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Comments: Hello GMUG Forest Management Team

This is a joint comment on the GMUG Forest Management Plan update by both the Motorcycle Trail Riding Association (MTRA) and the Bookcliff Rattlers Motorcycle Club (BRMC) representing dirt bike enthusiasts in the Grand Junction, CO area. We currently have over 300 active members and continue to add new members on a regular basis. We have a long history of working with the USFS and BLM to advocate for, plan, construct and maintain single-track trails in Western Colorado.

Specifically, as single-track motorcycle trail users, we would like to see more connectivity in the existing Uncompahgre trail system to enhance the trail riding experience and improve safety for both motorcyclists and other forest users. Currently there are a lot of road transfer sections where riders must use existing roads to connect from one trail to the other. Improved trail connectivity would move the motorcycle traffic off the roads and onto the trails, where we would rather be anyways. This would create a safer environment for all users due to less two-way traffic on Divide and Uranium roads.

The trails that would see the greatest advantage in connectivity are Divide Forks to Boy Scout, Boy Scout to Lower Unawep, Lower Unawep to Snowshoe, lessen the road transfer from Snowshoe to Ute Creek and attach Ute Creek to Massey's Bench. In addition, re-opening Blue Creek up to motorcycle traffic will pop riders out on Divide Road closer to the southern trails, Beaver Dam and Lower Bench. Due to lack of use, the trail has eroded from the bottom of Mailbox heading up Blue Creek. Before this trail was closed to motorcycles, it was sustainable and maintained a single line due to the motorcycle traffic.

Generally, of the 4 alternatives in the draft Plan, we support Alternative C for the following reasons:

- It is the best alternative for motorized recreation because it appears 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.

We 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 for all areas of the forest, with no additional trail closures.

- The addition of specific protection to any route that has already been approved as a motorized route in site-specific Travel Management by the USFS. In particular, any 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 motorized users.

- Consistency between Wildlife Management Area trail densities and best available science that are based on wildlife population counts published by CPW.

We would be happy to discuss any of these comments in greater detail at any time.

Dave Clapp, MTRA President

Caleb Boutillier, BRMC President