# Bureau of Land Management - Royal Gorge Field Office Arkansas River Travel Management Planning Environmental Assessment Public Comments 6/20/2007 - 8/3/2007

| First Name | Last Name | EA_Comment |
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| Michael | Adams | I am writing in support of the preferred alternative for the Travel Management Plan. It is fair and more than generous to motorized users while providing opportunities for Quiet Use. No areas that are now roadless should be opened to motorized use and great care should be taken in protecting riparian corridors and wetlands. I urge the BLM to adopt strict specific and measurable trail use and maintenance<br>standards and adaptive management strategies that will allow for changes in types and times of use if trail standards are not met. |
| Anne | Akers-Lewis | I write to encourage you to follow through with the Proposed Alternative Arkansas River Travel Management Plan of responsibly maintaining the land.<br>It is important that wildlife habitat and connectivity of migration areas be protected, so the decision to deny additional motorized routes is an excellent choice. Preventing erosion and pollution for the sake of the watershed is essential and that is why unauthorized routes created by off road vehicles must be closed. Closing unauthorized routes to motorized use will also promote biodiversity of plant and animal species and benefit the health of the ecosystem over all.<br>By concentrating off road vehicle use in certain areas, for instance the Texas Creek subunit, the damage caused by these motorized vehicles will be minimized. That will also allow for improved recreational opportunities for hikers, mountain bikers and horse riders.<br>Thank you for including public input in this very important decision making process. Please keep public safety in mind and close unsafe shooting areas as well.<br>Let's keep it safe, healthy, well maintained and peaceful for the sake of the environment, the wildlife and ourselves. Thank you for making a healthy ecosystem a top priority. |
| George & Frances | Alderson | See scan 256 |

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| Jose | Alvarado | I am strongly against the prohibition of off highway vehicles (OHVs) from retrieving game on public lands. I realize the need to manage areas of BLM land that are being adversely effected by careless people but closing off public lands is not the answer. Please do not let a handful of self-centered individuals ruin things for everyone. Most people are responsible and are more than willing to do the right thing. Do not prohibit off highway vehicles (OHVs) from retrieving game on public lands. Not everyone has access to horses or are physically able to pack game. OHVs do not adversely effect the terrain when retrieving game because a person can only legally harvest one big game animal unless they have a special exemption. The frequency of game retrieval by OHV is almost microscopic in relation to other activities allowed on public land. Cattle grazing causes more damage to public lands than OHVs. Maybe BLM should consider prohibiting cattle grazing on public lands. The root cause of damage to public lands is lack of oversight by the Federal Government. If BLM would allocate more resources to the areas most adversely effected then this issue would be non-existent. Most states, including Colorado, generate revenue by requiring OHV owners to register their OHVs. BLM should highly consider requiring OHV owners to register their OHV with the Federal Government and dedicate that revenue for resources to monitor public lands more closely. Again, please do not prohibit off highway vehicles (OHVs) from retrieving game on public lands. Closing off public lands is not the answer! |
| Steve | Anonymous | Hello, I became aware of the three alternatives and the no-action plan and want to express my concern. Honestly I do not know whether or not the land is being abused by off-road retrieval of game by motorized vehicles - if it is then in the interest of nature conservancy that matter should be addressed. However, recreational shooting is pretty much a no-impact kind of event and I do not see any reason why there should be any recreational shooting restrictions imposed. Thanks for your time and consideration, |
| Alan | Apt | I am writing to support your TMP for the Arkansas River area. The rapid increase in OHV use has been disruptive and is causing serious resource damage. I strongly agree with your denial of additional motorized usage from Parkdale to Wellsville, and in the Big Hole area, and the Sangre Foothills. These areas contain critical wildlife habitat. The number of<br>places not impacted by ORV and ATV is shrinking rapidly state wide; both in the summer and winter. The vast majority of users of the BLM land in the Arkansas River TMP area are non-motorized users. I applaud your effort to protect these areas for those of us trying to escape commuter lives dominated by vehicles and their noise and pollution. Please preserve the Badger Creek, Red Gulch and Big Hole areas. I agree with making Texas Creek and Turkey Rock the only areas impacted by motorcycle events and<br>uses. It will greatly lessen the damage in other areas, and make most of the Arkansas River TMP area enjoyable for the majority of users, who<br>prefer non-motorized recreation. |
| Jane | Ard-Smith | See scan 263 |

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| Loren | Avis | After a quick review of the 3 new plans for the Arkansas River TMP I do not support their implementation. All three new management alternatives prohibit the use of motorized vehicles to retrieve game and alternatives A and C close Turkey Rock and areas around Salida to target shooting. I support the Current use/no action alternative plan. I would like the current use of the BLM lands to be carried forward. Please do not restrict the privileges we have had in the past on BLM lands. |
| Tod | Bacigalupi | I am writing in support of the BLM Arkansas River Travel Management Plan. I feel it is very important that such an important area receive the protections outlined in the plan, specifically the provision of quiet use areas and the limitations on motorized use to a set of systesm designated routes.<br><br>I find the protections afforded for both Badger Creek and MacIntyre Hills Wilderness Study area especially important areas and strongly support the road closures that protect those areas as these areas important wildlife habitat and can be quiet recreation areas.<br><br>The protections provided for wildlife in the plan are especially important as there are fewer and fewer areas in the state where wildlife have a place that they can live without the constant interference of humans.<br><br>The proposed TMP is a plan that truly balances the needs of multiple different types of BLM users and wildlife, and does so in a way that provides for the continued needs of those who enjoy motorized recreation as well as those who enjoy hiking, fishing, horseback riding and other quiet forms of recreation. |
| John & Donald | Barr | see scan 143 |
| Bruce | Bartleson | I would like to fully support the Royal Gorge BLM proposal for a management plan for BLM lands west of Canon City that limits ORV's routes and defines a designated route system. Further I want to commend the Royal Gorge office for taking this stand and doing what is the right thing for the future of this area. Please stand up to the unreasonable pressure you are going to receive. |

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| Carl & Connie | Bauer | 1) A plan should predict the changes in use over time, such as which uses are growing, and how this growth will be dealt with (Increased riding opportunities?). I see nothing in your "Plan" that does either. A "Plan" should recognize the aging population and their trends in outdoor<br>recreation.<br><br>2) Given the vast amount of time it took the BLM to compile these "Plans", the comment period was grossly inadequate. While I ride in the area and will continue to do so, it would take months to ride, evaluate and then comment on all the routes in question.<br><br>3) Given the brief time the BLM has allotted to evaluate the comments, it appears that all of this is just window dressing and the decision has already been made regardless of the comments.<br><br>4) One group of users has historically been willing to share their trails with all other users (at least the ones who can fit on the trails) and that is ATVers. Any "Plan" should favor groups that are willing to share trails, and should not favor those who demand exclusive use. This "Plan" does not seem to recognize this.<br><br>5) Though this information is hard to obtain from your web site, I am told that disabled hunters will no longer be able to retrieve game off of the roads via ATV or jeep. This would be a serious injustice.<br><br>6) I am not able to determine by the map if the public is able to use all the miles of roads marked as "Administrative".<br><br>7) Given the above circumstances, I would have to favor the No Action Alternative. |
| Bill & Ida | Beaudin | I have studied the key components of the BLM plan being proposed, and we are very much in favor of the protections being afforded the habitat and wildlife (ecosystems) in this key area of Colorado.<br><br>I would just add two items for your consideration:<br><br>.Incorporate the USFS Pike-San Isabel plan regarding the elimination of the road buffer, to make it consistent with your overall environmental objectives, and your wish for designated routes.<br><br>. Regarding the protection of wildlife & habitat, I would ask that you do an assessment of every power pole located on "or adjacent" to these BLM lands, to identify poles requiring retrofitting to protect raptors from being electrocuted. Then simply ask the Utilities involved to retrofit at-risk poles, so that they will be in compliance with the Migratory Bird and Eagle Acts. *Many times it's as simple as adding an "insulated" jumper cable, or adding the triangle devices which prevent landings. Eagles, hawks & owls are just too important a part of this ecosystem, to allow needless mortality of these magnificent birds!<br>Overall your plan is comprehensive and serves to protect the environment, and I ask only that you consider the points made above, aimed at complementing your fine work... |

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| Robert A. | Bennett | I am a amateur prospector and use ATV's to transport equipment to and from potential mining sites as well as sampling potential sights. Is you management plan going to restrict my ability to prospect? Utility ATV's do little to no damage to the environment. Sport or racing ATV's are the culprits you should be concentrating on, as well as dirt bikes. I am opposed to any change in current policy that would further restrict my ability to access public lands with my ATV. |
| Clayton J. | Benton | I am writing to express my wholehearted support for the proposed Arkansas River Travel Management Plan. This plan goes a long way to address the disastrous affects of uncontrolled ORV use on public lands. The scars on the land caused by their irresponsible use has been disastrous, and their noise absolutely ruins the experience for anyone going out ot enjoy the quiet and solace of the outdoor experience.<br><br>Specifically, I like that the plan limits ORV's to designated routes. I also like the idea of restricting motorized access from private land adjacent to BLM land. Denying the requested A1 and S1 motorized routes is another part of the plan that I totally support. I don't like the idea of any "open" motorized areas due to the incredible damage caused, but since that probably isn't possible, restricting them to the Turkey Rock is a good idea.<br><br>Again, I congratulate you on an excellent Travel Management Plan |
| Michael | Best | CMTRA comment letter - see scanned |
| Launnie | Birch | Gentlemen; I am a disabled veteran who likes to ride and hunt. By changing laws in this area will put more restrictions on me and my fellow riders. With age we are limited in what we can accomplish, If anything we need a little more help not less. |
| Diana | Boodakian | I am adamantly opposed to re-opening of Texas Creek BLM Route 290, Route A1, Route A-3 and RouteS-2.The risks of damage to land, vegetation and wildlife have been thoroughly documented in other areas opened to motorized routes. Noise, sideroads made into the forest, garbage left, and disruption of the irreplaceable wildlife are all well known. Why sacrifice the heritage of generations to come for the temporary "recreation" of a few? Frankly, I cannot understand why forest and wilderness should become highways at all for fume-belching, roaring motorcycles. Please take into consideration of those like myself, who no longer go into the wilderness but appreciate what it can mean for many years to come if protected. |
| Kathleen R. | Boulle' | I wish to offer my strong support of the draft EA plan for the Arkansas River travel management for BLM lands west of Canon City. Those closures of trails to motorized vehicles that took place in 1998 or for reasons of Public Land Health Standard infractions should stay in effect. Specifically, routes S-2, A-3, A-1 and 290 which are areas known to be habitat for Big Horn sheep, eagles, lynx, and other species should not be reopened. If 288 miles, 181 of which is BLM, is not enough for people that insist on using motorized vehicles; then I doubt that any amount of extended trails would satisfy their perceived needs.<br><br>Thank you for your attention and service to this matter. |

