

# Comment Summary Report grouped by Route

Monday, April 13, 2015

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C100</b>	988	undesigned	A1	R	O5

Commenter	Organization	Submission Code
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C101</b>	926	undesigned	R	R	C

Commenter	Organization	Submission Code
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C102</b>	791	undesigned	R	R	R
	793	undesigned	R	R	R

Commenter	Organization	Submission Code
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C104</b>	780	undesigned	O5	R	O5

Commenter	Organization	Submission Code
Craig Grother	N/A	emc0701

**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Route</b> <b>C106</b>	<b>Segment</b> 752	<b>ALT A</b> undesigned	<b>ALT B</b> O5	<b>ALT C</b> R	<b>ALT D</b> O5
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<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

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<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120,

117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C108</b>	697	undesigned	R	R	O4
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b>					
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C109</b>	701	undesigned	O5	R	O5
<b>Commenter</b> Dale Znamenacek		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> emc0667
<b>Comment Recommendation: O (Open (All modes of travel))</b>					
Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21					
Trail Name: Post and Pole Canyons					
Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.					
Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.					
Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.					
Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.					
Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.					

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C110</b>	687	undesigned	O5	C	O5
<b>Commenter</b> Craig Grother		<b>Organization</b> N/A			<b>Submission Code</b> emc0701
<b>Comment Recommendation: H (Foot/Horse)</b>					
Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be					

designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

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<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

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<b>Route</b>	<b>Segment</b>	<b>ALT A</b>	<b>ALT B</b>	<b>ALT C</b>	<b>ALT D</b>
<b>C111</b>	361	undesigned	O5	C	O5

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<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

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<b>Commenter</b> Gene Gilliam	<b>Organization</b> WSATVA	<b>Submission Code</b> rmc0087
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Mostly oil well locations, cattle grazing, and hunting are some of the uses of this public Land. I haven't seen many hikers or back packers in this area. Camping by hunters mainly.

This is a great area to ride in the late spring and early fall Close to home, with wildlife, and scenic views. A place

to go with friend and family for a day ride. One historical sight is the Barrel Springs homestead cabin.

I, for one, ride the trail along Corral Creek while I'm in the area. C30 111, Great views can be had from Long Point. Hawks can be seen circling, hunting for dinner. There is plenty of sign of all kind of animals. Pictures can be taken of views & wild life. A drink of water and a snack is always welcome with friends and family. PLEASE KEEP THESE TRAILS OPEN TO MOTORIZED USE!!!

Keep open. The western slope ATVA rides this area several times a year. Trash is picked up and trail repair is done when needed for safety.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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<b>Route</b> <b>C113</b>	<b>Segment</b> 695	<b>ALT A</b> undesigned	<b>ALT B</b> O5	<b>ALT C</b> C	<b>ALT D</b> O5
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<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

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<b>Route</b> <b>C114</b>	<b>Segment</b> 692	<b>ALT A</b> undesigned	<b>ALT B</b> R	<b>ALT C</b> R	<b>ALT D</b> N
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<b>Commenter</b> Jason Bertolacci	<b>Organization</b> International Mountain Bicycling Association	<b>Submission Code</b> emc0912
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**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

Zone C

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16

Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

#### Zone F

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

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Commenter	Organization	Submission Code
Landon Monholland	N/A	emc0922

#### Comment Recommendation: N (Foot/Horse/Mechanized)

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

#### Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage.
- Routes H46, H47, H49, and H52 should remain accessible to use.
- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139

High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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Commenter	Organization	Submission Code
Kris Cox	COPMOBA- Grand Valley Canyons Chapter	emc0788
<b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>		
C94, C78, C91, C84 route should be accessible		
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C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.		

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Commenter	Organization	Submission Code
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b>		
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.		

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Commenter	Organization	Submission Code
Scott Winans	N/A	emc0868

**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C117</b>	193	undesigned	R	R	R
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b> I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C118</b>	342	undesigned	R	R	R
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b> I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C119</b>	330	undesigned	O	O	O
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b> I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C120</b>	305	undesigned	O	O	O
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b> I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

established on all of the Zone C routes listed above.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C121</b>	158	undesigned	O	O	O

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**  
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C122</b>	6456	undesigned	O	O	O

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**  
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C123</b>	118	undesigned	O	O	O

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**  
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C125</b>	494	undesigned	R	R	R
	19787	undesigned	O	O	O

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**  
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C126</b>	87	undesigned	O	O	O
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b>					
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C127</b>	82	undesigned	O	O	O
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b>					
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C129</b>	143	undesigned	O	O	O
<b>Commenter</b> Jason Bertolacci		<b>Organization</b> International Mountain Bicycling Association			<b>Submission Code</b> emc0912
<b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>					
Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.					

