billion head start. Breed is working on a more equitable and just way to bring “truth to power”. Her local background, growing up in housing projects, is perfectly suited to invest in California's sidewalk sleepers, evicted from the city parks, unwilling to walk to the vacant winter campgrounds, and unable to pay \$3,000 a month for an efficiency apartment. A nurse “twerking” on a documentary on homelessness and drug addiction, resolved to buy running shoes. It is easy to vote in San Francisco. San Francisco must ban trans-fats and advocate the traditional 30% of income limit on rent for public housing rule of the Housing and Urban Development (HUD). The 5% limit on rent increases California legislated for 2020 is too generous to the parkland breaking landlord class. The property tax should not grow more than 2.5% annually, 2.7% average consumer price inflation or 3% for fancy maintenance services is the legal limit on rental inflation. Loans are amortized, since the abolition of adjustable rate mortgages high rates of interest on mortgage loans should not be part of the estimation of inflation to the landlord class, because mortgage prices are fixed. The 5% annual limit on rental increases is overruled for being too high, 2.7% average consumer price inflation or 3% to improve maintenance services, is the legal limit on rental inflation. When the forecast was for rain and my stove broke, I was charged more than \$50 for a dorm bed advertised for \$24 at the FOUND Hotel, the lovely clerk called it a variable rate and I didn't think to ask to share her private room. My sister was also born on August 11, two years later, she has three girls. Come see the Perseid meteors from Hawk Camp.

I was falsely accused of violating an arbitrary camping and campfire prohibition by a Pfeiffer Big Sur Ranger who dropped the gathering sticks charge. The Ranger agreed that voluntary community service would satisfied by removing a cubic yard of urine drenched camping waste, burying a small one hit sand campfire and tent space on the bank of the Big Sur River near Big Sur Lodge and this Notice of Appearance. The information center officer justified extending social phobia regarding turning away 4,000 automobiles a day, to pedestrians, by complaining about the 2016 fire, trash and human waste. I have not removed such urine drenched camping trash since the ostensible fire-hazardous stick camp, next to the camp with the falling down tent who was actually removed by Forest Service Law Enforcement. No eviction, no litter, seems to be a point of wilderness instruction. Not being able to walk 30 miles in a day, to the promised \$5 camping, I thumb my nose about being homeless regarding an arbitrary 48 hour ban on camping in all Big Sur parks (homeless, psychiatric slavery?). Furthermore, I am acutely stressed by the pervasive underlying fear of being slain by vehicular manslaughter south of the Lost Coast. I have survived intentional attempted vehicular manslaughter at every UN Biosphere Reserve in the United States, including trail-city obstruction at Redwoods State and National Park and El Sur Ranch atherosclerotic private fat security carloads and elderly social phobic rancher, with industrial lookout, butchering more pedestrians than cows these days. I am honored to press attempted vehicular manslaughter charges against the El Sur Ranch signs inciting road rage in the hearts of a private militia with propensity for obesity and few, if any, cows. The sign says, PRIVATE – KEEP OUT, TRESPASSING FORBIDDEN, BY LAW, EL SUR RANCH, 27. California State Parks has the right to humbly offer to pay for pedestrian cow gate(s) to “El Sur Ranch Interspecies Peace Beach”, politely fenced from hazardous industrial operations, and lovely north-south trail, under 24USC§153.

In my very brief opinion, there are two issues that need to be publicly discussed to redress the social phobia in the Big Sur area since the 2016 fire destroyed all the trails and many Big Sur residents got

fat. First, the reason the fire was caused is almost certainly that someone lit a campfire in the duff and did not spend 10 minutes frantically trying to extinguish it with mineral soil. Second, turning away 4,000 cars a day in the summer, Big Sur clearly needs to pacify pedestrians with meaningful north south Coastal trail and wilderness instructions, the same size as this citation. The solution, pack it in, pack it out, campfires are not allowed in dispersed camping, except in campfire pits, within 100 ft of water, dug in mineral soil, to be extinguished and covered up with dirt, unless officially designated/tolerated by the State Park. The good news is that Calfire “firepits” and stick gathering, are okay, in comparison with Oregon and Washington. Calfire's only problem is that their instructions are stress tested out of the public knowledge and into the behavior of their own virtually private militia, without email address. Calfire has obviously not satisfactorily contested the hydrophobia regarding the necessary “urban drinking watershed” amendment of 36CFR261.58(e,z).

To redress pyromania propaganda to the contrary, “All fire-pits must be dug within 100 ft of water in mineral soil, to be easily extinguished with water, and covered over with sand (if not officially designated by the State Park or Beach), without 10 minutes of panic stricken wildfire fighting with dirt.” It would seem that the rash of pyromania in California of retired Governor Brown, still actively pyromaniac in Oregon, where I saved \$10,000 camping for free for 10 years on disability near my family, before spontaneous combustion of pyromania about the time of Defense budget cuts and voluntary impeachment of innocent former Governor, is entirely attributable to Pacific Gas and Electric (PG&E). I now pay tourist food prices on the American Trail System, when it is not harvest/holiday season. I witnessed PG&E unusually having tried to burn logs and leaving the slash and dry logs near power lines in a State Park flying colors. Trying to burn logs, has only been seen in the same Forest Service District, as newly obtained Indian Reservation lands that burned in 2018.

The Coastal trail map does not cite its authorizing statute and they need big bucks. Public transportation, continuous sidewalks or wilderness trails, have not stepped up, to take pedestrians beyond the wide shoulder of Big Sur River – through “hills curves” next 63 miles. The 22 runs from Monterey to Big Sur on weekends and holidays in the weekends. The map App ends about 100 miles from LA. I should have gone east from San Francisco on the American Discovery Trail Act of “2020” with my \$7.99 GPX California Map App. The people sleeping on the sidewalks in the cities, protesting your high rental prices, especially in densely populated, dry and warm, southern California, need expensive trails to take them home in the wilderness before 2030. I do not normally sleep in California State Parks because the workers are charged extortionate rents and this compromises their indigent defense of plentiful, fire-free roadside camping, worth less than a billion dollars. I was however hoping to camp on Big Sur River and go jogging, before I hitch a ride to the southbound bus terminal. Reason being, the roofers crowed about walking the Coastal Trail being as highly occupationally hazardous as their ultra-high risk job, taking the lives of about 50 out of 100,000 every work year. California and all State Parks need to do local and statewide statistical work on the occupational hazard of pedestrians and it would seem to the State of California that Redwood State and National Park, UN Biosphere scientists would rather prohibit the law than have their vehicular manslaughter prohibited by statistical report of traffic safety, including the injury, disability and death of pedestrians under 36CFR4.2.

