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Organization:

Title:

Comments: I am writing to express my views/comments regarding the public use plan GMUG use plan. I am an adventure motorcycle rider who plans on enjoying exploring GMUB in a responsibly. Responsible adventure motorcycle riders bring to the communities much needed economic support, by supporting local businesses e.g., gas stations, stores, restaurants, hotels, etc.

I believe in responsibly management of all public lands, which includes understanding of the various uses that a variety of users want for the land. Unfortunately, there are two types of users that threaten most of the other users ability to use public land responsibly:

1) The irresponsible user who does not follow already established roads and trails. Thereby damaging the environment and not caring about others who also want to share public land responsibly. These users need to be issued heavy fines (in the thousands of dollars for each violation, and have their use privileges suspended and/or taken away. I realize this may require some changes in statutes and/or regulations.)

2) The users who only want the land to be uses specifically in the way they want to enjoy public land without respecting others who want to responsibly use public land in a different way than they want to use the land. This group of users is actually a small percentage of the users. However, their organizations are well fund and very vocal about limiting public land use if the land use, either currently and/or proposed does specifically align with their views.

I am requesting the GMUG to keep the roads on the COBDR open to motorized use and in the event that a road is closed for some reason in the future, an alternate route is provided (a temporary bypass or a permanent revision) on nearby forest roads.

The following is a list of some of the GMUG roads utilized in the COBDR:

NFSR 611 and 618 between Dolores and Telluride

NFSR 625 and 630 (Ophir Pass) between Telluride and Ouray/Silverton

NFSR 886 and Road 30 (Hinco-3) between Ouray/Silverton and Lake City

SH-149, NF 7788/7788.2E (Los Pinos Pass), 7579.2D (Razor Dome Rd) and 7579 (Home Gulch Rd) between Lake City and Gunnison/Sargents

Gunnison County Roads 887, NF 7763, 7765, 7725 and 7209 near Pitkin, Tincup, Taylor Park, and Buena Vista

Most at risk are Ophir Pass 630, Corkscrew Pass (886) and Engineer Pass (878) - a ROS setting of SPNM is not acceptable, we suggest they should be at a minimum SPM.

To protect the annual travel and tourism dollars from travelers on the COBDR to the towns along this route we suggest NOT adopting the Semi-Primitive Non-Motorized and Primitive categorizations in the areas near these roads as outlined in Alternatives B, C and D. Alt D specifically would have the largest impact on travel on these roads so we recommend rejecting that one.

As an adventure motorcycle rider. I support the work of the Backcountry Discovery Route (BDR) organization responsible land use policies and the work the BDR does to promote responsibly public land use.

The following alternatives are the best in providing responsibly public land users a way to enjoy public land, while still supporting the communities on the routes of the Colorado Backcountry Discover Routes (COBDR)

Alt B is better for future COBDR travel in the area around Telluride and Ouray.

Alt C is better for future COBDR travel between Lake City and Buena Vista.

I am supporting Alternative C with changes because it would allow the most flexibility for use in the future such as updates to or new BDR routes.

I hope that the lands around these roads can be kept status quo (existing condition) or at least in the Roaded Natural or Semi-Primitive Motorized designations as much as possible. Since most of the travel on the C)BDR is June through September. I am commenting on the Summer ROS alternatives.

Thank you for your review and consideration of my comments.