**Zone C**

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

**Zone F**

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large

amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

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Commenter	Organization	Submission Code
Landon Monholland	N/A	emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage.
- Routes H46, H47, H49, and H52 should remain accessible to use.
- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.

- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139

High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Scott Winans	<b>Organization</b> N/A	<b>Submission Code</b> emc0868
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**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

<b>Route</b>	<b>Segment</b>	<b>ALT A</b>	<b>ALT B</b>	<b>ALT C</b>	<b>ALT D</b>
<b>C131</b>	6447	undesigned	O	O	O

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Route</b>	<b>Segment</b>	<b>ALT A</b>	<b>ALT B</b>	<b>ALT C</b>	<b>ALT D</b>
<b>C134</b>	473	undesigned	O	R	O

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

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<b>Route</b> <b>C135</b>	<b>Segment</b> 162	<b>ALT A</b> undesigned	<b>ALT B</b> R	<b>ALT C</b> R	<b>ALT D</b> R
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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Route</b> <b>C14</b>	<b>Segment</b> 857	<b>ALT A</b> undesigned	<b>ALT B</b> O	<b>ALT C</b> R	<b>ALT D</b> O
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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Route</b> <b>C149</b>	<b>Segment</b> 526	<b>ALT A</b> undesigned	<b>ALT B</b> R	<b>ALT C</b> R	<b>ALT D</b> A2
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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120,

117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C150</b>	980	undesigned	R	R	C
<b>Commenter</b> Thomas Hundtroft		<b>Organization</b> Bookcliff Rattlers			<b>Submission Code</b> emc0693
<b>Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)</b> C31, C150 (connects to C99) provide high-quality, remote singletrack recreation for motorcyclists. This is not consistent with the BLM's claims to seek high visitor satisfaction with the recreation opportunities it provides. It is far away from easy access so it receive light use, which means very low impacts.					
The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.					

<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b> I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

<b>Commenter</b> Thomas Hundtroft		<b>Organization</b> Bookcliff Rattlers			<b>Submission Code</b> emc0693
<b>Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)</b> In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.					

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C151</b>	904	undesigned	R	R	C
<b>Commenter</b> Thomas Hundtroft		<b>Organization</b> Bookcliff Rattlers			<b>Submission Code</b> emc0693
<b>Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)</b> In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.					
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b> I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C152</b>	938	undesigned	R	R	C
<b>Commenter</b> Thomas Hundtroft		<b>Organization</b> Bookcliff Rattlers			<b>Submission Code</b> emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

**Route****Segment****ALT A****ALT B****ALT C****ALT D****C153**

969

undesigned

R

R

C

**Commenter**

Thomas Hundtroft

**Organization**

Bookcliff Rattlers

**Submission Code**

emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

**Route****Segment****ALT A****ALT B****ALT C****ALT D****C155**

996

undesigned

R

R

C

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

**Route****Segment****ALT A****ALT B****ALT C****ALT D****C158**

979

undesigned

R

R

C

**Commenter**

Thomas Hundtroft

**Organization**

Bookcliff Rattlers

**Submission Code**

emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C16</b>	989	undesigned	O	O	O
	1009	undesigned	O	O	O
	1013	undesigned	O	O	O
	1067	undesigned	C	C	O
	6507	undesigned	O	O	O

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep , ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38,

26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C18</b>	907	undesigned	O	O	O
	909	undesigned	O	O	O
	915	undesigned	O	O	O

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<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep , ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

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<b>Commenter</b> Don Smith	<b>Organization</b> WSATVA	<b>Submission Code</b> rmc0087
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Historical use: camping, photography, wildlife sight seeing, hiking

Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more.

We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude.

We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

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<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> N/A	<b>Organization</b> WSATVA	<b>Submission Code</b> rmc0087
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**Comment Recommendation: O (Open (All modes of travel))**

Barrel Springs  
This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C19</b>	646	undesigned	O5	C	O5
	683	undesigned	O5	C	O5
	688	undesigned	O5	C	O5
	691	undesigned	O5	C	O5
	754	undesigned	O5	C	O5
	770	undesigned	O5	C	O5

<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping):  
This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Route</b> <b>C20</b>	<b>Segment</b> 472	<b>ALT A</b> undesigned	<b>ALT B</b> R	<b>ALT C</b> R	<b>ALT D</b> A4
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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

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<b>Commenter</b> Scott Winans	<b>Organization</b> N/A	<b>Submission Code</b> emc0868
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**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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Commenter	Organization	Submission Code
N/A	WSATVA	rmc0087

**Comment Recommendation: O (Open (All modes of travel))**  
Barrel Springs  
This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

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Commenter	Organization	Submission Code
Landon Monholland	N/A	emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage.
- Routes H46, H47, H49, and H52 should remain accessible to use.

- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139  
 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.  
 Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Thomas Hundtroft	Bookcliff Rattlers	emc0693

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Jason Bertolacci	International Mountain Bicycling Association	emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

Zone C

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

Zone F

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity

centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

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<b>Commenter</b> Kris Cox	<b>Organization</b> COPMOBA- Grand Valley Canyons Chapter	<b>Submission Code</b> emc0788
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**Comment Recommendation: N (Foot/Horse/Mechanized)**

C94, C78, C91, C84 route should be accessible

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C21</b>	910	undesigned	O	O	O
	916	undesigned	O	O	O
	920	undesigned	O	O	O

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<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

**Commenter**  
Don Smith

**Organization**  
WSATVA

**Submission Code**  
rmc0087

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Historical use: camping, photography, wildlife sight seeing, hiking

Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more.

We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude.

We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

**Commenter**

Thomas Hundtroft

**Organization**

Bookcliff Rattlers

**Submission Code**

emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

Trail C94 is a bicycle user made trail that

BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep , ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

**Commenter**

N/A

**Organization**

WSATVA

**Submission Code**

rmc0087

**Comment Recommendation: O (Open (All modes of travel))**

Barrel Springs

This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy.

Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

**Route**

**Segment**

**ALT A**

**ALT B**

**ALT C**

**ALT D**

**C22**

667

undesigned

R

R

A4

**Commenter**

Kris Cox

**Organization**

COPMOBA- Grand Valley Canyons Chapter

**Submission Code**

emc0788

**Comment Recommendation: N (Foot/Horse/Mechanized)**

C94, C78, C91, C84 route should be accessible

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

**Commenter**

Walt Blackburn

**Organization**

Thunder Mountain Wheelers

**Submission Code**

emc0623

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22, C23, C28

These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

**Commenter**

Patrick Wehling

**Organization**

N/A

**Submission Code**

emc0452

**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash, Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

---

**Commenter**

N/A

**Organization**

WSATVA

**Submission Code**

rmc0087

**Comment Recommendation: O (Open (All modes of travel))**

Barrel Springs

This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

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**Commenter**

Steve Chapel

**Organization**

Western Slope ATV Association

**Submission Code**

emc0013

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22, C23, C28

This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area.

Routes C22 to C 95

This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.

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**Commenter**

Walt Blackburn

**Organization**

Thunder Mountain Wheelers

**Submission Code**

emc0623

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22 to C95

This is basically the same riding area as Barrel springs. It is used by us as a side trip on our organized club rides. It is shown as a 50" route in Alt.D and should be included in the final analysis.

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**Commenter**

Walt Blackburn

**Organization**

N/A

**Submission Code**

emc0886

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22 to C95

This is basically the same riding area as Barrel springs. It is used by us as a side trip on our organized club rides. It is shown as a 50" route in Alt.D and should be included in the final analysis.

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**Commenter**  
Brandon Siegfried

**Organization**  
Grand Mesa Jeep Club

**Submission Code**  
cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

**Commenter**  
Landon Monholland

**Organization**  
N/A

**Submission Code**  
emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage.
- Routes H46, H47, H49, and H52 should remain accessible to use.

- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139  
 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.  
 Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Thomas Hundtroft	Bookcliff Rattlers	emc0693

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Jason Bertolacci	International Mountain Bicycling Association	emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

Zone C

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

Zone F

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity

centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

<b>Commenter</b> Don Smith	<b>Organization</b> WSATVA	<b>Submission Code</b> rmc0087
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Historical use: camping, photography, wildlife sight seeing, hiking

Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more.

We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude.

We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

<b>Commenter</b> Walt Blackburn	<b>Organization</b> N/A	<b>Submission Code</b> emc0886
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22, C23, C28

These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

<b>Commenter</b> Scott Winans	<b>Organization</b> N/A	<b>Submission Code</b> emc0868
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**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C23</b>	666	undesignated	R	R	A4

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Walt Blackburn	<b>Organization</b> Thunder Mountain Wheelers	<b>Submission Code</b> emc0623
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22, C23, C28

These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

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**Commenter**

Patrick Wehling

**Organization**

N/A

**Submission Code**

emc0452

**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash, Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

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**Commenter**

N/A

**Organization**

WSATVA

**Submission Code**

rmc0087

**Comment Recommendation: O (Open (All modes of travel))**

Barrel Springs

This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

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**Commenter**

Steve Chapel

**Organization**

Western Slope ATV Association

**Submission Code**

emc0013

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22, C23, C28

This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area.