Friends of the Elephant Seal (FES) is a cooperating association with the California State Parks. The elephant seal population has exploded from nearly extinct when the Endangered Species Act was passed, to 25,000 near San Simeon and 250,000 in the Western Pacific. They overwinter in popular rookeries on beaches and apparently do not eat, except maybe at night according to frustrated

fishermen. They procreate 60 pound babies that grow to 300 pounds or 600 pounds if they are super-weaners who drink milk from sources other than their mother. Adult males grow to five meters in length and weigh up to 5,000 pounds, have a large nose, fight with other males, and live only an average of 12 years. Females grow up to 3 meters and weigh about 1,500 pounds. When they vacate the rookery they swim alone, deep out to sea and sleep for a few minutes while diving at depths of 500 ft, where there are few predators. The males go north while the females go east. While anglers may blubber, the moral of the story is that the biologists in Southern California have done an excellent job at protecting endangered species and this is good for our species. Although only a boardwalk and a beach, FES has improved more California Coastal Trail than any other recent land protection effort on the California Coast. FES is at the center of the longest, super-easy to blaze, section of the Coastal Trail, in the state, with San Luis Obispo County voting down the paved bike-path.

Santa Barbara County Parks is encouraged to apply to the Coastal Conservancy for Coastal Trail decals from Stevens Park to Romero Canyon trailheads. The Coastal Trail GPX map is encouraged to recognize the alternate route. This trail-system, through Los Padres National Forest by Santa Barbara is the longest north-south coastal trail south of San Francisco, disregarding the long beaches, extensive boardwalks and sidewalks through LA and San Diego Counties. Los Angeles is one of the few major cities that was designed for the automobile, rather than the pedestrian, Houston is another. The Golden Gate like suspension bridge over the harbor is a freeway closed to pedestrians. The walk around the harbor takes a long time and after the port goes through the a square mile or so of automobile junkyard. The air pollution and litter go on for a very long time and this enormous automobile junkyard is definitely the symbolic rotten core of Los Angeles. Trump International Golf Course on Palo Verdes Blvd gets mixed reviews. Although Trump must fined up to \$100 million by the Standing Rock Indian Reservation, for the arbitrary use of water cannons on the homeless in 20° F that caused the largest dip in life-expectancy in the nation in 2017, the cops hang out at the nearly restored habitat and whale watching center. While Trump may not be entirely right about golf courses being the highest level of environmental protection, due water waste, they are quite beautiful, and more pleasant than native habitat that is closed off 24 hours a day, New York City is very likely to be right about building skyscrapers in cities to prevent urban sprawl like occurs in Los Angeles. Sacred Cove Trail seems to be the place to sleep in LA County. Otherwise it means walking 30 to 40 miles a day from before dawn to after dark from one illegal camping spot on an unlit beach at night, to a police officer recommended beach.

In northern San Diego they are struggling with California code citations enforcing anonymous arbitrary wilderness area closure under 36CFR1.5. Furthermore, San Diego libraries deny large hiking backpacks entry. The trouble the clean industrial scientists are having is that they need an indigent defender, to overrule the wrongful strict interpretation perpetuating area closures in non-emergencies. San Diego library needs to stop discriminating against those living in harmony with nature before 2030. In the absence of any allegations against hiking backpacks it seems fair to allege that librarians are prone to spying and male librarians suffer high crime victimization rates. It is now that I would like to complain to an indigent defender from San Diego, where such a legal specialty is particularly wanted by clean industry and county pollution, alike. After being arbitrarily evicted from the public libraries in the City of San Diego for having too large of a backpack, I went to a County of San Diego library to publish this work in the first instance, only to be afflicted with a green and black line down the left margin of my computer screen, requiring this brief edit on 2 March 2020. There are more young, unarmed, minority security guards and police officers per plaza in San Diego than LA. It seems fair to assume that going by the civil law book on the topic of wilderness is prone to such error, the lord of

libraries is denying indigents access to the science books they need to protect our wilderness from development. In LA initial revulsion about the litter at the riverside camp turns to respect for their litter salvaging operation in need of dumpster support to clean the banks of the river. Experience has shown that the law of the land, in particular, is prone to be unsustainable at best, the park must stop getting run over by the Homestead Act and provide free camping for pedestrians, as a fundamental right provided by wilderness protection, except clearly marked endangered species habitat, urban drinking watersheds, private property and military base perimeters. Balboa park is ruined by the construction of palaces and plantation of non-native species. The truth of the matter is that the burden of proof for area closures must be interpreted so that it requires a reasonable emergency for the state to justify area closures because the arbitrary appropriation of public land for scientific or park enforcement, constitutes of a grave breach of Art. 147 of the Fourth Geneva Convention Relative to the Protection of Civilians in Times of War (1949). There is no obvious need for area closures in any of the areas that were observed to be closed. The habitat restoration is either completely successful or destructive to trails to the wetlands. San Diegans are not getting excessively fat, like in Big Sur, there are plenty of sidewalks, bikepaths and beaches, they have lost their northern wilderness trails, and some free overnight camping. In regards to protecting these habitats, there is only a need to stay on the trail to avoid damaging the vegetation. The citizenry seem responsible. The roadside is litter-free, except where there are no access signs prohibiting the overnight camping, the litter remover requires to volunteer. Chaparral only grows so high and provides habitat for rabbits and other native species. Humans can't make trees grow without extensive irrigation. Native species can be easily replanted with irrigation and in the rainy season, self-propagate and create a fertile habitat for native wild animal species. Mission accomplished.

3. Air Quality

The California Coastal Trail passes through some areas with poor air quality and socially-impoverishing anti-smoking laws. The Clean Air Act requires EPA to set National Ambient Air Quality Standards (NAAQS) for six "criteria" pollutants in outdoor air - carbon monoxide, lead, ground-level ozone, nitrogen dioxide, particulate matter, and sulfur dioxide. There seems to be a lot of carbon monoxide in highly urban and treeless areas with busy boulevards. Areas of most concern regarding carbon monoxide are in San Francisco, where the angina may be hard to diagnose because they also sell trans-fats in the city markets, southwest Big Sur and the RV parks in Ventura County where there are few if any trees between the Pacific Ocean and the first coastal mountain that must be climbed to get to the forest and clean, cool air. Further south the mountain vegetation is limited to chaparral and the heat and air pollution is unescapable. When I was in Malibu a lady with many missing persons posters was found dead in mountains, probably dying of thirst, after getting extremely lost, whereas the eastward bend in the coastline beginning in Santa Barbara, complicates the difficult task of navigating the mountain folds by the direction of the sun. It must have taken a fully equipped hiker walking dangerous Hwy 1 for the authorities to stop suspecting foul play and look in the impassable Santa Monica mountain wilderness for the missing woman. The Los Angeles beachwalk is nice, but inland there is a lot of carbon monoxide and other pollutants of air and land. There seem to be a lot of major power plants located near military bases. Apparently 60% or so of the oxygen on the planet is produced by photosynthetic microorganisms in the ocean. Los Angeles Water and Power steam plants smell as though they emit sulfur dioxide, but might be useful to create clouds by cooling steam to assist in rain making efforts, and are probably a relatively clean form of energy. San Diego gives the impression of what LA could be like if they cleaned up. Both LA and San Diego need to plant more native trees in their habitat restoration and provide for trails and free camping there. The

incessant construction of impossibly expensive mansions on unstable hillsides must be discouraged and entire suburbs, particularly rusty, old industrial sectors, torn down, and replanted. The urban development strategy is for the dense population in urban areas to live in skyscrapers, with plenty of green-space and trees to produce oxygen from carbon dioxide, adjacent to large protected wilderness.

Breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain. At very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death. Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina. CO must be in the differential diagnosis for angina, particularly that experienced by athletes, when talking with CO₂ producing O₂ breathing animal, to prevent false accusation of endocarditis against the CO emitting stressed out car-driving talker by the over-exerted listener. Ozone in the air we breathe can harm our health. People most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with certain genetic characteristics, and people with reduced intake of certain nutrients, such as vitamins C and E, are at greater risk from ozone exposure. Breathing ozone can trigger a variety of health problems including chest pain, coughing, throat irritation, and airway inflammation. It also can reduce lung function and harm lung tissue. Ozone can worsen bronchitis, emphysema, and asthma, leading to increased medical care.

Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. The lead effects most commonly encountered in current populations are neurological effects in children and cardiovascular effects (e.g., high blood pressure and heart disease) in adults. Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits and lowered IQ. Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO₂. NO₂ along with other Nox reacts with other chemicals in the air to form both particulate matter and ozone. Both of these are also harmful when inhaled due to effects on the respiratory system. Particulate matter contains microscopic solids or liquid droplets that are so small that they can be inhaled and cause serious health problems. Some particles less than 10 micrometers in diameter can get deep into your lungs and some may even get into your bloodstream. Of these, particles less than 2.5 micrometers in diameter, also known as fine particles or PM_{2.5}, pose the greatest risk to health. Fine particles are also the main cause of reduced visibility (haze) in parts of the United States, including many of our treasured national parks and wilderness areas. Short-term exposures to SO₂ can harm the human respiratory system and make breathing difficult. People with asthma, particularly

children, are sensitive to these effects of SO₂. SO₂ emissions that lead to high concentrations of SO₂ in the air generally also lead to the formation of other sulfur oxides (Sox). Sox can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter (PM) pollution. Small particles may penetrate deeply into the lungs and in sufficient quantity can contribute to health problems.

Behind the international struggle to address global warming and climate change lies the increase in greenhouse gases in urban atmospheres. Gases that trap heat in the atmosphere are called hallucinatory called greenhouse gases. They are purported to let sunlight pass through the atmosphere, but they prevent the heat that the sunlight brings from leaving the atmosphere. The Trump administration has rejected the international emissions standards of the Kyoto Protocol and Paris Agreement. As frustrating as this is to successful car emission testing programs and ozone ban, Trump's petulant behavior has brought to light that the international campaign against greenhouse gases is incompetent to claim that greenhouse gases cause global warming, when greenhouse gases are in fact secondary indicators of heat sources, particularly wildfires, but also car and ranch land emission polluted areas that do not have enough trees to make oxygen and provide shade. The incompetence can be tested in urban environments where heat is associated with the wind stopping and no clouds covering the sun, rather than the hypothesis of passing through a bubble of greenhouse gases. While greenhouse gases may trap heat, gases hold less heat than water or land, especially blacktop, pavement. Greenhouse gases would be better controlled for respiratory health purposes of the EPA than global warming incompetence of the UN Framework Convention on Climate Change hoping to prevent a 1.5° C increase in global temperature within 50 years, when there is a 1,000°C wildfire burning outside the conference and self-combusted hydrocarbon heating pumps in the ocean. The UN is currently trying to blend heat from wildfires into the global warming propaganda, with limited success at overturning their urban myth regarding greenhouse gases being the cause, rather than a secondary indicator better referenced to respiratory health, after ambient temperature, for the sake of extinguishing the 1,000° F and C in wildfires, that actually cause the global warming we suffer from. Greenhouse gases are for the most part different from the six “criteria” pollutants of the Environmental Protection Agency National Ambient Air Quality Standards (NAAQS). California and Oregon are dissuaded from taxing emission on the basis of the urban myths surrounding greenhouse gases being the cause of global warming but must do their best to regulate emissions and invest in green energy, such as wilderness trails that provide a viable alternative to motor vehicle traffic because they connect cities in shade and privacy. While Governor Brown of California is retired and Pacific Gas and Electric closed, Governor Brown of Oregon is still suffering from pyromania.

The primary greenhouse gases in Earth's atmosphere are water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). CO₂, by definition, has a GWP of 1 regardless of the time period used, because it is the gas being used as the reference. CO₂ remains in the climate system for a very long time: CO₂ emissions cause increases in atmospheric concentrations of CO₂ that will last thousands of years. Methane (CH₄) is estimated to have a GWP of 28–36 over 100 years. CH₄ emitted today lasts about a decade on average, which is much less time than CO₂. But CH₄ also absorbs much more energy than CO₂. The net effect of the shorter lifetime and higher energy absorption is reflected in the GWP. The CH₄ GWP also accounts for some indirect effects, such as the fact that CH₄ is a precursor to ozone, and ozone is itself a GHG. Nitrous Oxide (N₂O) has a GWP 265–298 times that of CO₂ for a 100-year timescale. N₂O emitted today remains in the atmosphere for more than 100 years, on average. Chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) are

sometimes called high-GWP gases because, for a given amount of mass, they trap substantially more heat than CO₂. (The GWPs for these gases can be in the thousands or tens of thousands.) While oxygen (O₂) is the second most abundant gas in our atmosphere, O₂ does not absorb thermal infrared radiation.

4. Caltrans Recreational Trail Program

Caltrans transportation centers needs work on their high-speed internet to reduce or eliminate getting lost in the urban transit system, their restrooms and their trails. Caltrans transportation centers suffer a trans-gender discriminatory neurosis regarding their bathrooms, that are either filthy and broken, I once locked myself in a trans-gender bathroom without a door handle at a rest-stop and had to yell for help from the outside, non-existent or closed because they are currently being cleaned or at El Cajon station charging 50 cents to enjoy some bladder control regarding the burning need to urinate in densely populated southern California. Caltrans has launched a new work zone alert. California's "Move Over" law requires all drivers to move over a lane if safe to do so, or slow down when they see amber flashing lights on Caltrans vehicles, or other emergency vehicles and tow trucks. Highway construction is one of the most dangerous occupations in the United States, and this law is a crucial tool to protect those on the road. In 2018, more than 7,000 work-zone collisions occurred on California roadways. About 2,300 resulted in injuries, and 46 involved a fatality. Nationally drivers and passengers account for 85 percent of the people who are killed in work zones. Since 1921, 189 Caltrans employees have been killed on the job, and one of the biggest hazards to them and anyone working on the roads is from motorists who do not exercise caution. Apparently Los Angeles County felt obsessively compelled to distribute as much grant money as they could or they would lose future funding. The job sites pose a serious hazard to drivers who are even more life-threatening to invariably obstructed cyclist and pedestrian at every thoroughfare. This economically depressing bank error has been effectively treated at the international level as accounting atherosclerosis Down syndrome, whereas total government funding must increase 2.5% annually, although seemingly major programs are finished or terminated, reducing planned spending. The solution is to distribute the profit between paying for high speed internet at transit centers, cheap non-profit trailblazers, the volunteer urban trash collectors who excel in San Francisco and San Diego or merely honor their free sleep on sidewalks and in parks for a thorough statewide cleaning job under 24USC§422(d)(1), and save for bike-paths and other expensive projects.