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| Donald | Breece | I am writing to express my general support for the proposed action EA for travel management on BLM lands in the upper Arkansas area.<br><br>As an employee of the Chaffee Co. public health office, I feel the chosen alternative is generally a good one which will help increase the safety and well being of citizens and visitors to Salida. Limiting motorized travel to a series of designated routes will help preserve the land, protect resources and keep the adjacent areas quieter and safer. Prohibiting recreational gun shooting near Salida will do the same.<br><br>Allowing for a system of non-motorized trails near Salida will provide opportunities for healthy low impact recreation close by for Salida residents. We have already seen the positive benefits of similar routes<br>adjacent to Buena Vista, and expect similar use and care from the Salida<br>trails.<br><br>Thank you for taking the time to formulate a well thought out plan and for including public concerns in your decision making process. |
| Clayton | Briggs | I am a Disabled indivual who enjoys the use of OUR public lands by motorized vehicle ( jeep& atv). Even though I know there are enviromental concerns in this area, I would hate to see more access closures in this area.<br><br>There have already been to many trails and roads closed to offroading and four wheeling. There are many trails and areas I used to enjoy with my kids when they were younger that Ihave been denied access to. Not everybody who enjoys OUR public lands is able to hike in or ride horseback.<br><br>And not everyone who drives a jeep or atv is tearing up the enviroment. I wish that you would consider this when denying access to the hardworking- taxpaying public that pay your salary. I am against any trail or road closures that limit my ability to enjoy My Public land. I think that we should be promoting this Arkansas River to more ATV and Four wheel drive use. Maybe bringing in more to the local economy of Canon City And Salida and all the towns in between. Maybe someday BLM will consider individuals like myself when making these management plans and quit discriminating against us. |
| James b. | Brooks | See scan 233 |
| Edie | Bryan | I support your "preferred alternative" plan and hope that you will implement it as proposed. |

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| Alex | Bryan | This comment pertains to the Arkansas River suggested changes. I am for conservation of wild habitats and stopping hunters from threatening native wildlife stocks however I am opposed to any rules that would infringe on second amendment rights. These include noise regulations that would ban gun use and any rules that would ban/regulate gun use or require permits. Please do not infringe on second amendment rights. |
| Josh and Amanda | Budimlya | I am a local off road motorcycle enthusiast and would like to leave a comment regarding any potential changes to the riding trails located in the Texas Creek area, west of Canon City, CO.<br><br>I have enjoyed the riding experience that myself and my children have experienced at the Texas Creek riding area. I would like to encourage the trail mamangement agencies in charge of maintaining this are to keep all existing trails open to motorcycles, and as the popularity of the area increases I'd like to see more trails opened to accomodate the increase in usage.<br><br>I have enjoyed camping and fishing in this same area, and I always try to support the local economy when I recreate in that area by purchasing gas and food locally. |
| Paula | Bullington | Your preferred Alt. C would result in loss of access to motorized recreation in EVERY sub-area and makes specific road/trail comments virtually impossible in the limited comment time frame-just follow ALL of the Black Dots on Map 37! This limited motorized access position makes no sense given the growing popularity of the PUBLIC to utilize their Public Lands via motorized means and especially in view of the very active and financially able "aging" population.<br><br>Motorized recreation has an enormous positive economic value to the Colorado Counties included in this EA. At a time when Public Land Managers should be expanding motorized access opportunities, this Plan is obviously aimed at reducing motorized access. Multiple-Use Public Land management requires balancing concerns for the environment, wildlife, AND humans. This Plan definitely favors groups who demand exclusive use in certain areas.<br><br>I cannot support Alt. C and request the No Action Alternative until a more fair and appropriate Plan is provided. |
| Bill | Byrd | See scan 257 |

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| Steven M. | Carter | I write in support Environmental Assessment (EA) for the Arkansas River travel management plan for BLM lands west of Canon City that have seen an astonishing amount of unplanned increase in off-road vehicle (ORV) use. In fact, the BLM should be congratulated for their forward-looking plan that illustrates the high level of responsibility they show in meeting the Public Land Health Standards. Restricting motorized vehicle and bicycle use to designated trails is just one example of meeting these PLHS. The Proposed Alternative developed by the BLM provides needed and significant protections for our public natural resources in that area.<br><br>While protecting the natural character and riparian and wetland resources of many of the proposed areas is incredibly important, it is vitally important for you to understand that I support the BLM's decision to deny the S1 and A1 motorized routes requested by the motorized community. ORV routes should be concentrated in the Texas Creek sub-unit instead of spreading them into backcountry areas. Overall, critical wildlife (flora and fauna) protection should be the number one priority for the Arkansas River plan. Thank you for considering my comments. |
| Lisa | Cernak | Alternative C is a really good for everyone. I feel that if we keep more of the motorized trails less there seems to be ersosion where they are. We also have seen more and more motorized vehicles on the trails and we have seen them go off trail in several occasions. We also seem to have more work to do on motorized trail. I am a member of the Rocky Mountain Backcountry Horsemen. I'm really glad to see that you are working to open more trails |
| Mike | Chaipetto | This comment pertains to the proposals for the Arkansas River Corridor.<br><br>I recently read an article in the Colorado Springs Gazette that indicated a proposal was underway that would limit off-road vehicle use of BLM roads in the Arkansas River Corridor. The justification I read was that people were not staying on existing trails and were therefore causing damage to the area.<br><br>I am strongly against closing this area to vehicle traffic. I would rather see you impose an access fee on people who wanted to use those roads. While collecting that access fee, you could emphasize the need for people to stay on existing trails. And then use the funds to enforce those rules.<br><br>I feel it is wrong to keep people off BLM land just to preserve that land. Who are we preserving it for if people are not allowed to go to it?<br><br>Please keep access open to these areas. |

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| Sean | Chambers | Please admit my public comments here below to the record. Thank you.<br><br>I want to thank the BLM for striving to take significant steps toward the protection such a potentially great wilderness area in Colorado. I am a Colorado native, and have spent several decades exploring and enjoying Colorado's wild lands. My family and I strongly believe that it is important to protect our open lands, wildlife habitat, and remaining areas exhibiting wilderness characteristics. My folks own land in the Arkansas River area, and we actively take part in ATV and motorcycle recreation at in the area. While we enjoy experiencing the area on the motorized vehicles, we are keenly aware that they do not belong is all areas of the national forest. We respect wildlife and we respect hunters who do not want their hunting experience tarnished by ATV enthusiast. We respect wild-land biologist who are concerned with source water protection, habitat, and ecosystem balance. My family and I believe whole heartedly that it is very necessary to control the designated 4 wheel drive, ATV, and motorcycle activities so that they do not damage valuable natural and wilderness areas.<br><br>In addition to supporting the control of motorized vehicles, and closure of unauthorized trails, My family and I strongly support noise control, including vehicles and rifle shooting in inappropriate areas.<br><br>I thank you for taking responsibility to preserve the Arkansas River Canyon for wildlife, as well as future generations. |
| Derek J. | Chambers | I would like to thank the BLM for striving to take significant steps to protect such a great wilderness area in Colorado. As a Colorado native, it is important we follow guidelines to allow the enjoyment of, but also protect our open land and remaining wildlife habitat. My parents own land in the Arkansas River area, and we do take part in ATV and motorcycle recreation. While we enjoy experiencing the area on the motorized vehicles, it is vital that their use is controlled for low impact on the forest and<br>wildlife.<br><br>In addition to supporting the control of motorized vehicles, and closure of unauthorized trails, I strongly support noise control, including vehicles and rifle shooting in inappropriate areas.<br><br>I thank you for taking responsibility to preserve the Arkansas River Canyon for wildlife, as well as future generations. |
| Lewis | Chandler | I have worked for Arkansas Headwaters Recreation Area three of my six years while living in Salida. I totally support your Arkansas River Travel Management Plan. It addresses many important aspects of making siginificant improvements along the Arkansas. Please forge ahead with this plan. Thanks. |

