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Comments: See Attachement

I. Introduction

I am an offroad enthusiast from Buena Vista, Colorado. I am the founder and president of Colorado Offroad Enterprise (CORE). CORE was created to partner with land managers to engage in trail adoption, trail work, stewardship, and offroad ethics. We have 15 adopted trails in Central Colorado. We work closely with BLM and The Forest Service in Colorado to keep our prized offroad and backcountry roads and trails open for the continued enjoyment of multi-use backcountry recreation. I have personally been visiting the National Forest Managed Lands around Moab for more than two decades.

I am submitting these comments on behalf of our 200 members from around the country who regularly visit the Moab area. We present these comments to request that the National Forest Plan Update for this area preserve the existing ROS for motorized use and to expand those ROS zones to maximize the opportunities for motorized recreation, notably for Singletrack Moto and ATV users. Additionally, we also support the comments and recommendation made by Ride with Respect.

II. General Comments

A. The existing ROS Zones for semi-primitive and other forms of motorized recreation should continue to be maintained through this Forest Plan Update. Those zones are highly valuable for potential motorized expansion to allow options for looping routes and connectors to existing routes. These options could include future routes to keep users off graded county roads, who are using these county roads to access singletrack and other motorized trails further into the forest. Keeping these existing zones would improve existing management and allow future development to further improve management. Looping routes offering a full day of motorized recreational experience help influence positive motorized behavior while also allowing users to fill up a full day with the motorized experience they are seeking. Shrinking the current Motorized ROS Zones will have the opposite effect and yield a negative outcome.

B. Inventoried Roadless Areas (IRAs) should not preclude the development of future trails and should not hamper the management of existing trails within the IRAs. Motorized trails are compatible and acceptable for IRAs and The Forest should not be leveraged into managing these trails with a negative motorized intent.

C. We would like to reiterate our support for the comments submitted by Ride with Respect and the additional four points they, and others, have raised with respect to motorized use within the Manti-La Sal Forest Plan Update.