Routes C22 to C 95

This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.

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**Commenter**

Walt Blackburn

**Organization**

N/A

**Submission Code**

emc0886

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22, C23, C28

These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Kris Cox	COPMOBA- Grand Valley Canyons Chapter	emc0788

**Comment Recommendation: N (Foot/Horse/Mechanized)**

C94, C78, C91, C84 route should be accessible

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Landon Monholland	N/A	emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage.
- Routes H46, H47, H49, and H52 should remain accessible to use.
- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

#### Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139

High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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Commenter	Organization	Submission Code
Thomas Hundtroft	Bookcliff Rattlers	emc0693

#### Comment Recommendation: A (Limited to Vehicles Under 50" wide)

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

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Commenter	Organization	Submission Code
Jason Bertolacci	International Mountain Bicycling Association	emc0912

#### Comment Recommendation: N (Foot/Horse/Mechanized)

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

#### Zone C

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20,

C24, C129, and C114.

#### Zone F

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single--track trail system with developed trailhead areas off of V.2 Road.

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<b>Commenter</b> Don Smith	<b>Organization</b> WSATVA	<b>Submission Code</b> rmc0087
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Historical use: camping, photography, wildlife sight seeing, hiking

Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more.

We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude.

We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

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<b>Commenter</b> Scott Winans	<b>Organization</b> N/A	<b>Submission Code</b> emc0868
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**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Route</b>	<b>Segment</b>	<b>ALT A</b>	<b>ALT B</b>	<b>ALT C</b>	<b>ALT D</b>
<b>C24</b>	525	<b>undesigned</b>	<b>R</b>	<b>R</b>	<b>A4</b>

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<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

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**Commenter**

Jason Bertolacci

**Organization**

International Mountain Bicycling Association

**Submission Code**

emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

**Zone C**

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

**Zone F**

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

**Commenter**

Landon Monholland

**Organization**

N/A

**Submission Code**

emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

**Zone I from a motorcycle perspective:**

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on

the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage.
- Routes H46, H47, H49, and H52 should remain accessible to use.
- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139

High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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**Commenter**

Kris Cox

**Organization**

COPMOBA- Grand Valley Canyons Chapter

**Submission Code**

emc0788

**Comment Recommendation: N (Foot/Horse/Mechanized)**

C94, C78, C91, C84 route should be accessible

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all

forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Scott Winans	<b>Organization</b> N/A	<b>Submission Code</b> emc0868
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**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

<b>Commenter</b> N/A	<b>Organization</b> WSATVA	<b>Submission Code</b> rmc0087
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**Comment Recommendation: O (Open (All modes of travel))**

Barrel Springs

This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy.

Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C26</b>	753	undesigned	R	R	R

<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C27</b>	365	undesigned	O5	C	O5

<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be

designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Dale Znamenacek	Grand Mesa Jeep Club	emc0667

**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Patrick Wehling	N/A	emc0452

**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash, Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State

Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C28</b>	461	undesigned	R	R	A4
<b>Commenter</b> Thomas Hundtroft		<b>Organization</b> Bookcliff Rattlers			<b>Submission Code</b> emc0693
<b>Comment Recommendation: A (Limited to Vehicles Under 50" wide)</b> Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.					
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b> I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					
<b>Commenter</b> Walt Blackburn		<b>Organization</b> N/A			<b>Submission Code</b> emc0886
<b>Comment Recommendation: A (Limited to Vehicles Under 50" wide)</b> Routes C22, C23, C28 These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.					
<b>Commenter</b> Steve Chapel		<b>Organization</b> Western Slope ATV Association			<b>Submission Code</b> emc0013
<b>Comment Recommendation: A (Limited to Vehicles Under 50" wide)</b> Routes C22, C23, C28 This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area.  Routes C22 to C 95 This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.					
<b>Commenter</b> N/A		<b>Organization</b> WSATVA			<b>Submission Code</b> rmc0087
<b>Comment Recommendation: O (Open (All modes of travel))</b> Barrel Springs This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22,					

C25, C23, C20, 024, and C28. Also H2, H11.