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| Judy | Cisney | I am writing to show my support for the Bureau of Land Management's Environmental Assessment for the Arkansas River travel management plan.<br><br>Your decision on this plan will affect citizen proposed wilderness areas, the tranquility of the area for nature-based quiet recreation, and many species of wildlife including bighorn sheep, Golden Eagles and even a small area of lynx habitat. The Proposed Alternative developed by the BLM in the draft plan will provide significant protections for these public natural resources.<br><br>Having lived in this area a significant portion of my life, I know how important it is , not only to the people who live here, but also to the state a whole. Colorado is one of the most beautiful states in the Union. Compromising that beauty and the delicate eco-balance of our rural areas does a profound disservice to us all. |
| Dave | Claus | I firmly believe that the citizens of Colorado, and the United States, own government land and you are our employees that are designated to be the “caretakers!” I also believe that the law abiding citizens still have certain inalienable rights, given to us, by our wise forefathers, to keep you Socialists from giving all the power to the government. I have paid for those rights (for all citizens) with my blood in Southeast Asia. I personally know of hundreds more who paid the price, so that American citizens will remain such and not be converted into a Socialist government slave.<br><br>I can only speak for myself when I say that Americans should not have their land use rights restricted any further. That last statement is true for access to the land via “OHV’s” and the use of firearms for hunting or target practice. Has any of you thought about what will happen to our wildlife if the herds are not managed and thinned out by hunters? We have very few natural predators left, except for those permeating our government and its’ agencies. The right to own & bear firearms for hunting, self defense and target practice is an American tradition that has kept this nation strong. That in itself, may be the only reason our country has never been invaded. A potential enemy realizes that they would not only have to defeat our military, but fight house-to-house from the Atlantic to the Pacific Ocean.<br><br>I am totally against making any further “changes, amendments, fine tuning or adjustments” to the current restrictions on the public use of their own land. |

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| Dennis and Kathle | Claveau | We are writing in support of the BLM Royal Gorge Field office proposed Travel Management Plan for the Arkansas River Corridor between Salida and Canon City. Upon examining the proposed alternative we strongly support this proposal as we believe it best meets sustainable public lands and wildlife health standards. Living and working in the San Isabel Nat. Forest, as we do, we are acutely aware of the negative effects of the massive growth of motorized recreation and the negative effects of this invasion on the landscape and soundscape of our public lands. Our Bed and Breakfast business has been negatively impacted by the motorized invasion. We particularly applaud the controls put on motorized/mechanized use by the proposal and see it as truly visionary and in the best interest of the resource and sustainability for future generations. We look forward to this plan being implemented as written. |
| Chas | Clifton | See scan 141 |
| Dennis B. | Cochran | The Arkansas River Travel Management Plan is a good one in that it restricts motorized use of the area to appropriate designated trails. That may at least give the wildlife of the region, not to mention the wilderness values and associated wilderness-sensitive quiet recreation activities, some chance of surviving the onslaught of the motor people. I urge you to adopt this plan. |
| Derek | Cocovinis | See scanned EA letter 131 |
| Ron & Jill | Coleman | Any change in land use by the BLM should not include closing ANY land to target shooting or hunting.Target shooting and hunting are among the safest outdoor activities in Colorado.Also hunters and target shooters pay large amounts of money that go to the state and federal governments.Hunting licenses bring in millions to the state.A 10% tax is payed to the federal government on every bullet and gun that is sold.This amounts to hundreds of millions of dollars a year.Gun owners have a Constitutional right to own firearms.This would strongly imply that we have many GOOD places to use our firearms.Do not close the land to gun owners.Comments on the document and proposed action may be received in response to a scoping notice or in response to a predecisional EA or draft EIS. Comments received at other times in the process may not need a formal response. However, all substantive comments received before the draft EIS isComments on the document and proposed action may be received in response to a scoping notice or in response to a predecisional EA or draft EIS. Comments received at other times in the process may not need a formal response. However, all substantive comments received before the draft EIS is |
| Lynn | Collins | See scan 244 |

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| Jerry Lee | Condray | Comments relating to route/trail 252, area 3a, Grand Canyon Hills area. However, these comments relate to the entire management plan and I was afraid to not specify a trail-area that I had recently used because you would just destroy my input. The public interest is hurt by your misguided attempts limiting our rights on public property. Your leftest, liberal, socialist agenda to limit firearms by attacking noise stinks.<br><br>Trash can the entire effort before we have to involve Senators & Representatives. As you can tell, I favor the current use/no action alternative! |
| Don | Cordell | I object to a new law "about the use of Public lands" in south central Colorado near the town of Salida is the subject of a travel management plan (TMP) released by the Bureau of Land Management.<br><br>Within the TMP are recreational shooting closures and a prohibition on the use of motorized vehicles to retrieve game. The Arkansas River Travel<br>Management Plan (TMP) implements the travel and transportation decisions within the Royal Gorge Resource Management Plan. It is the TMP that is<br>being amended. Off-highway vehicle users are the principal focus of the TMP, but sportsmen will be affected as well.<br><br>The TMP lays out a No-Action Alternative and three new management alternatives. The No-Action Alternative does not close any existing shooting areas and hunters can continue to drive up to 300 feet off roads to retrieve game, a long standing regulation on most BLM and Forest Service lands in the state. However, all three new management alternatives prohibit the use of motorized vehicles to retrieve game. Alternatives A and C close Turkey Rock and areas around Salida to target shooting. Alternative B does not affect existing shooting areas.<br><br>What the BLM seems to forget is that these are PUBLIC LANDS, owned by the citizens of America. What about "Of the People" don't you understand? Who is the government? "We the People' it is time for our government entities to realize whom they are serving. I object to any restrictions against the use of motorized vehicles to retrieve Game that has been legally shot by<br>citizens, while some restrictions may conserve the destruction of the land for recreational uses, the weight of game retrieval requires the use of a vehicle for this purpose.<br><br>I also object to any noise level limit's, as this totally eliminates convieniently the use of firearms by hunters. A backdoor denial of the citizens right to hunt game or practice the target shooting for hunters to gain skills needed to hunt for game. As long as the hunter is not shooting at BLM agents. |
| Jeff | Cover | See scan 261 |
| Sid | Cranston | While I believe you are doing the right things, I also believe the public lands are just that, and you are strangling use too much. While I do not live in the west, I have visited, and want to again. To say 'no hunting', 'no shooting', is not sane, and not fair. |

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| John | Croom | Attached are my comment supporting the BLM decision concerning the Arkansas River TMP Preferred Alternative.<br><br>Thank You for a sensible approach.<br><br>I just wanted to write and let you know that I support the BLM's Arkansas River Tim Preferred Alternative. I especially support your decision to deny the S1and A1 motorized route.<br><br>The reason I spend so much time in the back country is the quality peace and quite that those trip afford. There is little worse than using your own two feet to hike into the backcountry only to hear an ATV approaching from the distance. Ruins the entire ambiance of the country. Not to mention the fire hazard and erosion problem created by ATV's. |
| Kirk | Cunningham | see scan 178 |

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| Michael | Cunningham | Max distance for driving offroad to park and camp: Nothing wrong with 300'. Leaves space between people and traveling vehicles (dust and noise).<br><br>Target shooting: Closing areas with no plan to relocate to safe areas (still easily accessible) does not solve the issues.<br><br>To add to comments related to OHV's: Manufacturers are quickly changing the general engine designs to four stroke from two stroke vehicles (meaning engines that must burn oil to those designed not to burn oil as part of the fuel). This is being driven by: The emissions standards of closed course requirements (meaning indoor as well as in some states -- notably California, all offroad use) that limit the manufacturers from selling 'on Monday the bike that won on Saturday'.<br><br>Noise standards for offroad and even for closed course use (the AMA --American Motorcyclist Association) recently enacted new rules lowering acceptable noise levels for race bikes). Many areas are now enacting lower standards. The manufacturers are actively lowering the levels of noise these bikes produce.<br>Water craft and snowmobiles are already largely 4 stroke (for basically the same reasons), which lowers the amount of opportunities for manufacturers to distribute manufacturing, engineering, technical, and development resources -- in other words, this is a waning issue and will virtually not exist over the next few years.<br><br>Restricting retrieval of game to non-motorized methods should be no issue -- as a hunter, there are enough negatives to this activity that I see no problem stopping this (mostly lazy) method of retrieval. This allows some give back in offroad damage. It also minimizes stressing animals and allows for greater hunting opportunities for those who are still afield (Yes, I have observed the problems of damage and poorer hunting when ATV travel is allowed off trail). Perhaps the only place I have seen a workable solution was an area that allowed for off trail travel to occur during limited mid-day time periods.<br>Of the alternatives proposed, it looks to me like that outside of some issues noted above, the single largest of the three change proposals are to change the trail designations to "limited" versus "open".<br>IF the following concerns are addressed (and changes made to the plan) I can support Alternative A.<br><br>Chief concerns:<br>Alternative shooting areas (noted above).<br>Camping distance from roads/trails (noted above).<br><br>Remove High Mesa Grassland form this discussion. The details and issues for this property are complex, and may indicate a larger need to discuss proper agency, and even public, ownership of this isolated and apparently small property.<br><br>It may be of a greater public good to trade this off for consolidation or to transfer this to other public (Federal/State) agencies. At least that's what I see after reading the property descriptions and access issues (manage what can be managed). |

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| Chris | Currier | My name is Chris Currier, I am writing in regards to Texas Creek riding trails. I take my family for recreational riding up there and it's a bonding experience like no other! I have enjoyed visiting the area and the local shops in the area for snacks and conversations on the fishing in the area. Please consider opening more trail systems and increasing the riding signs to enhance the experience.<br><br>I would be willing to pay fees to ride the area if that has not been proposed. |
| Kent | Davidson | Thank you for your efforts in developing the new travel management plan for the Salida sub-unit. As a GARNA member & participant in the Salida Mountain Trails project, I commend you on your decision to implement Plan C. It addresses many of the issues currently faced, such as degradation of the environment due to poorly developed trails, as well as issues that will be faced in the future, such as the danger of allowing target shooting near developments.<br><br>In Chaffee County, where public lands are the draw for tourism, a major & growing industry, the ability to safely and legally access city, county, BLM & NFS lands is critically important. Plan C will enhance the possibilties for the recreation that is so important for the tourist industry as well as to maintain the healthy lifestyle of so many of our citizens.<br><br>Again, thank you for your work in developing the TMC and for your decision to implement Plan C.<br><br>See also EA_Letter_ID 243 |
| Mary Ann | Davidson | I am writing to express my appreciation for all the hard work that has gone into developing the Plan C Travel Management Plan for the Salida sub-unit, and to convey my support for implementing that plan.<br><br>I live near Salida and one of the main reasons I choose to live in this area is the opportunity to enjoy the wonderful public lands nearby. As the population in Chaffee County continues to grow, it becomes more and more important to minimize the impact we make upon the natural environment so that future generations will also be able to enjoy it. Plan C does an excellent job of providing for growth in those activities that do not result in the degradation of the land and, in fact, will provide the opportunity (and responsibility) to actually improve areas that have suffered degradation from inappropriate or excessive use.<br><br>Again, I applaude your decision and thank you for your efforts. |
| Wm K. | Davies | See scan 219 |

