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Title:

Comments: The 2004 Travel Plan closed nearly 50% of the trails once open to motorized use. Closure after closure in the past 20 years has caused more crowding on the remaining open roads and trails. There has never been a planning action where the Forest Service increases areas of access for motorized recreation.

Full size motorized use has been hardest hit. There are VERY few trails for us left in the western portion of the GNF. Of the ones that are left there are NO "challenge" trails where you need more than a stock 4wd to access. There is also NO winter access to trails. This elimination of full size motorized trails has caused the ever increasing number of motorized to overpopulate the handful of trails still open.

CBU puts it best on their website:

The Custer Gallatin Forest Plan proposes to close additional access to multiple use recreation. This action is contradictory to the new June 12, 2020 directive from the Chief of the Forest Service. The Secretarial Memorandum which states the purpose of this directive is to "Establish vision, priorities, and direction on:"

- \*Increasing the productivity of National Forests and Grasslands

- \*Valuing our Nation's grazing heritage and the National Grasslands

- \*Increasing Access to our National Forests

- \*Expediting environmental reviews to support active management

The Forest Plan failed to provide an alternate that would increase motorized and mechanized recreational access to the Custer Gallatin National Forest. Comments were submitted to the Forest Service requesting an alternative that increased access for both motorized and mechanized use. This is a clear violation of NEPA in not providing a wide range of alternatives for the public to comment on.

I am requesting that the Travel Plan open at minimum one trail for Full Sized Winter Motorized Use. The main "Little Bear" trail south of Bozeman would be a great option. It is already a full size trail, in a motorized area, and would have little to no impact on non-motorized users.

Furthermore, it would be great to explore developing a challenge trail in the area. There is a lot of demand and it has been proven to work in the rest of the country. Examples like Moab, Black Hills, Tillamook State Forest, and even the Blacktail Wild Bill ORV Trails in the Flathead National Forest prove that these trails are beneficial and extremely popular.

I object to the decision to reduce motorized and mechanized use areas, the lack of an alternative that increases motorized and mechanized access is unacceptable. I request the decision be remanded and a new alternative be developed that follows the Chief's directive to increase productivity, increase grazing opportunities, and increase access.

Thank you for your time,

Robert Currier

President of the Bozeman Mountaineers 4WD Club