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<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash, Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

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<b>Commenter</b> Walt Blackburn	<b>Organization</b> Thunder Mountain Wheelers	<b>Submission Code</b> emc0623
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22, C23, C28

These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

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<b>Route</b>	<b>Segment</b>	<b>ALT A</b>	<b>ALT B</b>	<b>ALT C</b>	<b>ALT D</b>
<b>C29</b>	375	<b>undesigned</b>	<b>O5</b>	<b>C</b>	<b>O5</b>
	854	<b>undesigned</b>	<b>O5</b>	<b>C</b>	<b>O5</b>

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<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

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<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Route</b>	<b>Segment</b>	<b>ALT A</b>	<b>ALT B</b>	<b>ALT C</b>	<b>ALT D</b>
<b>C30</b>	903	<b>undesigned</b>	<b>O5</b>	<b>C</b>	<b>O5</b>

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<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

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<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

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<b>Commenter</b> Gene Gilliam	<b>Organization</b> WSATVA	<b>Submission Code</b> rmc0087
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Mostly oil well locations, cattle grazing, and hunting are some of the uses of this public Land. I haven't seen many hikers or back packers in this area. Camping by hunters mainly.

This is a great area to ride in the late spring and early fall Close to home, with wildlife, and scenic views. A place to go with friend and family for a day ride. One historical sight is the Barrel Springs homestead cabin.

I, for one, ride the trail along Corral Creek while I'm in the area.C30 111, Great views can be had from Long Point. Hawks can be seen circling, hunting for dinner. There is plenty of sign of all kind of animals. Pictures can be taken of views & wild life. A drink of water and a snack is always welcome with friends and family. PLEASE KEEP THESE TRAILS OPEN TO MOTORIZED USE!!!

Keep open. The western slope ATVA rides this area several times a year. Trash is picked up and trail repair is done when needed for safety.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State

Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C31</b>	362	undesigned	R	R	O5
	897	undesigned	R	R	O5
	902	undesigned	R	R	R
	908	undesigned	A	R	A
	928	undesigned	R	R	C

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

C31, C150 (connects to C99) provide high-quality, remote singletrack recreation for motorcyclists. This is not consistent with the BLM's claims to seek high visitor satisfaction with the recreation opportunities it provides. It is far away from easy access so it receive light use, which means very low impacts.

The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C32</b>	694	undesigned	R	R	O4
	696	undesigned	R	R	R
	700	undesigned	O5	R	O4
	779	undesigned	O5	R	O5

<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter	Organization	Submission Code
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C34</b>	201	undesigned	R	R	C
	206	undesigned	R	R	C
	468	undesigned	R	R	C
	469	undesigned	R	R	C
	495	undesigned	R	R	C
	509	undesigned	R	R	C
	520	undesigned	C	C	O4
	669	undesigned	C	C	O4
	729	undesigned	C	C	O

Commenter	Organization	Submission Code
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

<b>Route</b> <b>C37</b>	<b>Segment</b> 727	<b>ALT A</b> undesigned	<b>ALT B</b> O5	<b>ALT C</b> C	<b>ALT D</b> O5
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<b>Commenter</b> Craig Grother	<b>Organization</b> N/A	<b>Submission Code</b> emc0701
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**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

<b>Commenter</b> Dale Znamenacek	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> emc0667
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**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family.

Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C38</b>	749	undesignated	O5	C	O5

Commenter	Organization	Submission Code
Craig Grother	N/A	emc0701

**Comment Recommendation: H (Foot/Horse)**

Zone C - The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHV's with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide non-motorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use.

The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter	Organization	Submission Code
Dale Znamenacek	Grand Mesa Jeep Club	emc0667

**Comment Recommendation: O (Open (All modes of travel))**

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21

Trail Name: Post and Pole Canyons

Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road.

Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep.

Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend.

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Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter	Organization	Submission Code
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C44</b>	974	undesignated	C	C	C
	19785	undesignated	C	R	A5

Commenter	Organization	Submission Code
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C45</b>	775	undesigned	O	R	O

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C55</b>	6504	undesigned	C	C	O

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

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Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C56</b>	6494	undesigned	C	C	O

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Route	Segment	ALT A	ALT B	ALT C	ALT D
C6	203	undesigned	C	C	O4
	512	undesigned	C	C	O4

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

Route	Segment	ALT A	ALT B	ALT C	ALT D
C63	316	undesigned	C	C	O4

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

Route	Segment	ALT A	ALT B	ALT C	ALT D
C68	368	undesigned	C	C	O
	537	undesigned	O	R	O

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

**Commenter**

Thomas Hundtroft

**Organization**

Bookcliff Rattlers

**Submission Code**

emc0693

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

**Route**  
**C73**

**Segment**  
496

**ALT A**

undesigned

**ALT B**

R

**ALT C**

R

**ALT D**

C

**Commenter**

Thomas Hundtroft

**Organization**

Bookcliff Rattlers

**Submission Code**

emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.