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| George W. | Discher | Having read the "Desired Future Conditions" I want to make the following general comments which apply to all subunits:<br><br>1. Problem: Right of way, public access issues and illegal use of BLM land by adjacent private land owners:<br>a. All reasonable efforts should be made to obtain right of ways, which are clearly posted, on existing all roads crossing private land Incentives, such as legal protections against liability for the land owner should be granted. Many land owners will refuse to allow right-of-way crossing since they may fear a wrongful liability suit should a person have an accident while crossing their land.<br>b. BLM should should prosecute private land owners who refuse to grant right of for all and any illegal use activities adjacent to their property, particularly if there is evidence of motorized vehicle use entering BLM land from their property, trash, paint or any other new evidence of misuse. Fines should be high and targeting the land owners even if you don't catch them act.<br>c. Frankly, I am tired of paying taxes for these folks to have their own "private property" expanded by their acts of selfishness. BLM should get congressional authority to require right-of-ways for all existing roads to cross or come within 150 feet of BLM land. This will prevent a landowner from closing the road or building their road to within a few feet of the property line and then preventing access via "dead-end" driveway.<br><br>2. Problem: Proliferation of unauthorized motorized vehicle trails.<br>a. Open more trails.<br>b. Don't close any more trails or roads.<br>c. All fire roads should be open, as should be old mining roads.<br>d. If numbered roads and trails are open and available, then fines should be high and heavy for violators who are creating new or using unnumbered trails.<br><br>If the BLM puts the roads where the BLM wants them, the BLM can protect habitat, vegetation and wetlands. At the same time the BLM will provide folks with the opportunity to use their ATV, motorcycles, bicycles and "jeeps" without needing to digress into "creativity". As you close things, people consider your closing a violation of their past use rights and tend it ignore your rules since they seem stupid and arbitrary.<br><br>Roads are necessary for accessibility to BLM lands by the handicapped and disabled. It was a shame that my father could no longer access places as he aged because the roads he used to be able to drive on were closed and he no longer had the capability to hike or ride in by horseback to those areas.<br><br>3. Problem Target Shooting: If target shooting is a concern, the BLM should designate special target shooting areas in each subunit. This way target shooting can be limited to safe terrain area that can be selected to minimize environmental impact and yet be conveniently located enough so people will use them. These areas should be listed on any signs that are posted prohibiting target shooting in a specific area. This will protect both shooters usage rights and provide greater safety for other users. Also, target shooters should be prosecuted for littering if they are observed leaving any site without packing out their targets, stands and making |

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| | | a reasonable effort to pickup spent shell casings. An example of a nice public range is near Parshell, Colorado on US Hwy 40. (Here is an idea: If you have private landowners who refuse to grant right-of-ways, put a designated shooting range within earshot of their land. Make sure it is open dawn to dusk. Then offer to move it out of earshot if the road is opened up.)<br><br>4. In no way should legal hunting by any legal means be restricted on BLM lands.<br><br>See also EA Letter 126<br><br>Reopen all fire roads and tails closed in 1999 for environmental study. |
| CHAD | DODDS | I am a resident of the city of Salida and often enjoy hiking and mountain biking on the trails near Salida. I would like to state my appreciation to the BLM for supporting the building of trails in the Salida area. Building trails that can be accessed from Salida is a benefit to not only the residents of Salida but all of Chaffee County and the tourist that visit here. I would like to state my full support for SALIDA MOUNTAIN TRAILS and their mission to build trails in the Salida area. The demand for trails in the area is obvious with all the so called “PIRATE TRAILS” that have developed over the past several years. I do not agree with this practice, because these trails are often times not built correctly and can cause erosion to the land. I would prefer to use the trails that are professionally built and designed. I would also like to state that I have in the pasts volunteered to build trails for Salida Mountain Trails and will also volunteer to build trails in the future.<br><br>Having trails that can be accessed from Salida would be a great benefit to Salida, Chaffee County and the BLM. |
| Mary | Donaldson | In response to the Arkansas River Travel Management Plan, I support the specific proposals put forth by the<br>Colorado Motorcycle Trail Riders (CMTRA) for trail improvements in the Texas Creek Trail system.<br><br>As a responsible Colorado trail user I look forward to an enhanced trail system at Texas Creek. I believe that the public land at Texas Creek should provide a Multi-Use experience for all users and this proposal would greatly improve that experience.<br><br>There are too few areas left now for motorcycle trail riders. So much of the public land in Colorado is now closed to OHV use. The elitist who would eliminate competition for natural resources, have more than<br>enough for the few of them. It is only fair that the rest of taxpayers enjoy a small share of the land that they have paid for with taxes.<br><br>I would really like an expanded trail system that would allow more than a day trip. This would both save me travel expense, and enhance local income since I would need to pay for a place to stay, and also meals. |

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| Laura | Donavan | I fully respect the research and time put into this survey and hope that ALL of your plans and protections are implemented The BLM is not a free for all motor sport play ground. Serious protection needs to be provide and trails improved or closed if need be.<br>There was a time when the outdoors was for people seeking solitude and maybe even a decent workout. Now a days it seems like it's being over run by fat motor head yahoos. Sorry but that's coming from the heart. Unfortunately, no matter how much education you do someone is always going to motor past the closed sign. The BLM seems to be considered this junkyard playground instead of a wilderness and it's time to start protecting it. Stick by your research and push hard to implement your decisions. |

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| Bill | Donavan | Hello,<br><br>I've lived in Salida for eight years. Before that I lived in NW Montana and Wyoming for my entire adult life. My home in Pinon Hills<br>backs up to BLM land. As the President of the home owner's association up here I also have a vested interest with how the surrounding public lands are managed. This is a not a letter from my official post as PHHOA President however. It is personal.<br><br>I saw the public data that was gathered for the branding project for the Chaffee County Visitor's Bureau (Headwaters of Adventure). This<br>well-researched data alone shows what locals and visitors alike want<br>to see here as well as their historical perceptions about this area as a hiking (and more recently a legitimate biking) mecca.. Through that process as well as my own experience in the west, I truly believe there is an inherent ignorance associated with motor sports that must be considered. In short, bikers and hikers are less prone to littering and certainly more respectful of noise pollution.<br><br>I grew up with motor boats and snowmobiles in Wisconsin. But at some<br>point I realized that are just too many people to be running around with these (completely unsustainable) approaches to entertainment and<br>travel on our public lands (trails) and waterways. It's laughable really. But, I understand. It takes time and education to realize that riding a snowmobile at 80 MPH through Yellowstone is probably not a good thing to do on many fronts. But, sadly it takes rules and laws.<br><br>I believe it is up to the public to help educate the statistically more overweight population of public land users who bow at the internal combustion alter, but it is up to our public land managers to look at it critically and decide how to move forward for our children's children.<br><br>In Missoula I saw the paradigm shift happen in the Forestry School from an attitude of natural resource extraction to one of sustainability. This shift has happened in many places. I hope you will consider the work of Tom Purvis and those at the Salida Mountain<br>Trails group. I support these efforts and will volunteer to help them fulfill their mission and BLM responsibilities.<br><br>But, on a larger front, I encourage you to make strong, possibly unpopular decisions regarding the value of quiet use activities. This area is growing rapidly, and although many would strive for a balance<br>of motorized and quiet use activities here, I would argue that other (nearby places in Colorado) are better suited with more infrastructure for motorized use activities —and actually target this market.<br><br>I sincerely thank you for listening to the desires of the many locals |

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| | | and retirees who prefer muscle sports and extensive, sustainable trails over guns, hunting and motors. With our long history of rafting and hiking as well as the amount of off-road cyclists and new retirees here I hope you will take my thoughts into consideration. The world is changing and you play an important roll.<br><br>Thanks for your time, and thanks for listening! |
| Don | Downs | I am a avid off road dirt biker. I have been riding Enduros for 15 year. Areas like Texas Creek off some of Colorado wonderful diverse terrain. My friends and I have loaded up and gone to Texas Creek. We stop and bought gas, riding maps and food at the local gas station, We have watch the rafters enjoying the river. Just as we get to enjoy the trails of Colorado. I strongly support land use for all Coloradan's. To me I have<br>to drive and hour and a half and it's worth it. More trails in the area would be great and I would help in make some.<br><br>Let make room and keep room for everybody ! |
| Jason | Elliot | I support the specific proposals put forth by Colorado Motorcycle Trail Riders (CMTRA) for trail improvements in the Texas Creek Trail system. As a responsible Colorado trail user I look forward to an enhanced trail system at Texas Creek. I believe the public land at Texas Creek should provide a Multi-Use experience for all users and this proposal would greatly improve that experience.<br><br>See 2004 CMTRA Texas Creek Proposal for routes<br><br>A1<br>A2<br>A3<br>A4<br>A5<br>S2<br>S1 |
| Debra Baxter & Ji | Fagerstrom | This letter/e-mail is being sent to you in support of your office's efforts to create a logical and sustainable plan for BALANCED recreational opportunities in the Arkansas River Canyon area. We applaud your office for conducting a thoughtful and thorough review of this important matter.<br><br>As long-time residents of Colorado we have witnessed many unfavorable changes in recent years brought on by the widespread and unplanned increase in off-road vehicle use on public lands and we whole-heartedly support the restriction of motorized use to designated trails. It is vitally important and in everyone's best interest to protect our natural resources and wildlife habitat. Unfortunately, many areas along the Arkansas River enjoyed by the public have been destroyed or seriously damaged and most certainly compromised due to the increased and unmanaged use of off-road vehicles.<br><br>Again, we applaud you and your office for pulling together a reasonable and manageable plan.<br>Thank you! |

