

Data Submitted (UTC 11): 7/4/2026 3:24:07 PM

First name: Jacob

Last name: Allen

Organization:

Title:

Comments:

Message from

You don't often get email from jacob.allen.ad883@advocate-mail.com.

Learn why this is important

[External Email]

If this message comes from an unexpected sender or references a vague/unexpected topic;

Use caution before clicking links or opening attachments.

Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov

Carlos Gonzales,

I enjoy recreating and accessing public lands. I believe our public lands are crucial to our American culture and preserving access is important as a nation. Responsible access to public lands is important to me and many others in our community. I appreciate

the opportunity to comment on the Rio Grande National Forest Over-Snow Travel Management Project Draft Environmental Impact Statement.

I strongly support selecting Alternative 3 as the foundation for the Final Environmental Impact Statement, while incorporating select provisions from Alternative 4 where they improve connectivity and recreational opportunity without unnecessarily reducing access.

Alternative 3 provides the best balance between complying with the Forest Service's Over-Snow Travel Management Rule and maintaining meaningful over-snow vehicle recreation across the Rio Grande National Forest. By designating approximately 1.2 million acres

for cross-country over-snow vehicle use and approximately 738 miles of designated routes, Alternative 3 preserves the type of winter recreation opportunities that have existed on the Rio Grande National Forest for generations.

I also support incorporating portions of Alternative 4 that improve route connectivity and access where those changes are supported by site-specific resource analysis. However, I do not support adopting Alternative 4's additional widespread closures that substantially reduce available riding opportunities.

I encourage the Forest Service to reject any proposal that creates de facto buffer zones around congressionally designated wilderness. Congress has repeatedly stated in wilderness legislation that wilderness designations do not establish protective buffer zones

on adjacent lands. Recreation occurring outside designated wilderness should continue however Alternative 2 clearly creates buffer zones.

Likewise, I ask the Forest Service not to establish unnecessary restrictions surrounding the Continental Divide National Scenic Trail. The National Trails System Act protects the trail itself but does not create a mandatory motorized-free corridor on surrounding

National Forest lands. Any additional restrictions adjacent to the trail should be supported by documented, site-specific resource concerns rather than assumptions that motorized recreation is incompatible with lands surrounding the trail.

I also encourage the Forest Service to continue allowing over-snow vehicle use within appropriate Special Interest Areas and Research Natural Areas where that use has historically occurred and where it is compatible with the purposes for which those areas were

designated. Alternative 3 appropriately recognizes that many of these designations were established to protect unique historic, geologic, or scientific features?not to prohibit responsible winter motorized recreation.

The Draft EIS also places significant emphasis on minimizing user conflicts between recreation groups. While the Travel Management Rule directs the agency to consider conflicts during planning, National Forests are managed under the principles of multiple use.

Restrictions on public access should be based on measurable resource impacts, public safety, or statutory requirements—not simply because different recreation users prefer different experiences.

Thank you for considering my comments. I respectfully ask the Forest Service to select Alternative 3 as the basis for the final decision, incorporate beneficial elements of Alternative 4 where appropriate, reject unsupported wilderness and Continental Divide

Trail buffer zones, maintain access through appropriate Special Interest Areas and Research Natural Areas, remove arbitrary snow depth requirements, and continue providing meaningful over-snow vehicle recreation opportunities on the Rio Grande National Forest for future generations.

I am writing to respectfully urge your strong support for Alternative 3 in the Rio Grande National Forest's Draft Environmental Impact Statement for Over-Snow Travel Management. As someone who has grown up recreating in these majestic mountains year-round,

this issue is deeply personal to me and my family. These public lands are part of our heritage, and decisions like this will determine whether future generations can experience the same freedoms and opportunities that shaped my life.

From childhood hikes and fishing trips in summer, to fall hunting seasons and winter adventures, the Rio Grande National Forest has been my playground and classroom. I learned respect for nature, self-reliance, and stewardship here. In winter, snowmobiling

has been one of the most meaningful ways my family and I connect with these mountains. We ride responsibly, respecting wildlife, staying on appropriate snow cover, and following the rules. Over decades of personal experience, I have seen that snowmobiling

does not negatively affect this land when properly managed. Modern machines travel lightly over deep snow, leaving the soil, vegetation, and waterways protected by frozen conditions that prevent the erosion or compaction common in other seasons.

Alternative 3 preserves substantial access—over a million acres of open riding areas and hundreds of miles of routes—while balancing resource protection. This is critical. Being able to ride keeps our public lands truly open and usable for everyday Coloradans.

It supports safe winter access for recreation, family bonding, and even emergency or management needs. The physical and mental benefits are profound: snowmobiling gets people outdoors for exercise, fresh air, and exhilarating movement that builds strength,

cardiovascular health, and coordination. Mentally, it reduces stress, combats seasonal depression common in our long winters, fosters a sense of freedom and accomplishment, and strengthens family and community ties through shared adventures.

This is our land in a free country. These national forests belong to the American people—not to any single interest group. We should manage them for multiple uses, honoring the traditions of responsible motorized recreation that have coexisted peacefully with

other activities for generations. Closing off large areas through overly restrictive alternatives would limit access for families, seniors, veterans, and others who rely on snowmobiles to experience the backcountry, contradicting the spirit of public lands and American liberty.

I respectfully ask you to engage with the Forest Service on this issue and advocate for the selection of Alternative 3 (with any connectivity improvements from other options that maintain broad access). Please help protect winter recreation opportunities for

hardworking Colorado families who cherish these mountains.

Thank you for your leadership and for standing up for public access and multiple-use management on our public lands.

Sincerely,

Jacob Allen

719 N Logan St

Denver, CO 80203

(336) 383-2535

jakejallen@me.com