The Active Transportation Program (ATP), created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), consolidated several federal and state transportation programs under the California Transportation Commission (CTC). ATP legislation defines the purpose as encouraging increased use of active modes of transportation, such as biking and walking and defines the goals as: Increase the proportion of trips accomplished by biking and walking. Increase safety and mobility of non-motorized users. Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals as established pursuant to Senate Bill 375 and Senate Bill 391. Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding. Ensure that disadvantaged communities fully share in the benefits of the program. Provide a broad spectrum of projects to benefit many types of active transportation users. ATP funds are distributed as follows: 40% to Metropolitan Planning Organizations (MPOs) in the urban areas with populations greater than 200,000. 10% to small urban and rural areas with populations of 200,000 or less. 50% to projects competitively awarded by the CTC on a statewide basis. In order to maximize the

effectiveness of the program, the minimum request for ATP funds is \$250,000 for the Statewide and Small Urban and Rural solicitations.

This minimum does not apply to: Non-Infrastructure (NI), Safe Routes to School (SRTS) Section 1404 of Public Law 109-59, Recreational Trails projects (RTP) or Plans. Wherefore, although the term non-infrastructure is undefined and trails are included as infrastructure, the vast majority of funding should be administrated to these cheaper programs that don't require any manufactured inputs, and save to pave more expensive bike paths and protected walkways, skywalks and bridges for pedestrians and/or cyclists. ATP funds cannot revert to a non-ATP use for a minimum of 20 years. Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors (trail to sidewalk, city to city), and conversion of abandoned railroad corridors. Safe Routes to School infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Bus stops themselves are not eligible for ATP funding. Recreational Trails funding is the only type of ATP funds which non-profit organizations are eligible to apply for. The non-profit applicant must still be able to pass the pre-agreement audit or should partner with an agency that already has a Master Agreement with Caltrans. Projects considered generally eligible for RTP funding: trailside and trailhead facilities, that meet accessibility guidelines for buildings and sites. Information kiosks and call boxes. Benches. Equestrian mounting ramps and hitching posts. Rest rooms and water. Bike racks. Landscaping – only for the following reasons of erosion prevention or trail delineation; trail planning, habitat restoration and park infrastructure are considered ineligible.

Road traffic accidents take some 1.35 million lives every year and cost most countries three per cent of their gross domestic product. Road traffic injuries are the leading cause of death for children and young adults aged 5-29 years. 93 per cent of the world's road fatalities occur in low- and middle-income countries, even though these nations have approximately 60 per cent of the world's vehicles. Many countries have made progress through road safety management and better legislation around risks – such as speeding, drinking and failing to use seat-belts, and infrastructure – including safer sidewalks and dedicated bicycle lanes. There are no roadside crosses in southern California. Over the past 40 years there has been a general downward trend in traffic fatalities nationwide. Safety programs such as those increasing seat belt use and reducing impaired driving have substantially lowered the traffic fatalities. Vehicle improvements such as air bags and electronic stability control have also contributed greatly to the reduction of traffic deaths. Between 1913 and 2018, the number of motor-vehicle deaths in the United States (which include all types of motor vehicles, including passenger cars, trucks, buses, and motorcycles) increased 838%, from 4,200 deaths in 1913 to 39,404 in 2018. However, the role cars play in daily life is vastly different now than when tracking began. In 1913, there were about 1.3 million vehicles and 2 million drivers, and the number of miles driven was not yet estimated. The latest 2018 data report 277 million vehicles, 227 million licensed drivers, and 3.240 billion miles driven annually. The population motor-vehicle death rate reached its peak in 1937 with 30.8 deaths per 100,000 population. The current rate is 12.0 per 100,000, representing a 61% improvement. In 1913, 33.38 people died for every 10,000 vehicles on the road. In 2018, the death rate was 1.42 per 10,000 vehicles, a 96% improvement. 36,560 people were killed in traffic crashes in 2018, a 2.4% decrease from 2017. 1,038 children (14 and younger) died, a more than 10% decline. 9,378 speeding-related deaths, an almost 6% drop. 4,985 motorcycle fatalities, an almost 5% decrease. 6,283 pedestrians died, a more than 3% increase, and the most deaths since 1990. 857 bicyclist deaths, a more than 6% increase. 885 large-truck occupants died, an almost 1% increase.

The number of urban fatalities has been larger than the number of rural fatalities since 2016. Population risk factors outweigh the unstudied risk factor of hills and curves in rural areas. Further study of the hazards posed by road and building construction and renovation sites to pedestrians and cyclists is in want of regulation to protect sidewalk. In 2015 and years earlier, rural fatalities were larger than urban fatalities. Thirty-two States had reductions in the number of fatalities. In 2018 the largest reduction was in California, with 321 fewer fatalities. Eighteen States and Puerto Rico had more motor vehicle fatalities in 2018 than in 2017. Oregon had the largest increase, 67 additional fatalities. Only the District of Columbia had no change from 2017 to 2018. According to the Census Bureau, urban population increased by 13 percent from 2008 to 2017 (2018 population estimate is not yet available); rural population decreased by 12 percent. Urban VMT increased by 14 percent since 2009; rural VMT decreased by 1.4 percent. Urban fatalities increased by 34 percent since 2009; rural fatalities declined by 15 percent. Alcohol-impaired-driving fatalities decreased by 3.6 percent from 2017 to 2018 (Table 3), accounting for 29 percent of 2018 overall fatalities. Every month, except May, June, August, and October, saw decreases in fatalities from 2017 to 2018. The highest increase was in August at 2.3 percent. There were a total of 36,560 people killed in motor vehicle traffic crashes on U.S. roadways during 2018, a 2.4-percent decrease from 37,473 in 2017. The fatality rate per 100 million vehicle miles traveled also decreased by 3.4 percent, from 1.17 in 2017 to 1.13 in 2018. The NHTSA says it is the lowest fatality rate since 2014.

