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Comments: Page 8 "Although timber and fuelwood collection have been a traditional use on the Ashley, the economic contribution has not been as significant as other national forest uses" is a true but misleading statement. The reason timber and fuelwood collection has not been a huge economic contributor is because of the forest polices, not because it is not viable if allowed.

Page 30 and 31. Page 30 states burning every ten years but table 9 shows burn frequency much higher. I cannot understand the rational of the 10 year period when considering the time frames in table 9.

Page 52: There needs to be an objective to maintain the roads not just the trails.

Page 56 item 9. A goal of having snowmobile trails primarily ungroomed is not appropriate. This limits economic viability of snowmobile trails. The primary focus should be to have most trails groomed with some limited ungroomed trails. Groomed trails are needed to support the use of the trails by all levels of users where as ungroomed trails will restrict the use to more experienced users.

Area immediately south of SR-44 is suitable for timber sales. Only reason you have it marked as not suitable is because you have it identified as roadless. One designation should not rule out the designation on another issue otherwise your analysis is flawed.

Area immediately south of SR-44 is suitable for motorized recreation with the proper trails etc. Of especial concern is the connections between Daggett County and Uintah County as identified in the Daggett County and Uintah County Trails Master plan. There are existing and historical motorized trails that should be maintained and reopened. Some of the area is too steep for general motorized use however trails paralleling SR-44 on the south side of SR-44 such as the existing snowmobile trail need to be maintained and improved and also expanded to allow ATV and UTV use to promote recreation in the area and to help with the economic resilience of the area. With proper design and planning the connections between Daggett and Uintah Counties can be constructed and maintained for all ridership levels.

Economic resilient: For the Daggett County portion of the forest, oil and gas extraction and mining are not the major economic drivers of the forest. Grazing needs to be included. Recreation is the major economic driving factor of the forest. It is vital that you recognize the diversity of the forest and that what is prevalent in one area may or may not be the same in other areas. I looked through the maps and could not see where the oil and gas and mining activities occur. If they are the predominant economic driver of the forest, then provide a map.