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Comments: -Dispersed Camping is becoming a big issue in the drainages near Crested Butte. The draft plan addresses some of it, but possibly the management team needs to focus a little more on the issue. I believe the 300' rule is in direct contradiction with what we are trying to accomplish in addressing the increasing impacts from all the campers. I feel the rule needs to be changed to something much less, like 30'. In highly used camping in designated areas only needs to be the rule, so people can't drive off road at all, which the Gunnison Forest is addressing now and hopefully will continue and spread to other drainages. This includes Slate, Washington, Gothic, Cement, Taylor, etc. I also think we need a couple more developed campgrounds in the Slate, Washington Gulch, on Kebler, and next to town; we need more spots added to the already available campgrounds and we need bathrooms at more trailheads. Composting toilets that don't need to be emptied might be a good solution.

-I feel the management plan needs more focus on creating non-motorized areas for both winter and summer, and manage different uses separately in the long term, at least in heavily used areas of the forest. There are currently more motorized trails than non-motorized in the non-wilderness of the GMUG. And even though hiking, horseback riding and mountain biking are allowed on many of these multi use/motorized trails, these quiet uses may not be compatible with motorized uses, as the plan states. This is the basis for many conflicts. After reading a good part of several of the documents, I feel the closing statements of the draft plan assessment, which the CB News quoted, was misleading. The data in the draft documents is contradictory in different sections, as well. The document states that in Colorado in summer as of 2014, 20% of users were motorized and 80% non-motorized, and in winter 44% motorized and 56% non-motorized. In winter, snowmobilers and the snow motorbikes are starting to get into all drainages and farther out them, a very big increase that I have noticed. As machines get more powerful it seems there is almost no way to get away from them on x-country skis. This forces everyone to deal with the noise and fumes, an unfair balance. It seems as if a couple drainages that are already lower use by motorized would be candidates for management as non-motorized, such as Brush Creek. Non-motorized buffers to wilderness are important and possibly not accounted for in the forest plan. Some drainages or sections of drainages should have stipulations that snowmobiles stay on the roads. In more than a few instances snowmobilers have endangered skiers by high pointing and setting off slides above the skiers, and there is no way to get away from a fast moving snowmobile to get to a safe spot.

Many people worked long and hard to get a few trails close to Crested Butte non-motorized and I believe these areas should continue to be managed as strictly non-motorized for peace and quiet. E-bikes should be managed as a motorized use as they have an electric motor. Drones should be kept out of wilderness and distance should be implemented on how close they can get to other people and livestock.

I see the benefits of motorized use for individuals and for the economy of our towns and know these folks deserve places to recreate, but motorized clearly has a higher impact on trails in the summer and on quiet users and wildlife in spring, fall, winter and summer. Human powered activities are the most prevalent use in several of our mountain communities. I do not believe motorized is more prevalent or that they deserve priority or more loops and trails just because they are persistent in asking. Maintaining and repairing/improving what they can ride now is a pretty big system of trails.

I think the GMUG planning team should seriously look at the permitting of the rental and delivery businesses for ATV's OHVs, UTVs, and snowmobiles. This service may have a lot more possibility for impact due to the inexperienced nature of some of the people who rent (and don't know how to ride or what the rules of the forest is) opposed to people who own their own ATV or snowmobile.

Global warming, which is addressed in the document, is not stated in relation to motorized use. Motorized use probably contributes significantly more to global warming than mountain biking or hiking, something the planning team should consider throughout the entire process.

-permitted events can create a lot higher impact. The huge number of ATVs that attend a permitted event in Gunnison certain summers can have a big impact on roads and trails in the area, much more so than just a few

individuals out riding. The Big Mountain Enduro has created a lot more conflict than most of the other individual mountain bikers on the trails combined. I didn't see much about permitted events addressed in the draft.

-We stand to lose a unique irreplaceable asset if the direction of forest management focuses too much on more trails, more access and growth in # of forest users; no matter what the designation of the trail. People have impact. The asset is our solitude that is quite close to our towns, unmarred views, clean water, abundant wildlife and wilderness quality lands that surround us and make it special area to so many. I also fear wildlife will be pushed farther and become more stressed. I think clustering of campers and forest users (trails, etc.) a little more might help, leaving bigger tracts of land mostly unused and protecting native biological diversity. A limit on actual number of trails, regardless of uses allowed, is needed to preserve the character and biodiversity of our forest.

-Global warming is addressed in the document but it seems more in a mitigation type manner than in addressing the fact that driving vehicles of any kinds adds to the problem. To encourage people to drive more motor vehicles whether to access a trail or to use a motor vehicle on a trail or to see the forest is inconsistent with efforts to reduce global warming impacts. It seems quiet use should be prioritized and encouraged due to this. A factoring in of how to get people to walk or ride bikes right from the towns or camps in the area should be highly considered in planning. Ex: Encouraging people to ride to 401 by having a trail off of the road to get them there (proposed by CBMBA for a long time now) is an example, or by closing the road at a certain point or certain times of the day and not catering to all those who drive to trailheads might be added to the planning considerations. Last summer the road up to 401 and the West Maroon TH had way less traffic with the snowplug intact. There was less conflict, less dust, more peace and quiet and less people crowding the overused West Maroon trailhead and trails. Encouraging people to carpool or take a shuttle to busy trailheads such as West Maroon or out to Gothic to ride 401 might be important, and possibly some creative ideas to lessen vehicular use, like pay permit parking or limited personal vehicles per day to busy areas.

I believe there should be more pockets of wilderness added, and near towns as well as in areas that are remote and lightly used but have wilderness qualities. The GPLI has worked on this issue extensively and identified pockets that would be important and that would not close any trails that people use bikes or motorized vehicles on.

Wilderness is getting busier: the document doesn't accurately reflect this but over 22 years of backpacking in the wilderness areas surrounding CB I have seen huge increases in use and huge impacts to camping areas, wildlife and human waste and trash. This needs to be addressed with education and possibly by permitting more areas to limit the amount of people, enforcing more regulations pertaining to camping, campfires and human waste, and changing the rule so dogs need to be leashed or prohibited entirely. Neighboring forests need to work together more to make this happen.

Guided groups should not be permitted to access areas such as the Mt Emmons Iron Fen and other areas that would be impacted heavily by larger groups.

I would urge the GMUG forest to work more strongly to protect watersheds from diversions to the east slope, and to plan for climate change in relation to water, and incorporate this into the planning document. A clean up of old mines and other contaminants of water sources should be prioritized. Air and water quality are huge concerns with the large amount of leasable lands for gas drilling. I also believe that a future plan for groundwater may be in order to protect it from gas drilling and mineral extraction.

Signage and education need to be expanded to address continuing human waste, camping issues, speed issues, etc. on the entire forest.