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Caring for the land and serving people

From: Dave McIntire [mailto:davemcintire.co@gmail.com]

Sent: Monday, June 4, 2018 4:19 PM

To: Staley, Samantha J -FS <samanthajstaley@fs.fed.us>

Subject: GMUG Planning Comments

Hi

Unfortunately, I got confused with the revised comment due date and knew it was in June, but was thinking it was well into the month instead of the 2nd. In other words, I was remembering the date in May that was listed in your 4/19 email.

In any event, I am a responsible forest user who enjoys both mountain biking and dirt biking in the GMUG and a few things are of importance to me.

1. The ability to be able to dispersed camp;
2. The ability to safely ride; and
3. The need for the above to be with minimal conflicts.

Primarily, we go to Taylor Park, but we also go over to Crested Butte sometimes and up to Aspen.

To be able to dispersed camp, I want to be able to get my 36' toyhauler and/or my much smaller cargo trailer into places that are somewhat secluded...i.e. not right alongside the road. This has been very possible in prior years in Taylor Park and I hope the availability of campsites will remain going forward. Yes, there will be some impact to the specific dispersed campsites, but it will be localized and in the grand scheme of things, insignificant. Humans will have an impact and some people will just have to accept that...especially as our population increases.

Safe riding with minimal conflicts can mostly be achieved too. Currently, there is a decent selection of singletrack in the area I consider to be Taylor Park. My son and I primarily ride my dirt bikes in GMUG, but have downhill mountain biked at Crested Butte and someday I'd like to pedal down Doctor Park since we weren't able to ride it on moto before it was closed to moto. I feel that there is adequate trail opportunities for mountain bikers and that no additional trails should be closed to moto in favor of other user groups. Moto always seems to suffer when it comes to this because there seem to be more mountain bikers than dirt bikers. What is often neglected in the decision process is the amount of work moto riders put in when it comes to maintaining trails. I believe that no user group does more than moto, yet we seem to suffer the most trail losses, and this needs to stop.

As far as user conflicts, we seem to have more and more conflicts with RZR drivers every year. Too many of their drivers seem to be uneducated when it comes to off-road etiquette. Too often, they are driving off designated trails, too fast for safety, and too often, are unsafe when someone tries to pass them (they seem to take offense and accelerate and drive erratically). I realize they can't drive their vehicles on singletrack, so that aspect right there adds a safety aspect for both dirt bikes and mountain bikes, but, sometimes we want to go to places like Tincup, St. Elmo or American Flag Mountain, and that's where we encounter RZRs. I don't know what the answer is, but I have an idea for rentals!

My idea is to make a rental company equally liable for damages caused by one of their clients unless they can provide proof that they educated their client in off-road rules. Example, the people from Colorado Springs who were recently caught tearing up the tundra high up in the San Juans were driving a rented RZR. If a training course (brief) were designed and all renters had to take it, hopefully the offending party would have known not to go off trail. Via making this course mandatory for all rental agencies, a rental agency is removed from responsibility if their client was presented the course materials. If the rental agency fails to do so, then they should bear the burden of the costs to restore the land and rectify whatever damages were caused. This could be extended to dirt bike rental agencies too...and jeeps, etc.

I'm not sure if these are the types of comments you desired at this scoping stage, but hopefully some of them are useful. If these are not useful yet, please let me know at what stage these and more refined comments could be provided.

Thank you.

Dave McIntire