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Title:

Comments: I live in Poncha Springs. I recreate frequently in the GMUG National Forests. I ski and hike. I ride a mountain bike, a pedal assist mountain bike (on trails), and a motorcycle (usually on roads).

We need more opportunities to recreate, not fewer. I believe with proper management and education, roads and trails can coexist with wildlife, scenic views, and environmental protection. Access to nature is an important component to human health and happiness. Unscientific restrictions to human access are not conducive to the multi use mission of the USFS.

I support Alt C as the best alternative for our public lands. There are some issues that need to be addressed such as the creation of non-motorized areas where there are existing roads and trails.

Alternative B is too restrictive, it creates too many non-motorized areas around motorized trails and roads which would make it difficult to reroute trails, or create new trails. A density of 1 mile of trail per square mile is too restrictive. I do not believe there is a reason to designate so much area to wildlife habitat. My concern with the wildlife habitat zones is that this is used without supporting data to restrict recreation.

Alternative D should be rejected completely. We have plenty of wilderness in this state. Creating more wilderness will lock more people out of the forest (including me). It will put more stress on the non-wilderness areas since our population is aging and older adults typically cannot hike as far as younger adults.

FW-DC-REC-01 is encouraging.

(1) meet persisting and evolving needs of diverse user groups, (2) accommodate adjusted management as advancements in recreational equipment technologies make way for new and different uses, (3) are inclusive of a culturally diverse population and, (4) are accessible to persons with disabilities, wherever feasible.

With this in mind, I think all trails open to mountain bikes, and the semi-primitive non-motorized areas, should be open to class 1 E-bikes.

Many, if not most, dirt bikes trails are inappropriate for pedal assist e-bikes. They tend to be too steep and loose. The noise and the impact to the trails is no different than a regular mountain bike. The speed criticism is a non issue. The assist speed is limited to 20 mph, many mountain bikers exceed this on a downhill. On most trails in the area, the speed of a strong rider or an e-biker is limited by the trail. The worry over increased volume near populated areas doesn't make sense. The best place for an older person to ride is close to the populated area. I personally know quite a few people over 60 who have switched from mountain bikes (or dirt bikes) to e-bikes.