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Organization:

Title:

Comments: Hi. I'm Travis. My family, friends and I are avid OHV (dirt bike) users. We are also members of, donate to and advocates of COHVCO, TPA, AMA, BRC, Tread Lightly, RRMMC, Share Trails, etc.

We put a few hundred hours on our dirt bikes during the riding season. We are seen often by and chat with the USFS OHV trail crews that are out working on the trails. These are great family fun times, building cherished memories that will last a lifetime. I won't go into the financial side of things as a benefit to the community, etc except to say that it is very tangible and noteworthy to say the least. I want to put my personal thoughts and experiences into this comment. We teach the kids to ride ONLY on MVUM approved trails. At all times. (Idiots that don't are another subject entirely and are a huge part of the reason these lawsuits keep coming, but I digress.) We absolutely love and respect the forest. We pack out our and other's trash and too often put out unattended campfires on Sunday afternoons after the campers leave (can't express how I feel about that without being inappropriate.) We will even drag logs over the entrance of an illegal trail here and there, placing them next to the torn down no motor vehicle signs that were removed unlawfully. Long term management, planning, maintenance and growth must all be accounted for to ensure the longevity of the forest and the trail systems for future generations to come.

I support Alternative C because it is the best alternative for motorized recreation, appearing to be the closest thing to current

management, is the most flexible with less zoning restrictions, and allows better management of the forest in the event of natural forces (fire, floods, landslides, etc.) and future recreation development.

I would like to see the following modifications to the current verbiage for Alternative C:

The addition of verbiage from Alternative B that protects motorized access to the Continental Divide Trail and areas around the trail. Current motorized access should remain as is.

The addition of specific protection to any route that has already been approved as a motorized route in sitespecific Travel Management by the FS. In particular, any of these routes that are being proposed to be encompassed by a Primitive or Semi Primitive Non-Motorized ROS category. Keeping these routes open to motorized travel is critical to the quality of the recreation experience for these users.

Thanks for your consideration..

Travis McCarthy