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| Gene | Farrar | As a Chaffee County local resident I resent people from out of the area determining what is best for our area. The area in question is NOT under threat from the current users and does NOT need to be additional protection. |
| Armand | Fontaine | Form Letter 138<br><br>I am writing to show my support for the Bureau of Land Management's Environmental Assessment for the Arkansas Rivertravel management plan.<br><br>Your decision on this plan will affect citizen proposed wilderness areas, the tranquility of the area for nature-based quiet recreation, and many species of wildlife including bighorn sheep, Golden Eagles and even a small area of lynx habitat. The Proposed Alternative developed by the BLM in the draft plan will provide significant protections for these public natural<br>resources. Please take into consideration the following statements urging the agency to take the responsible course of action for managing recreation and resource protection in the planning area.<br><br>- I support the BLM's decision to disallow the motorized route A-1 because the trail would intrude into important wildlife habitat and provide the possibility of encroaching into the roadless Big Hole proposed wilderness area.<br><br>- I support the BLM's decision to deny the S-1 motorized route because it would damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands by providing the possibility of<br>encroaching into the roadless Big Hole proposed wilderness area.<br><br>- I support the BLM's decision to close routes 431 and 433 because they would be very near to lynx habitat on BLM lands and in the adjacent Sangre de Christo Wilderness risking disturbing this species that is listed as Threatened under the Endangered Species Act.<br><br>- I oppose the BLM's proposal to re-open route A-4 that leads to the waterfalls on Fernleaf Gulch. This trail segment is located directly in the gulch and it would risk motorized incursions into the stream ? such incursions are what prompted BLM to close<br>the route to begin with.<br><br>Thank you for your consideration of this letter. The overall plan is very good, and I strongly encourage you to consider implementing the specific recommendations in this letter to ensure that the sensitive resources in the planning area are<br>protected and recreation is better managed. |

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| John | Fullbright | Thank you for your time: I am professional kayaker, and photographer(my site is www.johnfullbright.com) who is concerned regarding access and open space use. Recreation is a key to life, and pursuit of happiness,<br>thank you for considering the following aspects regarding formulation of a quality management/ use program. Protecting quiet areas from development,<br>and building in green zones(human and wildlife corridors) for access through developed areas:<br><br>Some other key points follow below;<br><br>Management of motorized and bicycle use to designated trails in order to protect: Restricted natural resources and meet Public Land Health Standards<br><br>Access for private individuals to public land.<br><br>Adequate maintenance for high-use trail systems with an innovative approach for longterm users.<br><br>Consider closing: High Mesas Grassland Research Natural Area by changing the designation to “closed to motorized use.”<br><br>The natural character of Badger Creek, Red Gulch, Big Hole, and Preserving Sangre Foothills sub-units.<br><br>The vital riparian and wetland resources of Fernleaf Gulch, Protecting Maverick Gulch and East Gulch.<br><br>Riparian, fisheries and wildlife values in Badger Creek sub-unit by preserving closure of user-created routes.<br><br>Reconsider decision to open the S1 motorized route requested by the Support motorized community that would run from Parkdale to Wellsville, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage the damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands.<br><br>draft plan recognizes the value of protecting high quality wildlifeThe habitat especially because increasing development in the area .<br><br>critical core wildlife habitat and as well as those areas vital toProtecting migration and connectivity.<br><br>rare and sensitive plant species by closing a number ofProtecting unauthorized user-created routes that were being damaged.<br><br>the watershed by closing miles of unauthorized user-created routesProtecting that increase erosion.<br><br>use of seasonal closures and temporary wet weather closures |

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| | | as mitigationThe to all sub-units.<br><br>excellent process utilized by BLM in soliciting public input includingThe public meetings, surveys and stakeholder interviews.<br><br>conditional authorization of a bicycle trail system that is near Salida. The proposed alternative authorizes only those routes authorized that meet both safety and public resource protection standards, plus it requires that adequate maintenance is provided. It is important to concentrate high-use bicycle trails in manageable locations especially near urban centers.<br><br> Support concentrating off-road vehicle (ORV) routes in the Texas Creek sub-unit rather than spreading them into peaceful backcountry areas.<br><br>the McIntyre Hills Wilderness Study Area boundary by reducingProtecting motorized access in adjacent parts ofthe Road Gulch sub-unit.<br><br>important wildlife habitat and migration corridors whileprovidingProtecting non-motorized opportunities for hiking, mountain biking and horseback riding in a quiet and remote setting in a section of West McCoy Gulch.<br><br>non-motorized recreational opportunities for hiking, mountain bikingEnhancing and horseback riding in the Grand Canyon Hills sub-unit.<br><br>important riparian and wildlife habitat by maintaining prior roadProtecting closures in Crampton Mountain sub-unit.<br><br>the impacts from motorcycle Trials Events and practice to only oneLimiting area in the Turkey Rock section of the Badger Creek sub-unit and denying the request for “open” areas in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice. Open areas are contradictory to the “limited to designated routes” policy and encourage off-route travel. Though it would be preferable to disallow any “open” motorized use designations, the Turkey Rock location has the least impact on natural resources including wildlife habitat of the three requested areas.<br><br>I value the work you do! It's important to consider the needs of all special groups; hunters, fisherman, watersports enthusiasts, motor users,and walkers and bikers...I appreciate the difficulty of sharing and limiting access too. |
| Michael | Gaddis | These lands were set aside to benefit all Americans, even those that do not live in Colorado. The current regulations are already too strict and changes that would further restrict hunting, ATV, snowmobiling or camping are not in the interest of the sportsmen who use these areas. |

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| Dave | Gardner | I wish to express my support for theproposed Travel Management Plan for the Arkansas River corridor between Salida and Canon City. My understanding is that this plan will protect fragile ecosystems and help to minimize the impacts of motorized vehicle access. I applaud the BLM for efforts to protect sensitive areas and confine noise and other impacts of motorized vehicles to areas where it makes sense. |
| Terry | Gardner | Firearm restrictions on ANY BLM Land is unacceptable, bad and hopefully unconstitutional, in my opinion.<br>Thank you for having these public forums for input. |
| Mike | Garrett | I am against this plan and advise that no changes take place.<br><br>The loss of hunting rights on BLM properties around and near Salida affects my legal rights and I am in complete disagreement to these attempts to restrict my legal rights on these BLM properties. This is some of the most important recreational opportunities I have with my children and family. This shows complete disregard to the rights of your citizens and the ways of life to the American people. The management of our wildlife resources has been promoted and protected by hunters for years and without these programs we would be in real trouble.<br><br>Also EA Letter 101 |
| Asa & Barbara | Geiger | This BLM plan is very good news and shows good planning. The bad news is that above the Pinon Hills subdivision there has not been a day go by without bikers all over the hills. CR175 was rumored to not allow bikers. I guess not. The deer are now all but gone in this area and mostly trash remains. Protection enforcement of the natural resources is a daunting prospect. We support the BLM's preliminary approval for a sustainable system plan of quiet use non-motorized trails adjacent to Salida. Such a system would be an asset to the community and would concentrate quiet routes near population areas, where they will receive the most use. There are many more pickups with trailers of dirt bikes and ATVs in Salida which is a good indication of the need to congratulate the BLM on all their travel plan. We especially support the decision to deny the S1 motorized route requested by the motorized community that would run from Parkdale to Wellsville, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage the damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands. Thanks to the RG BLM office for their hard work and we support restricting trail access to those designated and open to the public while closing PRIVATE motorized access to our PUBLIC LANDS from surrounding subdivisions, like CR175. |
| Mary | Gilkison | see scan 142 |

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| Jay | Gingrich | Thank you for your efforts to complete the EA. The route and habitat maps are clear, and provide important detail from many sources. I live north of Buena Vista, and am familiar with most of the BLM lands in the TMP from many years of travel by foot, bicycle, and kayak. I am writing in strong support for Alternative C, the Proposed Alternative. Some observations on the Proposed Alternative follow:<br><br>**It is most important to restrict motorized trail access to designated routes as soon as possible. Close PRIVATE access to our PUBLIC LANDS from surrounding subdivisions. I have seen many abuses of BLM land from<br>this source.<br><br>** Do not re-open the A4 motorized route in Texas Creek. It leads to the waterfalls in Fernleaf Gulch. This route was closed as a result of the 1998 EA by the BLM that found that it was damaging to this riparian area.<br>This route would risk motorized incursions into the stream. Likewise, the A-2 route should not be opened. It provides too deep an intrusion into bighorn habitat. I believe that this disturbance should be absolutely<br>minimized, as bighorns seem to be stressed from many sources .<br>The routes to it from Reese gulch look more like erosion gulleys than trails, and are not sustainable-unless you pave them with concrete!!<br>Close the side trails that loop from lower trail 6035 in Reese gulch. They are badly eroded and heavily grown with invasive weeds.<br><br>** Likewise, I support BLM's decision to deny the S1 motorized route requested by the motorized community that would run from Parkdale to Wellsville, fragmenting vital wildlife habitat and roadless areas on the<br>northern edge of this sub-unit. It should never be authorized, as it would damage the damage soils and plants, as well as negatively affect the solitude of thousands of acres of our public lands.<br><br>** The BLM's preliminary approval for a sustainable system/plan of quiet use non-motorized trails adjacent to Salida is a sound decision. Such a system would be an asset to the community and would concentrate quiet routes near population areas, where they will receive the most use.<br><br>** The decision to make non-hunting recreational shooting illegal on land near Salida residential areas is wise. I have seen abuses of land where old appliances and bottles were dumped and used for shooting. This is important for safety and also to maintain relative quiet near the urban/wildland interface.<br><br>** The following localized actions should be taken:<br>Protecting the High Mesas Grassland Research Natural Area by changing the it's designation to "closed to motorized use." Preserving the natural<br>character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills sub-units. Preserving riparian, fisheries and wildlife values in Badger<br>Creek sub-unit by closure of user-created routes Protecting the vital |