Motor vehicle related fatalities are decreasing in all categories, except as they relate to large trucks, bus and other motor vehicle occupants, pedestrians and cyclists. Pedestrians and cyclists are at an inherent disadvantage when involved in traffic crashes. On average, about 17 pedestrians and two cyclists were killed each day in crashes. Together they accounted for one-fifth of traffic deaths. In 2018, 6,283 pedestrians were killed in traffic crashes in the United States, 17% of all traffic fatalities, a 3.4% increase and the highest since 1990. Each year about 2% of fatalities resulting from motor vehicle crashes are bicyclists. In 2018, 857 cyclists were killed, a 6.7% increase. Passenger vehicle occupant fatalities in urban areas increased by 21 percent since 2009, rural areas decreased by 19 percent. Pedestrian fatalities in urban areas increased by 69 percent since 2009; rural areas increased by 0.1 percent. Pedalcyclist fatalities in urban areas increased by 48 percent since 2009; rural areas decreased by 8.9 percent. 857 cyclists were killed in 2018, an increase of 6.3 percent. Female cyclists are especially at risk: the number of women killed while cycling shot up 29.2 percent in 2018, compared to just 3.2 percent for men. Regarding pedestrian fatalities: Male and female fatalities increased by 3.0 percent and 4.8 percent, respectively, from 2017 to 2018. Nighttime fatalities increased by 4.6 percent from 2017 to 2018. Of the pedestrians killed in 2018, 76 percent were hit after dark. Fatalities in alcohol-impaired-driving crashes increased by 2.2 percent from 2017 to 2018. Regarding pedalcyclist fatalities: Bicyclist deaths were 8 times higher for males than females in 2017. Male and female fatalities increased by 3.2 percent and 29.2 percent, respectively, from 2017 to 2018. Nighttime fatalities increased by 9.2 percent from 2017 to 2018. Fatalities in alcohol-impaired-driving crashes increased by 9.2 percent from 2017 to 2018. Fatalities in crashes involving large trucks increased for 4th year in a row. From 2017 to 2018: Number of fatal crashes involving large trucks increased by 1.1 percent. Pedestrians killed in crashes involving large trucks increased by 13.0 percent. The number of fatalities in distraction-affected crashes was 2,841 or 7.8 percent of total fatalities in 2018. This 2018 number is a 12.4-percent decrease from 3,242 in 2017. The number of fatalities involving a drowsy driver was 775 or 2.1 percent of total fatalities in 2018. This 2018 number is a 4.3-percent decrease from 810 in 2017. At a national level, the majority of pedestrian fatalities (73 percent) and bicyclist fatalities (58 percent) occur at non-intersections. Lighting conditions are a major factor in pedestrian fatalities: three quarters of pedestrian fatalities nationwide occur in dark conditions. By contrast, 45

percent of bicyclist fatalities occur in dark conditions. Time of day plays a role in this as well. The hours from 6:00pm to 9:00pm tend to account for more pedestrian and bicyclist fatalities than other times of day.

For drivers, sharing the road begins with the understanding that bicyclists and motorcyclists have the same rights as you. They also face unique safety challenges, such as being smaller and less visible. Look for cyclists where vehicles do not appear, like before making a left-hand turn at an intersection. Also, be aware that motorcyclists may have to downshift and weave to avoid bumps and road hazards. Pedestrians must be predictable. Follow the rules of the road and obey signs and signals. Walk on sidewalks whenever they are available. If there is no sidewalk, walk facing traffic and as far from traffic as possible. Keep alert at all times; don't be distracted by electronic devices that take your eyes (and ears) off the road. Whenever possible, cross streets at crosswalks or intersections, where drivers expect pedestrians. Look for cars in all directions, including those turning left or right. If a crosswalk or intersection is not available, locate a well-lit area where you have the best view of traffic. Wait for a gap in traffic that allows enough time to cross safely; continue watching for traffic as you cross. Never assume a driver sees you. Make eye contact with drivers as they approach to make sure you are seen. Be visible at all times. Wear bright clothing during the day, and wear reflective materials or use a flashlight at night. Watch for cars entering or exiting driveways, or backing up in parking lots. Avoid alcohol and drugs when walking; they impair your abilities and your judgment.

Bicyclists should always ride with traffic, use bike lanes when available and avoid riding on sidewalks when possible. Every bike ride begins with putting on a helmet. But it's equally important that you ensure helmets properly fit. Size can vary between manufacturers. Follow the steps to fit a helmet properly. It may take time to ensure a proper helmet fit. There are two main types of crashes: the most common (falls), and the most serious (the ones with cars). Regardless of the reason for the crash, prevention is the name of the game. There are things you can do to decrease your risk of a crash. First, know some bicycle safety facts: Regardless of the season, bicyclist deaths occurred most often between 6 p.m. and 9 p.m. Bicyclist deaths occur most often in urban areas (75%) compared to rural areas (25%) in 2017. Bicyclist deaths were 8 times higher for males than females in 2017. Alcohol was involved in 37% of all fatal bicyclist crashes in 2017. Ride responsibly, and remember: All states require bicyclists on the roadway to follow the same rules and responsibilities as motorists. Ride a bike that fits—if it's too big, it's harder to control the bike. Ride a bike that works. Wear equipment to protect and make visible, like a bike helmet, bright clothing (during the day), reflective gear, and a white front light and red rear light and reflectors (at night, or when visibility is poor). Ride one per seat, with both hands on the handlebars, unless signaling a turn. Carry all items in a backpack or strapped to the back of the bike. Tuck and tie shoe laces and pant legs so they don't get caught in your bike chain. Obey street signs, signals, and road markings, just like a car. Assume the other person doesn't see you; look ahead for hazards or situations to avoid that may cause you to fall, like toys, pebbles, potholes, grates, train tracks. No texting, listening to music or using anything that distracts you by taking your eyes and ears or your mind off the road and traffic. Drive where you are expected to be seen, travel in the same direction as traffic and signal and look over your shoulder before changing lane position or turning. Avoid or minimize sidewalk riding. Cars don't expect to see moving traffic on a sidewalk and don't look when backing out of a driveway or turning. Sidewalks sometimes end unexpectedly, forcing the bicyclist into a road when a car isn't expecting to look for a bicyclist. Give cyclists room. Do not pass too closely. Pass bicyclists as you would any other vehicle—when it's safe to move over into an adjacent lane.

Cities have been slow to respond by making the improvements necessary to separate cars from pedestrians and cyclists, and the federal government has largely been absent, focused more on rolling back vehicle emissions standards than helping cities curb traffic fatalities. A bipartisan coalition in Congress just introduced a bill that would make federal funding available to cities for Vision Zero projects aimed at reducing the number of traffic fatalities to zero. But it's unclear what can actually get passed and signed into law by the president given the polarized environment. The correlation between vehicle design and pedestrian deaths is pretty stark. Unsurprisingly, SUVs are continuing to wreak havoc on the roads. While the people driving SUVs are slightly safer (1.6 percent decrease in SUV occupant deaths in 2018, according to the NHTSA), the number of pedestrians killed by those drivers has skyrocketed by 81 percent in the last decade, according to a report released last year by the Insurance Institute for Highway Safety. This is mostly because of the way SUVs are designed: larger bodies and higher clearances mean pedestrians are more likely to suffer deadly blows to the head and torso. Higher clearances mean victims are more likely to get trapped underneath a speeding SUV instead of pushed onto the hood or off to the side. Pedacyclists seem to run the greatest risk because they must share the road and cannot merely step off the road when the shoulder is narrow and there is traffic. Pedestrians and pedacyclists are not the cause of traffic fatalities and should be encouraged as healthy forms of exercise. Smartphone manufacturers have introduced a number of new features designed to minimize their use by drivers. More work is needed to provide pedestrians and pedacyclists with safe sidewalks, trails and bike-paths that connect cities with neighboring cities and cities with wilderness areas. A much stronger federal commitment to the kinds of amenities that keep cyclists and pedestrians safe: sidewalks, ramps, crosswalks, bike lanes and trails are needed pursuant to the Americans with Disabilities Act. Run over by the Homestead Act is our common disability.

