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Comments: My name is Jason Anders and access to the national forests is something that is extremely important to me. I have spent a vast majority of my life in these forests recreating in many different forms. I have spent years climbing in various national forests all over the state of Colorado. I have also spent a great deal of time in the saddle of my mountain bike exploring what the forest has to offer. I have climbed a multitude of 14ers with nothing but the boots on my feet. Accessing these trails and areas is something that is important to me as a user of the forest. The national forests have offered me excitement, solitude, and endless enjoyment.

Another activity I enjoy engaging in is taking my 1970 Bronco through the forests riding the road less travelled to explore the great state of Colorado. Over the years I have travelled many of the passes and remote lakes that the San Isabel and Pike National Forests have to offer. To me using these trails responsibly is a fantastic way to access and explore the land. Many times, I have been on these trails and been disappointed by how many users treat this incredible resource. Trash, erosion, short cutting, and all sorts of disrespect for the land is commonplace and reprehensible. When I see these acts against the land, I understand why many action groups seek to do away with OHV trails. I understand and applaud the sentiments they have and their deep respect for the land and its inhabitants. Being someone who enjoys the wilderness as an untouched and pure resources, I see the need to preserve these areas for future generations untouched.

The national forest is a land of many uses however, and we must remember that there are many users with different ideas of what a land of many uses is needed for. Through this study many good ideas and points have been brought up, and I would like to highlight a few that speak to me.

The breakdown of benefit vs. risk on each road's impact on the environment and users is a great way to look at this complex problem. I am sure that there are roads that are just not needed for one purpose or another that do more harm than good for the forest or its users. I agree that these roads should be closed. There are some roads too that serve well as maintenance and forest fighting roads which have no need for public use. I agree that these should be closed and used for purposes that best reflect their most reasonable use.

Where I dissent is in the closing of a vast majority of roads in the name of roadless areas or in environmental concerns. I believe that these trails and roads serve as both necessary and reasonable means for more people to enjoy the forest. In closing these roads, I think we would be doing a disservice to a large group of people who want to use these resources. I think that given the proper resource allocation, we could turn these roads into viable means of egress to the forest with minimal impact to the environment. In this document, they mention grants from the Colorado Department of Transportation that would aid in keeping these roads open and in good repair. Another option I see for maintaining 4-wheel drive trails would be to increase public involvement in maintenance through cooperation with various off-road clubs and agencies. I personally know many people involved in the 4-wheeling community that would love to be more involved in trail maintenance and repair. By working together as a community that has an interest in these trails staying open, I think the Forest Service could help bolster the 4-wheeling community as well as save themselves money on projects maintaining trails.

The 4-wheeling community also needs to look within itself and work on the way some of their members treat the land. The trash and off-trail activity have to stop. These highly visible acts against the environment do not help the cause for trails to stay open for future use. Unless the 4-wheeling community takes care of their trails, we will lose them. Taking measures as a community to educate and encourage their members to adhere to the "leave no trace" guidelines would be a great way to promote their case.

If 4-wheel drive users cannot work on their commitment to the environment the trails closures will lead to increased use on trails left open. Overall, I think this will lead to a worsening outcome for all involved. The trails left open will deteriorate quickly due to increased traffic, which will lead to even more trail closures as the environmental impact will be even greater.

When the document spoke to the impact these roads have on wildlife and invasive species, I believe they had some very good points. When they spoke of wolverine habitat and how it is easily impacted, I could see how these roads could profoundly impact those populations. It seems that overall, motorized roads and trails make up

a fairly small portion of overall land usage. While I understand that these populations of wolverines are important, we have to realize that we as humans have impacts on the land. No matter what we do we will have impacts and we just have to discuss if these impacts are worth the rewards. I think that given correct mitigation as put forward, 4-wheelers and other OHV enthusiasts can work together to minimize impacts on these populations as well as other aspects of the environment.

Thank you for your hard work on this project. I hope I have voiced my concerns well and presented my thoughts clearly. I understand that this is not an easy discussion and that there are many variables to consider. Thank you for your work to protect our National Forests.

Jason Anders