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| | | riparian and wetland resources of Fernleaf Gulch, Maverick Gulch and East<br>Gulch.<br><br>** We have no shortage of users of the BLM lands. What is needed are more stewards or keepers of these lands. Education can improve public awareness of resource impacts. Provide more volunteer opportunities<br>to improve public land health and extend the reach of land managers.<br><br>** All of this will just be a piece of paper –or reams of paper- without an on the ground enforcement presence. Currently we have only one officer to cover Canon City to Leadville! He is very able and active, but is eligible for retirement. Plan for a replacement and reinforcements.<br><br>The Proposed Alternative gives significant protection to our public natural resources and strikes an agreeable balance among local people and those from across the country who visit the Arkansas River Valley. The BLM should be congratulated for their forward-looking plan that<br>illustrates the high level of responsibility they show in meeting the Public Land Health Standards. Thanks for the opportunity to comment on the EA.<br><br>See also EA_Letter_ID 211 |
| | | Sally Wisely, State Director<br>Bureau of Land Management, Colorado State Office 2850 Youngfield Street<br>Lakewood, Colorado 80215<br><br>Dear Ms Wisely;<br><br>I am writing a brief note to ask you to recognize the efforts that the BLM Royal Gorge Field Office has made on the Arkansas River Travel Manage<br>Plan EA.<br><br>From the beginning of the process the BLM team made the utmost efforts to involve all user groups in the process with public meetings in an open workshop format. Joe Vieira did extensive work on mapping to explain<br>the many resource overlays they had to consider. He gladly provided copies of his excellent Powerpoint to allow people to better understand the EA and the process behind it. Dave Walker and Roy Masington handled<br>the meetings in a very professional manner. They obviously brought many years of resource management skill to the entire process.<br><br>The Proposed Alternative gives significant protection to our public natural resources and strikes an agreeable balance among local people and those from across the country who visit the Arkansas River Valley. The Royal Gorge Field Office should be congratulated for their<br>forward-looking plan that illustrates the high level of responsibility |

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| | | they show in meeting the Public Land Health Standards.<br><br>Finally, his TMP will just be a piece of paper –or reams of paper- without an on the ground enforcement presence. Currently we have only one officer to cover Canon City to Leadville! He is very able and active, but is eligible for retirement. Please plan for a replacement and<br>reinforcements.<br><br>You certainly have a lot on your desk. Thanks for listening to this comment on the team at the Royal Gorge Field Office. |
| Patricia | Good | As a member of the Pueblo Audubon Chapter I ask that the proposed changes allowing more motorized access to BLM lands west of Canon City be curtailed. Naturally, the other members of our group as well as myself want those lands kept as pristine as possible. The state of Colorado is identified everywhere as a place of great natural beauty and serenity. Finding those qualities is getting harder and harder. |
| Denzil | Goodwin | See scanned letter 119 |
| Sarah | Gorecki | I am writing in support of your forward-looking, well-balanced travel management plan for the Arkansas River Canyon. BLM lands west of Canon City have seen an astonishing amount of unplanned increase in off-road vehicle use in recent years. This plan will limit motorized use to designated routes, and it defines a system of logical and sustainable routes for motorized and other recreational purposes.<br><br>I appreciate that this plan will protect the McIntyre Hills Wilderness Study Area boundary by reducing motorized access in adjacent parts of the Road Gulch sub-unit. As a wilderness supporter, I also appreciate that the plan will preserve the natural character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills sub-units. As you know, Badger Creek and Table Mountain, where Big Hole is located, have been identified for wilderness designation by both Wild Connections and the Central Colorado Wilderness Coalition.<br><br>Thank you again for the excellent process you have used in soliciting public input, including public meetings, surveys and stakeholder interviews. |
| Roger L. | Greenlaw | I am not a hunter, but a hiker and fisherman who resents the restrictions you are trying to impose on the public lands in southern Colorado. Since this is "public" land, I see no reason for this imposition for its use by hunters, campers, fishermen or others.<br>It is the people who use these lands that want to protect them. That is the reason we pay for licenses to hunt and fish. You will find no greater conservationist than the fisherman or hunter.<br>Thank you for your attention |

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| Gary | Gulick | My late father was a World War II Veteran, my brother a Vietnam Veteran and I am a Dessert Storm Veteran. Like our forefathers before us, we exercise our right to use our firearms on BLM land.<br><br>When the day comes that this right is taken away, in my opinion, it is the beginning of the end. Firearms are the back bone to our country, and I'm proud to say I'm good with mine. If people don't want the very people that protect this country enjoying our freedom in the forest, then maybe they should go to a state or county governed area that has more restrants.<br><br>Federal land should be free. |
| Margaret | Guymon | I would let to let you know I am in support of the proposal curtailing ATV and other motorized vehicles in the Upper Arkansas and S.Platte Project area. We are property owners in the Phantom Canyon area and would like to see BLM and other natural areas preserved and not overused and abused. Thanks for the work you are doing to help save this area! |
| Don | Guymon | I support BLM's conservation-minded Travel Management Plan for the corridor between Salida and Canon City. I would like to see less ATV and other motorized traffic through this area. |
| Brian and Suzy | Hall | This is in reference to the proposal to limit the allowed uses on any and ALL BLM lands.<br><br>The general public should be allowed continued access and use of all trails, allowed to hunt and fish and other recreational uses on ALL BLM lands. These lands belong to the people and have always been for our use. The Specific area mentioned is in the Texas Creek subarea, route 117.<br><br>Please to not restrict our use of this valuable asset. |

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| Melodee | Hallett | This was not an easy email address to find to give my comments on the Arkansas River Travel Management Plan.<br><br>I hope my comments do not go on deaf ears. It is my intention to let the Royal Gorge office know some of us in the public have a real concern as to limitations and accessibility to our public lands, which are diminishing rapidly..<br><br>I have to wonder how many of the employees of our public land stewardships are aware of the plans for the wilding of America? I have to wonder how many of those involved in the environmental movement are aware they are being led to fulfilling plans that were begun at the beginning of the last century that would lead to social engineering of the populations away from our rural areas? This would pave the way for the UN to be the eventual controllers of US land under the auspices of preserving the environment? Public Private Partnerships for the implementation or cooperation of running and maintaining our lands is already very prevalent in our region.<br><br>The public is being deceived by some questionable bookkeeping methods that are allowed to make it appear there are little funds to run our public lands because the money making venues are subcontracted to private companies and the non money making expenses are left for your offices to fund. The operation of our public commons is being starved to make it appear we need to create more and more revenue to operate and facilitate the public's recreation and usage of these areas. When in reality, it is a resource and land grab of tremendous proportions. It may look minor initially, but the creeping in of the peoples access by fees, wilderness areas where open access used to be, closing of the non-revenue or little revenue areas to herd people into crowded campgrounds and facilities is increasing more and more. The opening up of oil and gas development for the stockpiling and control of land and resources has escalated by leaps and bounds on the western slope and will soon reach more of the eastern slope. Conservation easements may not protect land in perpetuity. Every excuse you can imagine has been dreamed up to limit the publics access and will continue until our rural lands will be controlled by those we will regret if we don't bring light to what is going on.<br><br>I know there are good reasons for the stewardship of some vehicle limitations, but I really hope this letter reaches someone who still loves what Colorado and the United States had implemented for the people's use.<br><br>If you are aware of what I have written, please spread the word and educate. If you aren't aware, please take the time to listen to Dr. Michael Coffman's presentation called Taking Liberty. Google - Taking Liberty and you will find the power point presentation. Become familiar with Agenda 21, go to SPP. gov or NCPPP. Become familiar with the NAU or North American Union which is being implemented between Canada and Mexico.. We already have National Heritage areas in this country under UN control. This means the people will have no say over our lands.<br><br>I want to maintain the public lands as much as feasible to as many |

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| | | people as possible for everyday use with little to no further revenue creations limiting public access. I love getting out into the area under assessment because much of it isn't ridiculously crowded like the higher mountains along the divide. There are a few areas that may need vehicle management at this point in time, but the less limitations.....the better.<br><br>I would be happy to send the specific information to back up my points if anyone is interested. I have spent considerable time learning about what leadership has in store for our resources and lands and it is imperative the public become aware, or we will ALL loose access to our beautiful state. When we limit some peoples use, it isn't long before we limit all peoples use.....see how much is wilderness areas now. It wasn't all that long ago it was not designated wilderness. The plans are out there in public view if we seek them. America is disappearing by design. |
| Tim | Hampton | In regards to the recent debate about closing approx. 55 miles of trails in the texas creek area. I respectfully ask you to consider not closing these trails. As an avid ATV rider, it is already frustrating enough trying to find trails to ride. Many trails are currently open to motorcycles or off road type trucks, but are closed to ATV's. As an example, locally near where I live (Colorado Springs). There are a number of trails off of Rampart Range Road that are open to ATV's on forest service roads. However, they are all connected by roads that are closed by ATV's.<br><br>One of the great things about Texas Creek is it gives ATV users the chance to camp in a wonderful area and ride an enormous amount of trails, and not worry about planning routes as we can ride everywhere.<br><br>Several ATV magazines describe Colorado as an ATV paradise...let's work together to keep it that way. I'm an active hiker, and I love some of the trails in our state that you can hike in solitude...but let's leave the smaller trails that ATV's won't fit on for hikers, and leave the larger trails open to us. At some point if we keep turning what use to be ATV trails into hiking/horse only trails, I personally think we need to start see the ATV community start demanding that previously only hiking trails be turned into ATV trails. |