5. Indigent Defense

The original intention of the legislation of Hot Spring Reservation in 1832, was to provide free baths for the indigent under 16USC§361 *et seq.* and 24USC§18. Providing free bathing and laundry facilities, remains an important component of the solution for how best to accept the uncompensated services of people who voluntarily remove urban and rural litter by legalizing camping, especially in areas where litter is evidence of prior eviction under 24USC§422(d)(1). Whether camping on the sidewalk in an urban jungle or in the wilderness the legalization of tents is the primary objective of an indigent defender. The Oregon Supreme Court responded to my request for a Fairy Ponds Campground, to legalize camping in the Ashland watershed vicinity of the Rogue River Siskiyou National Forest, by having me sue the Public Defender Office for the creation of an “Indigent Defender” specialty. While my county court-appointed attorney was successful at obeying the city park superintendent's order, rather than wrongly prohibiting, the destruction of ten square miles of slash piles, and is a peaceful subscriber to the Hospitals & Asylums newsletter, he has failed to legalize camping in acceptance of uncompensated litter removal services under 24USC§422(d)(1). The slash piles are back by order of the park and were not destroyed in the first instance. The sustainable environmental success of an indigent defender is judged mostly by their effectiveness at terminating area closures and public use limits 36CFR1.5 pertaining to camping under 36CFR261.58(e) whereas the fundamental purpose of wilderness protection is to conserve the scenery and the natural and historic objects and the wild life therein, in such a manner as will leave them unimpaired for the enjoyment of future generations under 16USC§1 (2013) and 54USC§100101(a).

The original non-discriminatory peace treaty intention of the legislation of Hot Spring Reservation in 1832, to provide free baths for the indigent under 16USC§361 *et seq.*, and 24USC§18 was run over by

the Homestead Act. This metaphor of being run over by the Homestead Act seems to hold true with the best and worst intentioned laws of the land, including international treaties on the environment and International Bill of Human Rights. With good wilderness trails, connected to water and city sidewalks, camping and campfires by waterways, totally fulfill the right to home and food, in the best of health, with a non-toxic water source, such as tap-water, and a Sawyer Squeeze filter. Special attention must be paid to such agricultural issues such as banning trans-fats in San Francisco, selling rice and camping fuel in Big Sur, not to mention movie download speed of public wifi, if we are going to live in harmony with nature by 2030 after some people were burned by the urban myths undermining the Sustainable Development Goals released 2015. Never having gotten the promised Indigent Defender under 16USC§361, many park historians have wrongly lodged the national park creation myth with the magistrate in Yellowstone jail under 16USC§30, fugitives from justice §24 and evicting trespassers under §22, gravely compromising attorney client privilege and military tradition of not using posse commentates power amongst National Parks and Related Organizations.

I am writing to sue the San Diego Public Library for \$1,300 to purchase a new Apple laptop computer and Microsoft Office download. While a vertical green and black line and white bottom line may be okay for courthouse wifi and clean industry in San Diego, it is grounds for purchasing a brand new computer by any accountant more accurate than the White House Office of Management and Budget (OMB). It should be noted that States and Counties do not reliably produce budgets and should definitely not infringe on the national accounts in the unlawful way which makes them such unaccountable, destructive and counterproductive spies. Governor Gavin Newsroom is hereby sued for 12.4% of state payroll. Tax evaders must be very careful not to rob the tax man, or they are certain to be reminded how state disability pays only \$200 a month and the promise of a cushy retirement turns out to be \$666 a month at the slightest economic downturn insured only by the 2020 Annual Report of the Supplemental Security Income Program: Letter of Intent [HA-20-11-19](#). The San Diego City Libraries flagrantly discriminate against people with hiking backpacks, larger than those listed. After I published the work above at the San Diego County Library in Campo my computer was afflicted with a green and black line down the left margin of my computer screen. Now that I have found wifi again, there is a white horizontal line on the bottom of my computer screen. Pressing option, control, P & R while restarting the computer does not seem to work. Like the fifth help piece on this problem, I find that the suggestion that my logic board is dirty, or got wet, is only the cover up/justification, used by San Diego County Library eco-terrorists against those hypothetically unwashed, definitely not soap or detergent polluting, indigents entitled to a free bath under 16USC§361 (1832). In their defense, the Campo Library keeps the water flooding over the picnic area. I'll be sure to try to wash the logic board with alcohol before spending the \$1,300. More than any other County, it would seem that San Diego needs an "indigent defender" to sue the public library for discriminating against people with large backpacks, open the area closures to litter removing campers and stop punishing the good deed of hiking to the end of the California Coastal Trail.

The root of this identification robbery seems to be that the Interior Department should not make any payments to the District of Columbia jail. Furthermore, the law enforcement grants to Indian Reservations must be fully brought under the control of the tribal governments, they shadow, dollar for dollar. Tribal government hollered "do not email" the day the tree did not fall on a PCT hiker or the newly acquired tribal forest burn, a female cyclist was killed in a hit and run near Redwoods State and National Park. Although necessary to normalize fire risk 65 times more in the national forests than national parks, by transferring the Forest Service from the Agriculture Department to the Interior Department, all Interior Department email is assumed to "red", and must be prohibited by law. Due to

evidence of law enforcement trespassing State Parks and Beaches, it is not advised to email California State Parks. Wherefore, to ensure protection of First Amendment right to sue the government for a redress of grievances, an indigent defender specialist is needed to be licensed to practice law by the State Supreme Court and solicited by State Park employees. It is essential that the ubiquitous State Park law enforcement ticket be replaced with a universal or locally adapted wilderness instruction of the same size, ideally with the email address of an indigent defender specialist, licensed by the California State Supreme Court, to receive emails from the public, the State Park is unable to receive due to certain infringements on attorney-client privilege, that can be skillfully avoided by non-profit trail blazing organizations. It is here that I would like to posthumously mention to the Interfaith Council, that Kobe Bryant, most frequently cited as jersey number 24, died in a helicopter crash in Los Angeles, shortly after I emailed the San Francisco mayor, a letter of intent. The International Court of Justice had been having trouble with Ukrainian passenger jets until I got the UN peacekeeping and State Department budgets to make the 42 month leap over the number of the beast, tell his healthy investigative journalists who so speedily published *Kobe Bryant, the Death of a Legend* (2020), the squirrels did not stop falling until the State Department budget had a \$65 billion head start. It is now that I would like to complain to an indigent defender. After being evicted from the public libraries in the City of San Diego for having too large of a backpack, I went to a County of San Diego library to publish this work in the first instance, only to be afflicted with a green and black line down the left margin of my computer screen, requiring this brief edit on 2 March 2020. As to whether the promised wilderness instructions are a rubber or silver bullet (hypothetically capable of securing email) depends on if the forest service and park law enforcement feel safe enough to lay down their right to bear arms under 16USC§1a-7b that wants to be transferred to chapter 72 on Recreational Hunting Safety under 16USC§5201 et seq and restore Chapter 1 National Parks, Military Parks, Monuments and Seashores, to the condition it was in 2013, to create a common law with the National Park Service and Related Organizations Pub. L. 113–287, § 3, Dec. 19, 2014, 128 Stat. 3096, codified at 54USC§100101 *et seq.*

