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Comments: I think it is great that an over snow travel plan is being created and hope the Forest Service does its due diligence to take into consideration the various uses of human users, and balance that, and what is best for the environment and wildlife.

As a cross-country/backcountry skier, snowshoer and groomer of Nordic trails my interests lie in the allocation of terrain for non-motorized use that will preserve the quiet solitude sought after by the public who take to the forest for the beauty and serenity it offers.

As a Nordic trail groomer for the past several years we have seen increased use and conflict with OSV's on the trails once used only by skiers and snowshoers. We have tried as groomers to make special trails for the OSV's to use along side our groomed ski trails. But it has failed. They just ride wherever they want and destroy hours of grooming work and create safety hazards for skiers by trenching across our trails. Even if they would respect our trails, skiing with motorized vehicles buzzing around and emitting exhaust into the air we breath is not why we go to the mountains.

In my opinion the two groups can not harmoniously exist in the same areas. I understand the motorized users want room to play, just as we do, and I think this can be accomplished if the Forest Service does its job and uses topographical feature to delineate areas for both uses that would separate them by adequate distance so one does not hamper the other.

In reality most non-motorized users don't go more than 4 or 5 miles from any existing road or trailhead due to the sheer amount of time it takes to travel that far and back. And that is usually done in a linear fashion of out and back trail. Motorized users can within minutes be 4 miles back and eliminate the issue of noise and the visual impact they make on the pristine snow that we all love to see from our roadways. There are areas on top of Wolf Creek Pass that are throughout the winter, nothing but compacted snowmobile tracks due to the high number of OSVs. This unnatural occurrence, while also unsightly, must also have some impact on how that snowmelt enters our watershed in addition to harmful fluids leaking from these machines in such a concentrated area. I think making multiple groomed entry points for OSV's, to spread them out further in the back country may be something the Forest Service should look at when creating this plan.

As our weather patterns change and we are unable to hold snow at our lower elevations non-motorized users need areas in the forest higher up that suit their needs with moderate terrain buffered from noise and air pollution. Over the years those areas, such as Big Meadows, Rock Creek and others have been identified and used by the non-motorized public and should be considered for adopting into the plan of non-motorized use only. There seems to be plenty of high-country steeper terrain for the OSV's especially considering that only 3 out of every 10 winter users are motorized users. The current proposal for 74% of the Rio Grande being allocated for motorized travel seems way out of proportion to the types of users. I know OSV's require much more space per user due to their being able to cover so much terrain so fast but the allocations should be much more inline with the needed uses of both groups and with environmental and wildlife concerns.