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| John | Harris | Thank you for your attention to the Texas Creek recreational area. I have some general and specific comments I would like to share with you in the<br>planning of this area for future public use. I am a hiker, mountain biker, motorcycle rider and most of all interested in maintaining the recreational<br>opportunities of Colorado that I hold dear. Following the California model of public land not for public use is why I don't live in California, please<br>don't Californicate Colorado.<br><br>General<br>I have been riding a motorcycle in the Texas Creek area for many years and am disappointed to see alternatives to reduce motorcycle recreational<br>opportunities. This is a good riding area and with a little work to create some loops and singletrack, it could be a great riding area. As Texas Creek is a previous mining area, semi-remote and not heavily wooded it makes a perfect OHV spot. I have rarely seen any users of this area other than OHVers and hunters, thus it is difficult to understand how reducing<br>access would serve the public's interest.<br><br>My father taught me to ride in the Pike/San Isabel NF when I was ten years old. I have two children and am looking forward to taking them camping and<br>teaching them to ride as well. Many of my long time riding areas are now threatened, and losing this riding area or having it degraded so that it isn't worth the drive would be a major blow to myself and my family. With<br>a few extra miles of trails (preferably singletrack) to create loops and a more diverse riding opportunity, this would be a place I would take my family camping for a long weekend instead of just day trips. I spend money<br>and time in Canon City on my rides to Texas Creek and would spend more time and money in local towns with a more diverse riding area.<br><br>Specific<br>The below describes some ideas I'd like to share to create a diverse riding area. I have joined in trail work with my local Forest Service and motorcycle club and we have already discussed providing volunteer effort to<br>create new opportunities. There may also be an opportunity to receive federal grants and funds if hiring a contractor to do the work is preferable.<br>Please RE-OPEN - and designate as Singletrack the trail connecting the NW corner of 6035 to the S of 6035 in North Reese Gulch. Some re-routing or switch backs would be good in the steep section of<br>Fernleaf Gulch.<br>Please RE-OPEN - trail to the west of Table Mountain. Connect the mid-section of 6040 counterclockwise to the N of 6035. There is a<br>Singletrack trail parallel and to the west that might be able to be re-opened as well, however I haven't ridden it for many year and thus cannot remember specifics.<br>Please open - and designate as Singletrack a trail to connect the N |

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| | | of 6025 to the mid N or FCR27. This would be a significant improvement to the riding experience.<br>Please open - and designate as Singletrack a trail to connect the E end of 6040 to the N end of FCR27. This area may require some trail building effort and/or bridges. I just completed a new bridge and repair working with the local Forest Service in another riding area.<br><br>Thank you very much for your consideration. Getting a group of volunteers to help create sustainable trails is a reality as it has been done in my local area for years. Texas Creek is perfect for a great OHV area. It<br>seems those who oppose OHV's should be more interested in identifying areas similar to Texas Creek which don't offer very good nature and hiking<br>opportunities (compared to much of Colorado) to encourage OHV's to use instead of closing appropriate areas. Closing appropriate OHV areas will<br>funnel more users into smaller areas causing more user conflicts. Please listen to those who value and use this area instead of those who are<br>commenting only based on theory and have never actually visited Texas Creek. Thank you for your time. |
| Nancy | Hassinger | As an avid hiker I am writing to show my support for the Bureau of Land Management's Environmental Assessment for the Arkansas River travel management plan.<br><br>I support the BLM's decision to disallow the motorized route A-1 because the trail would intrude into important wildlife habitat.<br><br>I support the BLM's decision to deny the S-1 motorized route because it would damage soils and plants and fragment wildlife habitat.<br><br>I support the BLM's decision to close routes 431 and 433 because they would be very near to lynx habitat on BLM lands and in the adjacent Sangre de Cristo Wilderness risking disturbing this species that is listed as Threatened under the Endangered Species Act.<br><br>I oppose the BLM's proposal to re-open route A-4 that leads to the waterfalls on Fernleaf Gulch. This trail segment is located directly in the gulch and it would risk motorized incursions into the stream.<br><br>Thank you for your consideration of this letter. |
| Gerrald W | Head | While I do reside outside of Colorado, I do enjoy traveling to that beautiful State. My family and I enjoy many outdoor sports in the propesed areas and this would not only adversly affect us but the merchants we do business with while there.<br><br>Please reconsider this proposed regulation. |

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| Alan | Heald | See scan 241<br><br>I am writing to let you know that I support your travel recreation plan for the Arkansas river in general, for the following reasons:<br><br>1. It protects habitat and natural areas/resources, and provide for sustainable use for various types of recreation. I think that the restrictions on wheeled recreation are appropriate<br><br>2. I applaud the BLM's preliminary approval for a sustainable system/plan of quiet use non-motorized trails adjacent to Salida. This system will be an asset to the community because it concentrates quiet routes near population areas, where they will receive the most use.<br><br>3. I support BLM's decision to deny the S1 motorized route requested by the motorized community that would run from Parkdale to Wellsville. I don't think that a motorized route cutting across vital wildlife habitat and roadless areas should ever be authorized as it would damage the damage soils and plants, fragment wildlife habitat, negatively<br><br>affect the solitude of thousands of acres of our public lands.<br><br>4. I appreciate your decision to deny the A1 motorized route near Texas Creek. The trail requested by the motorized community would intrude into important wildlife habitat and provide the possibility<br><br>of illegal ingress into the roadless Big Hole sub-unit. Protecting the resource by denying this trail is the right decision.<br><br>5. I support the BLM's decision to make non-hunting recreational shooting illegal on land near Salida residential areas. This is important for safety and also to maintain relative quiet near the urban/wildland interface. |

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| | | 6. I oppose re-opening the A4 motorized route in Texas Creek area because it is damaging to this riparian area. This route is right in the gulch and it would risk motorized incursions right into the stream.<br><br>7. I support closing private motorized access to our public lands from<br><br>surrounding subdivisions because this will protect the resource. Private access to public lands should follow the same rules as public access.<br><br>Once again, thank you for your efforts to care for the resource and provide for sustainable recreation in the Arkansas River recreational area.<br><br>See also EA_Letter_ID 297 & 298 |

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| Gernot and Ava | Heinrichsdorff | We are writing in support of the BLM plan for the Arkansas River Canyon. We appreciate your asking for public input.<br><br>We support RESTRICTED motorized use to designated trails, and hope you will deny the S1 motorized route, which would have disastrous effects on wildlife habitat, plants and soils, and the preservation of the roadless Big Hole unit. We also oppose the A1 motorized route requested by the motoring community, and hope you will limit motorcycling DRASTICALLY.<br><br>We are glad you are closing motorized trails that can be accessed only through private land, and so would not be available to the public anyway.<br><br>Please continue to protect wilderness areas, wilderness study areas, and safeguard one of our greatest pleasures, "quiet recreation" on public lands.<br><br>Thank you for your work on this.<br><br>See also EA_Letter_ID 183<br><br>We thank you for making public input possible and appreciate your well-balanced plan. We would like to express our support for the proposed plan.<br><br>Since we are deeply committed to wilderness studies, wildlife photography and wilderness recreations, we appreciate these provisions especially:<br><br>Reducing motorized access to the McIntyre Hills Wilderness Study Area. Preserving the natural character of the Sangre Foothills, Badger Creek, Red Gulch and Big Hole sub-units.<br>Restricting motorized use to designated trails, denying the S12 motorized route request and the A1 motorized route request. Limiting the motorcycle uses in wild areas. Closing user-created routes.Protecting wildlife habitats and migration corridors.<br><br>...and many other provisions.<br><br>We thank the BLM. |
| Edward | Heppler | See scan 216 |
| Carolyn | Herzberger | Please stand fast on your Proposed Alternative plan for these lands.<br><br>It seems to me that motorized vehicles are eaking out and destroying more and more wildlife habitat for the riders' pleasure. Once destroyed, these lands are gone forever.<br><br>Please continue to protect the water and wildlife so that everyone can enjoy Earth's bounties and so that they will remain for future generations.<br><br>Thank you for your consideration. |

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| Alan | Hickox | To Whom It May Concern: I am an avid hunter from Illinois but I have enjoyed hunting in Colorado for several years. I think you should just leave the roads like they are now and not be changing anything. None of the alternatives meet with my approval. I and many others like me spend several hundred dollars in your state each year hunting. I feel like you are trying to take something away from the hunters to please the anti-hunters! I pay taxes just like everyone else and feel like I should have access to all the roads whenever and for whatever reason whether it be to pick up my game or just enjoying the view. Colorado has some beautiful country to enjoy and it should be open to all for their pleasure. |
| Mark | Hilyard | Don't change anything stay out of regulating peoples vehicle and gun useage that is communist this is America still. |
| Tim | Hogan | I am writing in support of the proposed Travel Management Plan for the Arkansas River corridor between Salida and Canon City.<br><br>The explosion of off-road motorized travel over the past decade has necessitated public land managers to more systematically address issues of travel management. It is critical for the protection of the biological and physical resources, as well as for the interest of other users.<br><br>One of the most important steps is to designate appropriate motorized trails and then restricting motorized use to those routes. These trails must be placed in such a manner as to conserve fisheries, wildlife, and other sensitive habitat, as well as to preserve relatively unspoiled sites with wilderness values, and to offer opportunities for quiet recreation. The proposed TMP for the Arkansas takes significant steps toward these ends.<br><br>No doubt you will receive many negative comments to this plan from those who have never had to abide by such constraints. I hope your office will stand by the plan, the process by which the plan was developed, and the future of these lands under your management.<br><br>Thank you for your consideration of these comments.<br><br>Sincerely, |
| Richard J. | Hyde | I support the Current Use/No-Action Alternative for Arkansas River Travel Management Plan. It has become very difficult to find areas in which to hunt or target practice; we don't need to close any of the few remaining areas that allow these activities. |

