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Comments: I like Alternative C with these exceptions as pointed out by Patrick McKay, in his comments letter as Vice President of Colorado Offroad Trail Defenders. Please refer to the map diagram in his letter, section C of the Ouray region.

While the winter ROS zones in Alternative C are much better than Alternative B and maximize available opportunities for snowmobiling, we have serious concerns about errors in the summer ROS zones. There are numerous places where current designated MVUM routes are shown in semi-primitive non-motorized zones which could lead to closure of these roads.

The most egregious of these errors occur in the San Juan Mountains around Ouray and Telluride, where world-famous motorized routes such as Black Bear Pass, Imogene Pass, Ophir Pass, Yankee Boy Basin, Corkscrew Gulch, Lower Engineer Pass, and Poughkeepsie Gulch are all shown inside semi-primitive non-motorized zones. Most of these are recognized county-roads, and as such cannot be closed by the Forest Service. However, to the extent that any of these roads are under the sole jurisdiction of the Forest Service, these clearly erroneous ROS zones could end up inadvertently forcing the closure of these inestimably valuable motorized routes. Much recreation visitation of historical mines is a Colorado must see item on many peoples bucket list, so it's not just a country road that needs to remain open but the side trails and roads to various historical uses.

The plan's map image shows each of these routes partially or almost entirely within green semi-primitive non-motorized ROS zones in Alternative C. Of these routes, Black Bear Pass, Imogene Pass, Ophir Pass, and Poughkeepsie Gulch are all Jeep Badge of Honor trails, and are easily among the most famous four-wheel-drive roads in Colorado. Corkscrew Gulch, Lower Engineer Pass, and Poughkeepsie Gulch connect to the famous Alpine Loop, which consists of Engineer Pass and Cinnamon Pass. All of these routes are considered part of the Alpine Loop Back country Area.

Given that all these routes are designated as high use recreation corridors in the management area maps for Alternative C, which are mainly used along popular motorized routes, placing all of these routes in semi-primitive non-motorized ROS zones is clearly erroneous and must be corrected in the maps and GIS data for the final EIS. Numerous other designated motorized routes are also shown inside non-motorized ROS zones -- too many to discuss each one in detail.

I cannot believe it was intentional that the alternative described as favoring motorized recreation would in fact force the closure of numerous popular motorized routes by placing them inside semi-primitive non-motorized ROS zones. I conclude that the GMUG GIS staff failed to compare the ROS zone maps against the Forest Service's own MVUM route GIS layers, which would have immediately revealed the significant number of motorized routes inside non-motorized zones. I have seen this sort of 'mistake' occur at Canyons of the Ancients NM which thus took away many historical trails from local use, being not noticed, some

'club type groups/people' that want humans to stay more then brought legal activity to force the closures that had been 'sneaked in' the BLM's plan for the region. Mistakes or oversights in a plan have a tendency to become law through the token of legal actions, so this must be corrected.

I urge the GMUG NF to undertake a thorough review of the ROS maps for Alt-C and correct all instances where existing motorized routes are shown inside non-motorized ROS zones prior to publication of the FEIS. Finally note that the mapping errors along Wilderness boundaries at the summits of Pearl and Taylor Passes discussed in relation to Alt-B are also present in Alt-C.

Respectfully,

Marc Yaxley, Thunder Mountain Wheelers ATV Club member