The term common law is generally attributed to the decisions of the Supreme Court, however it can also apply to any law that is corroborated by other laws, and therefore either right or a worthy adversary, such as Oregon law enforcement interception of correspondence, or the federal and interstate legislation of arbitrary prohibition of camping, or favoritism in the Universal Declaration of Human Rights for a right to a home and agriculture, over adequate shelter and wilderness, whose law cannot merely be repealed. The psychiatric rule is that the guilty stay, the innocent migrate outside the territorial jurisdiction of their persecutor. The Administrative Procedure Act instructs reviewing courts to set aside agency action that is arbitrary, capricious, an abuse of discretion, or otherwise not in accordance with law, under 5USC§706(2)(A). A Court may inquire into the mental processes of administrative decision-makers” upon a “strong showing of bad faith or improper behavior pursuant to *Citizens to Preserve Overton Park, Inc. v. Volpe*, 401 U. S. 402, 410 (1971). The general feeling is that trespassing and evicting campers from public land is wrong. Camping and trespassing, in general, does not justify being entered as a failure to appear, because the person is assumed to have been forced to vacate the premises, and failure to appear is the indeed the desired circumstance of the communication. By arbitrarily evicting campers from public land, park employees are evicting themselves, the Court and everyone from paradise, by armed force. Common Article 1 of the International Covenant on Civil and Political Rights of 23 March 1976 and the International Covenant on Economic, Social and Cultural Rights of 3 January 1976 provide (1) All peoples have the right of self-determination. By virtue of that right they freely determine their political status and freely pursue their economic, social and cultural development. (2) All peoples may, for their own ends, freely dispose of their natural wealth and resources without prejudice to any obligations arising out of international economic co-

operation, based upon the principle of mutual benefit, and international law. In no case may a people be deprived of its own means of subsistence.

Common Article 3 of the Geneva Conventions provides Persons taking no active part in the hostilities, including members of armed forces who have laid down their arms and those placed hors de combat by sickness, wounds, detention, or any other cause, shall in all circumstances be treated humanely, without any adverse distinction founded on race, color, religion or faith, sex, birth or wealth, or any other similar criteria. By reason of attitude not in accordance with the Geneva Conventions the government is under obligation to make good to consequence of injury. Thus every wrong creates a right for the court to rectify pursuant to the *Case Concerning the Factory of Chorzow* Permanent Court of Justice A. No. 9 (1927). The State shall ensure in its legal system that the victim of an act of torture obtains redress and has an enforceable right to fair and adequate compensation, including the means for as full rehabilitation as possible. In the event of the death of the victim as a result of an act of torture, his dependents shall be entitled to compensation under Art. 14 of the Convention against Torture and Other Cruel, Inhuman or Degrading Treatment or Punishment of 26 June 1987. When a person has by a final decision been convicted of a criminal offense and when subsequently his conviction has been reversed or he has been pardoned on the ground that a new or newly discovered fact shows conclusively that there has been a miscarriage of justice, the person who has suffered punishment as a result of such conviction shall be compensated according to law, unless it is proved that the non-disclosure of the unknown fact in time is wholly or partly attributable to him under Art. 14(6) of the International Covenant on Civil and Political Rights of 23 March 1976. Damages incurred to claimants regards their property, rights and interest and person. It was held that the essential principle contained in the actual trial of an illegal act is non-repetition and that reparation must, as far as possible, wipe out all the consequences of the illegal act and re-establish the situation which would, in all probability, have existed if that act had not been committed *Interpretations of Paragraph 4 of the Annex following Article 179 of the Treaty of Neuilly of 29 November 1919* (Greek Republic v. Kingdom Bulgaria) by the Permanent Court of Justice in No. 3 (12/9/1924) cited by *Advisory Opinion regarding the Legal Consequences of Constructing a Wall in the Occupied Palestinian Territory* No. 131 on 9 July 2004.

An indigent defender specialty might interest the many newly graduated immigration lawyers dedicated pursuant to common articles 26-29 of the Conventions Relating to the Status of Refugees (1951), Stateless Persons (1954) and Convention on the Reduction of Statelessness (1961) an undocumented migrant is an innocent person with a right to purchase identity and travel documents at regular price, not more than \$10 if they are cruelly treated under the Eighth Amendment and Art. 1 Sec. 9 of the United States Constitution. The Sustainable Development Agenda for 2030 Relating to migration are Goal 10.7 Facilitate orderly, safe, regular and responsible migration and mobility of people, including through the implementation of planned and well-managed migration policies. This is accomplished in Goal 16.9 By 2030, provide legal identity for all, including birth registration. The International Organization for Migration may be consulted to order Form I-765, Application for Employment Authorization, the sale of identification documents (US Passports) at regular price and pay refugee assistance to the innocent legion of US Supreme Court immigration cases “publicly charged” less than \$10 to degrade the Supreme Court doc. under Art. I Sec. 9 Cl. 1 of the US Constitution, *Zadvydas v. Davis*, 533 U.S. 678, 609 (2001), *Trump v. International Refugee Assistance Project* 582 US ___ (2017), *Trump v. Hawaii*, 585 U. S. ___, ___ (2018), *Department of Commerce et al v. New York et al*. No. 18–966 (2019), *Department of Homeland Security v. New York et al* No. 19A785 (2020), *Department of Homeland Security v. Regents of the University of California*, *Department of Homeland Security v. Thuraissigiam*, *Kansas v. Garcia*, *Nasrallah v. Barr* etc. pending. Rep. Jesus G. “Chuv”

Garcia (IL-D) sponsored New Way Forward Act H.R.5383 to nationalize immigration detention centers, decriminalize illegal entry and other excessively restrictive requirements. It could go further to protect individual income and payroll tax revenues by repealing the withholding of taxes of non-resident aliens under 26USC§1441 and issue stateless persons identification documents, regular price or less than \$10, as directed above.

To raise the academic bar on the law of the land to a point where it does not invariably fail it seems there is one final task I must perform on the library wifi. Title 16 of the United States Code Chapter 1 National Parks, Military Parks, Monuments and Seashores statute from 2013, maintained online by Government Publishing Office, must be cross-referenced with National Park Service and Related Organizations Pub. L. 113–287, § 3, Dec. 19, 2014, 128 Stat. 3096, as codified at 54USC§100101. The fundamental purpose of the said parks, monuments, and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations under 16USC§1 and 54USC§100101(a). It is held that 16USC§1a-1 (2013) and 54USC§100101(b)(1)(A) must amend the creation myth of the national park system from 'Yellowstone National Park in 1872' to 'Hot Springs Reservation in 1832 to provide free baths for the indigent' pursuant to 16USC§361 and 24USC§18. The Secretary shall submit to the Committee on Resources of the House of Representatives and to the Committee on Energy and Natural Resources of the United States Senate a list of areas recommended for study for potential inclusion in the National Park System under 16USC§1a-5(b) (2013) and 53USC§100507. Law enforcement is regulated by torts under 16USC§1a-6 (2013) and 54USC§102701. Incitement caused by the right to bear arms in National Wildlife Refuges remains to be moved from 16USC§ 1a–7a (2018) to a new section in Chapter 71 Recreational Hunting Safety at 16USC§5208. Although general management requirements remain more or less the same their presentation has been simplified in Title 54 but remains run over by the Homestead, insofar that it fails to charge the Secretary to prioritize wilderness trails and free camping under the National Trails System Act 16USC1246(h)(1). It is highly recommended to edit the National Discovery Trails Act, H.R. 726 to stop excessively soliciting discovery trails and competently make the American Discover Trail a National Scenic Trail, whereas the waypoint data, and GPX smartphone make for a pleasant journey. It is recommended that the full-text of the Act be edited so that it is exactly as follows.

