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Comments: Comment # 1
The current dispersed camping restrictions in place for south Taylor Park under Forest Order # GMUG 2017-11 need to remain in place - by extension if necessary - until a designated camping program can be developed and implemented under the new GMUG Forest Plan.

Comment # 2
Although significant additional detail is needed, the Recreation Opportunity Settings (ROS) for Summer and Winter are acceptable under the No Action/Current Forest Plan and under Alternatives B & C. The ROS for Alternative D is not acceptable.

Comment # 3
The DRAFT Forest Plan includes goals for reduction of fire risk. I fully support all efforts to this end, including construction of fire breaks where feasible.

Comment # 4
From Forest Plan Revision: Quick Guide
"Travel management decisions (summer) and over-the-snow (winter) decisions will not be made in this forest plan. (Emphasis added) An approved forest plan would set the stage for future travel planning through desired recreation settings for different areas, as well as other direction, but it does not authorize the opening or closing of individual routes or over-the snow areas."

I appreciate all the work that the current Gunnison staff has completed for closing unauthorized motorized trails and routes in Taylor Park over the past few summers. I look forward to continued progress. Under the new Forest Plan, I expect the same established consideration of local input and recognition of historical usage in travel management decisions. However, additional parameters need to be addressed in the future.

While the volume of off-highway vehicles is difficult (if not impossible) to control, acceptable operating speeds and acceptable noise levels need to be addressed. While enforcement is always a major challenge, public notification of expectations will at least help in establishing acceptable behavior, at least among those who are willing to do what is best for continued motorized access to public lands.

Signs, brochures, and other means to communicate with the public should be used to explain and demonstrate the damage done to trails and roads due to excessive speeds. Specifically, I am talking about those trails that require high ground clearance vehicles that have historically been travelled at 5 to 10 miles per hour, or even less. New technology has allowed for some vehicles to travel substantially faster than that. Just because they can, doesn't mean they should. Granted, the huge increase in vehicle numbers has considerably contributed to trail damage, but excessive speed has also been a major factor. In addition, the existence and use of permanently locked rear differentials has been a negative factor, as these can cause sizable rocks to be "peeled" out of roads - especially at higher speeds. The message that high speeds destroy our roads and trails needs to be provided to all users.

Excessive noise from off-road vehicles also needs to be addressed. My experience in Tin Cup is that a typical ATV/OHV can be heard coming and going for at least ¼ mile, probably more. A typical street-legal car or truck can pass through Tin Cup and not be heard. Given the volume of ATV/OHV's in the summer, the noise level is constant - and extremely unpleasant. (Note: Anyone who has attended a meeting at the Tin Cup Town Hall in the summer can bear witness to this phenomenon.) Individuals and organizations are becoming more vocal in

their desire for manufacturers to produce less obtrusive-sounding machines. While electric vehicles may be on the way, the efforts to quiet conventional machines must continue. Presently, any modification to an ATV/OHV original equipment exhaust system is illegal, but that is not enough. Any assistance and/or input from the Forest Service on this front will be appreciated, if not required. A rational step is to require all vehicles operated in a national forest to comply with noise standards applicable to new, on-highway vehicles. Logically, this requirement would be phased-in over a period of years, and would require cooperation by ATV/OHV manufacturers. Almost without exception, excessive ATV/OHV noise is one of, if not the, major motorized vehicle complaint among Taylor Park residents - and almost everywhere ATV's/OHV's interact with any other mode of transportation, including hiking, biking, horse riding, etc.

Comment # 5
Forest Service leadership and philosophies
Clearly the DRAFT GMUG Forest plan is full of goals and open decisions. However, overall, the final approved plan should provide an adequate structure for consistent management. Changes in personnel at the highest levels should not significantly impact finalization and implementation of the plan. Granted, some flexibility will be available to high-level management, but the overall philosophies developed in the plan should remain consistent.

Personal observation: Management of the Gunnison District (including supervisors and staff) has been outstanding over the past few years, including actions in the field and willingness to engage with the public. I certainly haven't agreed with every action and or decision, but I do feel public input has been requested, received, and considered.