**Commenter**

Thomas Hundtroft

**Organization**

Bookcliff Rattlers

**Submission Code**

emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

C31, C150 (connects to C99) provide high-quality, remote singletrack recreation for motorcyclists. This is not consistent with the BLM's claims to seek high visitor satisfaction with the recreation opportunities it provides. It is far away from easy access so it receive light use, which means very low impacts.

The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

**Route**  
**C74**

**Segment**  
519

**ALT A**

undesigned

**ALT B**

C

**ALT C**

C

**ALT D**

O4

**Commenter**

Thomas Hundtroft

**Organization**

Bookcliff Rattlers

**Submission Code**

emc0693

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22,

95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C76</b>	741	undesigned	C	C	O
	795	undesigned	E	R	E

<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C77</b>	806	undesigned	R	R	R

<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Route</b> <b>C78</b>	<b>Segment</b> 820	<b>ALT A</b> undesigned	<b>ALT B</b> E	<b>ALT C</b> R	<b>ALT D</b> E
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<b>Commenter</b> Scott Winans	<b>Organization</b> N/A	<b>Submission Code</b> emc0868
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**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Commenter</b> Kris Cox	<b>Organization</b> COPMOBA- Grand Valley Canyons Chapter	<b>Submission Code</b> emc0788
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**Comment Recommendation: N (Foot/Horse/Mechanized)**

C94, C78, C91, C84 route should be accessible

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Commenter</b> Landon Monholland	<b>Organization</b> N/A	<b>Submission Code</b> emc0922
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**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA

- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage.
- Routes H46, H47, H49, and H52 should remain accessible to use.
- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139  
High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.  
Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter	Organization	Submission Code
Jason Bertolacci	International Mountain Bicycling Association	emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

Zone C

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

Zone F

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter	Organization	Submission Code
Janice Shepherd	The Quiet Trails Group	emc0835

**Comment Recommendation: E (Foot/Mechanized)**

Quiet Trails Group supports Alternative B for Zone C, specifically the ATV route closures and the route designations for C94, C78, C91, and C84 as open for mechanized use. Evaluation is needed to determine grading level for horse use.

Route	Segment	ALT A	ALT B	ALT C	ALT D
C8	369	undesigned	C	C	O
	546	undesigned	C	C	O4

Commenter	Organization	Submission Code
Patrick Wehling	N/A	emc0452

**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the

RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C84</b>	889	undesigned	E	R	E

<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

<b>Commenter</b> Patrick Wehling	<b>Organization</b> N/A	<b>Submission Code</b> emc0452
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**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

<b>Commenter</b> Scott Winans	<b>Organization</b> N/A	<b>Submission Code</b> emc0868
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**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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**Commenter**

Kris Cox

**Organization**

COPMOBA- Grand Valley Canyons Chapter

**Submission Code**

emc0788

**Comment Recommendation: N (Foot/Horse/Mechanized)**

C94, C78, C91, C84 route should be accessible

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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**Commenter**

Landon Monholland

**Organization**

N/A

**Submission Code**

emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail

usage.

- Routes H46, H47, H49, and H52 should remain accessible to use.
- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139

High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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**Commenter**

Janice Shepherd

**Organization**

The Quiet Trails Group

**Submission Code**

emc0835

**Comment Recommendation: E (Foot/Mechanized)**

Quiet Trails Group supports Alternative B for Zone C, specifically the ATV route closures and the route designations for C94, C78, C91, and C84 as open for mechanized use. Evaluation is needed to determine grading level for horse use.

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**Commenter**

Jason Bertolacci

**Organization**

International Mountain Bicycling Association

**Submission Code**

emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

Zone C

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

Zone F

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity

centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C87</b>	853	undesigned	E	R	E
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b>					
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					
<b>Commenter</b> Patrick Wehling		<b>Organization</b> N/A			<b>Submission Code</b> emc0452
<b>Comment Recommendation: A (Limited to Vehicles Under 50" wide)</b>					
Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.					
Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C9</b>	746	undesigned	O	R	O
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b>					
I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.					
Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C91</b>	830	undesigned	E	R	E
<b>Commenter</b> Kris Cox		<b>Organization</b> COPMOBA- Grand Valley Canyons Chapter			<b>Submission Code</b> emc0788
<b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>					
C94, C78, C91, C84 route should be accessible					

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Scott Winans	N/A	emc0868

**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Brandon Siegfried	Grand Mesa Jeep Club	cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Jason Bertolacci	International Mountain Bicycling Association	emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

**Zone C**

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

**Zone F**

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Janice Shepherd	The Quiet Trails Group	emc0835

**Comment Recommendation: E (Foot/Mechanized)**

Quiet Trails Group supports Alternative B for Zone C, specifically the ATV route closures and the route designations for C94, C78, C91, and C84 as open for mechanized use. Evaluation is needed to determine grading level for horse use.