National Discovery Trail Act of 2020

To amend the National Trails System Act to designate the American Discovery Trail a National Scenic Trail

Section 1. Short Title

This Act may be cited as the National Discovery Trails Act.

Section 2 National Trail System Act Amendments

To repeal the Continental Divide Trail from 16USC§1244(c)(1) [repealed] whereas it is already recognized in 16USC1244(a)(5).

To replace the American Discovery Trail with 'Oregon and California Coastal Trail, 1,600 miles of trails, beaches, roads and scenic Hwy I from Astoria, Oregon to the Mexican border.' as routes subject to consideration for designation as national scenic trails 16USC§1244(c)(34).

To insert, The American Discovery Trail, a route of approximately 6,000 miles extending from Cape Henlopen State Park in Delaware to Point Reyes National Seashore in California, extending westward through Delaware, Maryland, the District of Columbia, West Virginia, Ohio, and Kentucky, where near Cincinnati it splits into two routes. The Northern Midwest route traverses Ohio, Indiana, Illinois, Iowa, Nebraska, and Colorado, and the Southern Midwest route traverses Indiana, Illinois, Missouri, Kansas, and Colorado. After the two routes rejoin in Denver, Colorado, the route continues through Colorado, Utah, Nevada, and California. The trail is generally described in Volume 2 of the National Park Service feasibility study dated June 1995 which shall be on file and available for public inspection in the office of the Director of the National Park Service, Department of the Interior, the District of Columbia. The American Discovery Trail shall be administered by the Secretary of the Interior in cooperation with at least one competent trail-wide volunteer-based organization and other affected Federal land managing agencies, and State and local governments, as appropriate. No lands or interests outside the exterior boundaries of federally administered areas may be acquired by the Federal Government solely for the American Discovery Trail at 16USC§1244(a)(31).

To amend Use and Occupancy 36CFR§261.58(z) so 'Entering or being on lands or waters within the clearly marked boundaries of endangered species habitat, urban drinking watershed, private property and military base perimeters.' might be rightly trespassed/prohibited.

To restore Title 16 of the United States Code Chapter 1 National Parks, Military Parks, Monuments and Seashores statute to as it was in 2013, before National Park Service and Related Organizations Pub. L. 113–287, § 3, Dec. 19, 2014, 128 Stat. 3096 was codified at 54USC§100101

To amend the creation myth of the national park system from 'Yellowstone National Park in 1872' to 'Hot Springs Reservation in 1832 to provide free baths for the indigent' in 16USC§1a-1 and 54USC§100101(b)(1)(A).

To transfer the right to bear arms from 16USC§ 1a–7a (2018) to a new section in Chapter 71 Recreational Hunting Safety at 16USC§5208

Sec. 3. EZ Camping

To stop inciting western wildfires, it is essential that young, rent and car insurance paying Rangers stop kicking the river bank fire-pit campers into the duff, and instead live there themselves for years and decades, in many different camps, to save on rent, until they can afford to purchase land of their own. Rangers must blaze fire-safe trails and campsites connecting hungry hikers from riverbank to market town. All they need is a shower, and maybe a motor vehicle to clock in. Bridges may be needed to complete city to city trails. The river bank is the only place a person can easily extinguish a fire with water, rather than wildfire fighting with mineral soil. Park workers, more than other young and sidewalk camping, southern Californians, need to start saving more than a thousand dollars a month backwoods camping for decade(s). The most critical legal issue is that Occupancy and use under 36CFR§261.58(e)(z) states:(e) Camping. (z) Entering or being on lands or waters within the boundaries of a component of the National Wild and Scenic Rivers System. (z) is obviously in error to suggest

trespassing river rafter and hikers from their legally preferred camping sites on the bank of waterways, National Wild and Scenic Rivers in particular, so that they can cook and easily extinguish their campfires with gallons of water. Evidence of forest fires in California and Oregon indicate that where there was an effort to trespass campfires from waterways, there was invariably a large and devastating forest fire, nearly 100% of the time. The arbitrary prohibition of campfires from waterways is therefore held to incite the ignition of wildfires in contravention to the very clear prohibition of disorderly conduct under 36CFR§261.4 and 36CFR§261.5. The level of security whereby entering or being on the land or waters should be prohibited, however exists and does requires explanation. After considerable hydrophobia regarding the protection of urban drinking watersheds, I have come to the conclusion that the lands and waters to be protected against entering or being on, are endangered species habitat, urban drinking watersheds, private property and military base perimeters. Whereas this malicious law enforcement, separating campfires from water to extinguish them with, is responsible for burning more millions of acres of forest than any other law or inequitable forest practice, it is absolutely necessary that (z) be amended so (z) Entering or being on lands or waters within the clearly marked boundaries of endangered species habitat, urban drinking watershed, private property and military base perimeters.

Sec. 4 Distribute Wilderness Instructions not Tickets and Evictions

Draft Wilderness Instructions

Insert Public Land:
Indigent Defender: Email

The fundamental purpose of wilderness protection is to conserve the scenery and the natural and historic objects and the wild life therein, in such a manner as will leave them unimpaired for the enjoyment of future generations under 16USC§1 (2013) and 54USC§100101(a)

Perfect bona fide claims and privately exchange land under 24USC§153. Forgive unlawful intrusion, violation of rules and regulations under §154.

Cross-connect city-to-city sidewalks, bike-paths and trails with National Trail System Act under 16USC§1246(h)(1).

Orient with a map and compass or smartphone GPS. Hike fourteen miles with a sixty-five pound backpack in 7 hours.

Trails are blazed to camp to observe the stars or on the bank of wild and scenic waterways, except, 'urban drinking watersheds, endangered species habitat, private property and military perimeters' to amend 36CFR261.58(e)(z).

Do not camp where camping is prohibited, under snags or falling overhead objects. Select a site with low wind and flat ground without roots, remove rocks and sticks.

Campfires: Use a stove in the wind and duff. Save fuel for when needed. Select only fire-pits located near water. First, dig a fire-pit. Extinguish with gallons of water. Fight smoldering wild-fire with mineral soil.

Water and Food: Filter from a non-toxic source. Sawyer Squeeze filters 100,000 gallons to 0.1 microns. Use a bear barrel or carry food in an odor proof bag. Bury human waste six inches deep. Wood rats don't eat toilet paper.

Volunteer: Pack out all the trash. No eviction, no litter pursuant to 24USC§422(d)(1).

Work: Blaze trails and fight wildfires for grant funding under 24USC§423(b) and 54USC§302904.

Study: Biology, Geography, Geology, Health and History.

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