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Comments: I am writing to share comments regarding the Draft GMUG Management Plan. I am a full-time resident on Grand Mesa and enjoy recreating on the adjacent public land. One of my concerns is the lack of attention or discussion in any of the alternatives to manage the heavy use area around the Grand Mesa Visitor Center. The area has experienced a significant rise in usage from ATV's, UTV's, motorcycles, and other summer off-road vehicles. As a result, the volume of vehicles that travel Forest Road 121 has increased substantially over the last couple of years. FR 121 runs from SH 65 at the Grand Mesa Visitor Center to the town of Collbran and is one of the primary routes to access the public lands on Grand Mesa.

The USFS roadway easement for FR 121 passes through the Grand Mesa Resort Company (GMRC) which is the home to over 200 seasonal residents and a few year-round residents. This community has historical significance to the area with some of the cabins dating back to the early 1900's. Access to many of these historic properties are hidden driveways and roadways that connect to FR 121.

The boat ramp for Baron Lake is a public access point and is also located along FR 121 within the GMRC. The access point is relatively steep and vegetated with limited site distance.

FR 121 is also heavily used by local foot traffic that live in the area and those that use the road as the return loop for the Craig Crest Trail. The west trailhead is located near Island Lake and is accessed from SH 65. The east trailhead is located near the Eggleston Lake boat ramp along Forest Road 121. There is a lower loop to the trail but most users hike back along FR 121 to return to the parking lot near Island Lake.

There is no posted speed limit on FR 121 for those that travel eastbound from the Visitor Center to the boat ramp at Eggleston Lake. There are 15 mph and 25 mph speed limit signs for the westbound traffic near Alexander Lake Lodge which is very confusing to motorist. Most people travelling through the area travel at speeds greater than 25 MPH especially by motorized off-road vehicles. The combination heavy vehicular traffic, heavy pedestrian traffic, limited site distance at access locations, and speeding has led many near misses along FR 121.

I do support keeping access open in the GMUG Forests for all types of recreational use. Many of the proposed alternatives close existing roads, trails, and snowmobile access. Simply closing access does not reduce the demand and impacts along the primary access routes. A combined use roadway template along with lower speed limits and proper signage through the heavy use areas could be considered to help manage the strain along Forest Road 121.