Commenter	Organization	Submission Code
Patrick Wehling	N/A	emc0452

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

Commenter	Organization	Submission Code
Landon Monholland	N/A	emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal

Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage.

- Routes H46, H47, H49, and H52 should remain accessible to use.
- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139

High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C94</b>	708	<b>undesigned</b>	<b>E</b>	<b>R</b>	<b>E</b>
<b>Commenter</b> Scott Winans		<b>Organization</b> N/A			<b>Submission Code</b> emc0868
<b>Comment Recommendation: O (Open (All modes of travel))</b> C94, C78, C91, C84 route should be accessible.					
C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.					
<b>Commenter</b> Patrick Wehling		<b>Organization</b> N/A			<b>Submission Code</b> emc0452
<b>Comment Recommendation: A (Limited to Vehicles Under 50" wide)</b> Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.					
<b>Commenter</b> Brandon Siegfried		<b>Organization</b> Grand Mesa Jeep Club			<b>Submission Code</b> cfc0092
<b>Comment Recommendation: O (Open (All modes of travel))</b> I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22,					

95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
David Hartmann	N/A	emc0382
<b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>		
Zone C Hay Canyon Corral Canyon Area		
Alt A is my absolute preference if I am absolutely limited to those four options.		
This map of the existing conditions appears in error by showing route C94 as "open" implying open to any sort of traffic. There is no physical way to get a vehicle up or down the spine of that steep, narrow, sandy ridge in that location. It's foot, hoof, or biking only. There is currently a local mountain bike outfitter who drops bikers off at the top via Douglas Pass Road, and picks them up at the bottom of Hay canyon.		

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Kris Cox	COPMOBA- Grand Valley Canyons Chapter	emc0788
<b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>		
C94, C78, C91, C84 route should be accessible		
.		
C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.		

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<b>Commenter</b>	<b>Organization</b>	<b>Submission Code</b>
Landon Monholland	N/A	emc0922
<b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>		
<ul style="list-style-type: none"><li>• Established trail area, and planned further expansion</li><li>• Don't reduce size of the existing NFD SRMA</li><li>• Expansion further north will involve Zone H, and connections to and through Zone H are important</li><li>• Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)</li><li>• Critical in large East-West route plan to connect Fruita to Palisade Route Comments:</li><li>• Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)</li><li>• I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.</li><li>• I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.</li><li>• I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.</li></ul>		

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of

the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

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Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139

High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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Commenter	Organization	Submission Code
Thomas Hundtroft	Bookcliff Rattlers	emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

If C94 trail is open to the public it needs to be open to motorcycles also. It is a connector to a loop opportunity with lots of intersection options.

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Commenter	Organization	Submission Code
Thomas Hundtroft	Bookcliff Rattlers	emc0693

**Comment Recommendation: R (Closed)**

Trail C94 is a user made bicycle trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this illogically user-made route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep, it lies on a ridge top and much of it is in unstable soils. It does not meet the trail placement criteria for newly constructed trails, although this trail is not newly constructed by BLM (so that standard may not apply).

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Commenter	Organization	Submission Code
Thomas Hundtroft	Bookcliff Rattlers	emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep ,

ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

<b>Commenter</b> Janice Shepherd	<b>Organization</b> The Quiet Trails Group	<b>Submission Code</b> emc0835
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**Comment Recommendation: E (Foot/Mechanized)**

Quiet Trails Group supports Alternative B for Zone C, specifically the ATV route closures and the route designations for C94, C78, C91, and C84 as open for mechanized use. Evaluation is needed to determine grading level for horse use.

<b>Commenter</b> David J. Hartmann	<b>Organization</b> N/A	<b>Submission Code</b> rmc0006
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**Comment Recommendation: N (Foot/Horse/Mechanized)**

This map of the existing conditions appears in error by showing route C94 as "open" implying open to any sort of traffic. There is no physical way to get a vehicle up or down the spine of that steep, narrow, sandy ridge in that location. It's foot, hoof, or biking only. There is currently a local mountain bike outfitter who drops bikers off at the top via Douglas Pass Road, and picks them up at the bottom of Hay Canyon.

<b>Commenter</b> Jason Bertolacci	<b>Organization</b> International Mountain Bicycling Association	<b>Submission Code</b> emc0912
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**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

**Zone C**

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

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Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

**Zone F**

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Route	Segment	ALT A	ALT B	ALT C	ALT D
<b>C95</b>	440	undesigned	R	R	A4

<b>Commenter</b> Kris Cox	<b>Organization</b> COPMOBA- Grand Valley Canyons Chapter	<b>Submission Code</b> emc0788
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**Comment Recommendation: N (Foot/Horse/Mechanized)**

C94, C78, C91, C84 route should be accessible

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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**Commenter**

Walt Blackburn

**Organization**

Thunder Mountain Wheelers

**Submission Code**

emc0623

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22 to C95

This is basically the same riding area as Barrel springs. It is used by us as a side trip on our organized club rides. It is shown as a 50" route in Alt.D and should be included in the final analysis.

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**Commenter**

Patrick Wehling

**Organization**

N/A

**Submission Code**

emc0452

**Comment Recommendation: O (Open (All modes of travel))**

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree.

It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

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**Commenter**

Steve Chapel

**Organization**

Western Slope ATV Association

**Submission Code**

emc0013

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22, C23, C28

This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area.

Routes C22 to C 95

This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.

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**Commenter**

Walt Blackburn

**Organization**

N/A

**Submission Code**

emc0886

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Routes C22 to C95

This is basically the same riding area as Barrel springs. It is used by us as a side trip on our organized club rides. It is shown as a 50" route in Alt.D and should be included in the final analysis.

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**Commenter**

Don Smith

**Organization**

WSATVA

**Submission Code**

rmc0087

**Comment Recommendation: A (Limited to Vehicles Under 50" wide)**

Historical use: camping, photography, wildlife sight seeing, hiking

Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more.

We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude.

We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

**Commenter**

Landon Monholland

**Organization**

N/A

**Submission Code**

emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Established trail area, and planned further expansion
- Don't reduce size of the existing NFD SRMA
- Expansion further north will involve Zone H, and connections to and through Zone H are important
- Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas)
- Critical in large East-West route plan to connect Fruita to Palisade Route Comments:
- Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area)
- I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible.
- I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system.
- I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link.

Zone I from a motorcycle perspective:

I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out

well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed.

Zone H from a bicycle perspective:

Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments

H160 & 162 are easily accessible and necessary routes into Hunter Cyn • Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning.

- In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage.
- Routes H46, H47, H49, and H52 should remain accessible to use.
- West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible.
- The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA.
- Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful.
- H2 provides back-country access from Hwy 139 and should remain accessible

Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route.

Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country.

Route comments

Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139

High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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Commenter	Organization	Submission Code
Jason Bertolacci	International Mountain Bicycling Association	emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists.

Zone C

Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas.

To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized.

Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area.

We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114.

## Zone F

Zone F is primarily accessed through the town of Debeque, adjacent to I--70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use.

The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

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<b>Commenter</b> Scott Winans	<b>Organization</b> N/A	<b>Submission Code</b> emc0868
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**Comment Recommendation: O (Open (All modes of travel))**

C94, C78, C91, C84 route should be accessible.

C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

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<b>Route</b> <b>C97</b>	<b>Segment</b> 990	<b>ALT A</b> undesignated	<b>ALT B</b> O	<b>ALT C</b> O	<b>ALT D</b> O
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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Route</b> <b>C98</b>	<b>Segment</b> 1014	<b>ALT A</b> undesignated	<b>ALT B</b> O	<b>ALT C</b> O	<b>ALT D</b> O
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<b>Commenter</b> Thomas Hundtroft	<b>Organization</b> Bookcliff Rattlers	<b>Submission Code</b> emc0693
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**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep , ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

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<b>Commenter</b> Brandon Siegfried	<b>Organization</b> Grand Mesa Jeep Club	<b>Submission Code</b> cfc0092
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**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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<b>Route</b> <b>C99</b>	<b>Segment</b> 987	<b>ALT A</b> undesignated	<b>ALT B</b> A	<b>ALT C</b> R	<b>ALT D</b> A
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**Commenter**  
Brandon Siegfried

**Organization**  
Grand Mesa Jeep Club

**Submission Code**  
cfc0092

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

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**Commenter**  
Thomas Hundtroft

**Organization**  
Bookcliff Rattlers

**Submission Code**  
emc0693

**Comment Recommendation: M (Foot/Horse/Mechanized/Motorcycle)**

C31, C150 (connects to C99) provide high-quality, remote singletrack recreation for motorcyclists. This is not consistent with the BLM's claims to seek high visitor satisfaction with the recreation opportunities it provides. It is far away from easy access so it receive light use, which means very low impacts.

The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.