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| Kent | Ingram | As a lifelong sportsman, I strongly support BLM's recommendation that the S1 motorized route from Parkdale to Wellsville be denied.<br><br>Furthermore I support vehicular use of all kinds being restricted to roads deemed absolutely necessary for public travel into public lands, and not be allowed to go anywhere vehicular users want to go.<br><br>Every year I hunt, I see OHV and other vehicular abuse, leading to resource damage, intrusion into fragile wildlife zones and public lands sanctuaries, not to mention noise which alone moves game out of areas. BLM like USFS needs to reel in vehicular use, and especially the OHV/ATV user community. Along the way we need to increase signage, enforcement, and absolutely protect unroaded areas and less roaded areas from further damage.<br><br>BLM needs to close motorized use in the High Mesa Grassland Research Natural Area, and set "not to exceed' trailheads where essentially there be not further OHV traffic for any reason. All prior road closures in this area should be kept in place.<br><br>We have only a short window to reel in vehicular abuse on federal lands. The resource, including wildlife and fisheries, needs good decision making by public lans agencies in order to prosper on federal lands. The alternative of halting travel now with seemingly no limits would see more game displacement onto private lands, where more problems area created, and as we sportsmen see, more spider webs of roads going everywhere. UGGG!!!. Opening up lands to more OHV use is NOT the solution. Hold the line.<br><br>Sportsmen want motorized use reined in…permanently |
| Thomas | Jacobson | See scanned letter 92 |
| Laurie | James | Please let it be known that I support your plan for the Big Horn Sheep Canyon and its surrounding<br>areas. I am opposed to letting the motorized vehicle and NRA groups have their way with these<br>lands. There is enough noise and trails for them elsewhere in the state. Let's protect these<br>special places near our home towns that call for quiet, low impact uses. Thank you for protecting<br>our treasures. |
| Gary | Janecek | I am opposed to any type of RESTRICTION of recreational shooting and hunting on any BLM or other federal lands by U.S. citizens. |
| JoLynn | Jarboe | I am writing in favor of the proposed alternative that the Royal Gorge BLM has proposed for the Arkansas River.<br><br>This would restrict motorized and bicycle use to designated trails in order to protect natural resources. It would also protect critical core wildlife habitat and as well as those areas vital to migration and connectivity.<br><br>It would protect rare and sensitive plant species by closing a number of unauthorized user-created routes that were being damaged and protect the watershed by closing miles of unauthorized user-created routes that increase erosion. |

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| Dudley | Jewitt | See scan 221 |
| Leonard P. | Jimenez | I am submitting herewith, my input relative to the aforementioned subject, which was recently publicized by the NRA.<br><br>As a former United States Army Infantry Officer, and as a 10th generation citizen of the United States of America, I object to any ban on hunting and target shooting on BLM managed land in the state of Colorado. In my opinion, It is imperative, that the people of this great country, are afforded the opportunity to continue marksmanship training, whether by legal hunting or target shooting activities, in the interest of freedom and national security.<br><br>Thank you for the opportunity to express my opinion. |
| Ed | Kahn | I am writing to voice my opposition to the restriction of firearms on BLM land. This proposal is suspiciously like something out of California. The fact that it is even considered is a testament to how detached the government is from the people. Gun control is control a slippery slope. It all begins with restrictions. |
| Lee | Karr | Here we go again, more trail closures. I guess the trails are only to be enjoyed by those who walk, hike, bike, or ride horses. It is truly disappointing to see what is happening. I co-own an ATV Site which can be found at www.atvquadsquad.com We are a very active group of ATV enthusiast who support the principles of "Tread Lightly". In the city of Pueblo we have lost almost all of our trail riding areas. We are now relegated to 250 acres, which is really only suitable for sport ATV's. So with that in mind we are forced to travel outside of Pueblo. The<br>result of this is we spend our money supporting a community far from where we live. I have rode at Texas Creek several times. I find it to be<br>an enjoyable trail system. In addition to the above, I suffer from a foot ailment that make long distance walking, hiking, and biking impossible. I can't do it without extreme pain and discomfort. ATVing is the only means available to me so I can see and experience our great outdoors. No other conveyance will take me where I want to go. It is very ironic that when a hiker or biker is injured in the wilderness, the first vehicle to get to them is usually an ATV carrying medical supplies and personnel to help them. Yet that same person will actively campaign against the very machine that they would use, as long as it helps them at the time. In closing I am very opposed to any changes in the Texas |
| Jenny | Kedward | Hello. I urge you to support restrictions for motorized vehicles on BLM land. I understand off-roaders need a place to go, but please limit the amount of trails they can access. When I go hiking in Southern Colorado, I would much rather see deer tracks than tire tracks. As I'm sure you know, all ecosystems are precarious and can't stand up to such powerful machines as 4-wheelers. Motorized vehicles not only damage the soil, they endanger flora, fauna and the wonderful air quality we have in Colorado. We have such amazing wildlife areas in our state such as Fernleaf Gulch, Red Gulch, Big HoleBadger Creek, Sangre Foothills, and Crampton Mountain.<br><br>Please, continue to limit access to public lands to off-road vehicles. Thank you for denying the S1 and A1 motorized routes. |

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| John F. | Keiser | I would request that NO NEW Management Alternatives for the Salida area or any other area under your management. Being a handicapped person you are taking away my ability, which I have had for many years, to enjoy public lands with my family. I and my family support the NO Action Alternative. |
| Leland | Kerrison | See scan 259 |
| Frank | Kinder | I am writing to express my support for the given plan. It is wisely forward looking, well balanced, and shows professionalism in all degrees.<br><br>Thank you also for the standards set forth in the trail maintenance, and denial of some routes to the motorized community due to public health hazard.<br><br>It is imperative these machines don't imperil the very sights, sounds, and visages people travel to blm locations to experience, and we appreciate your acknowledging these concerns in your plans.<br><br>Thank you also for the careful closure and designation of the Motorcycle Events locations, protecting watersheds, and closing the Road Buffers, as per the PPSIN Forest guidelines.<br><br>Thank you for closing the user created routes; we know these contribute to habitat loss and degradation, in Crampton and Maverick Gulch and Fernleaf, Badger Creed, etc.<br><br>I hope this letter isn't too late to weigh on in on the provided plan<br><br>I and my family travel and recreate in this area frequently and look to relocate there for all the exceptional outdoor amenities. We appreciate again your forward looking approach to this plan. |

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| Christina | King | I am writing this letter on behalf of the Private Boaters Coalition and Pikes Peak River Runners. These groups are interested in the Arkansas River corridor from an river runners and environmental viewpoint. Members of these groups run the river from Buena Vista through the Royal Gorge and are pleased to support the Arkansas River TMP. Private boaters routinely enjoy the spectacular cliffs and views in these areas which are vital habitat for a variety of species including bighorn sheep, mountain lions, Golden Eagles and even a small area of lynx habitat.<br>Important aspects of the proposed alternative to we support include:<br>Restricting motorized and bicycle use to designated trails in order to protect natural resources and meet Public Land Health Standards. Private boaters work hard to “leave no trace” of their passage. Please help us work towards that goal.<br>Restricting trail access to those designated and open to the public while closing PRIVATE access to our PUBLIC LANDS from surrounding subdivisions. The BLM is only restricting motorized use not foot and horse access from subdivisions to BLM lands. Private boaters don’t want to see additional mining claim roads into BLM lands.<br>Providing adequate maintenance for high-use trail systems with an innovative set of standards that must be met. We work with AHRA and Colorado State Parks to shore up high use scouting trails (such as Seidel’s and the Numbers putin). You can call on us to volunteer if you need help.<br>Preserving the natural character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills sub-units. Private boaters know that Badger Creek is a notorious area of flash flooding and severe erosion/sedimentation into the river. Let us know if we can help protect the river from sedimentation.<br>Preserving riparian, fisheries and wildlife values in Badger Creek sub-unit by closure of user-created routes. Same comment as above.<br>Support BLM's decision to deny the S1 motorized route requested by the motorized community that would run from Parkdale to Wellsville, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage the damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands. Absolutely, we don’t want to see increased erosion and deterioration in this area.<br>The draft plan recognizes the value of protecting high quality wildlife habitat especially because increasing development in the area.<br>Protecting critical core wildlife habitat and as well as those areas vital to migration and connectivity. Very important, private boaters recognize the wildlife needs these corridors of safety to survive.<br>Protecting rare and sensitive plant species by closing a number of unauthorized user-created routes that were being damaged. Private boaters will support closure based on these reasons, just let them know. Boaters are used to cryptobiotic soils in many of the river corridors that we travel through.<br>Protecting the watershed by closing miles of unauthorized user-created routes that increase erosion. Critical and supported by private boaters. |

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| | | The use of seasonal closures and temporary wet weather closures as mitigation to all sub-units. Early spring is a time that private boaters know that wet soils are most vulnerable, private boaters work hard to limit their use to hardened trails and rockscape.<br>The conditional authorization of a bicycle trail system that is near Salida. The proposed alternative authorizes only those routes authorized that meet both safety and public resource protection standards, plus it requires that adequate maintenance is provided. It is important to concentrate high-use bicycle trails in manageable locations especially near urban centers. Private boaters will enjoy a bike trail as well but know that maintenance and materials used on the trail will be important (to reduce erosion in the river).<br>Support concentrating off-road vehicle (ORV) routes in the Texas Creek sub-unit rather than spreading them into peaceful backcountry areas. We have seen what has happened in the 4 mile and Ruby Mountain areas, we don't want to spread use into the protected backcountry.<br>Feel free to contact me directly if you have any questions.<br>Sincerely, |
| Kristi | Kirkpatrick | I live in the Texas Creek area and my family loves riding the trails here as often as we can. This is public land and it is wrong to restrict that from the public. Keep the trails that are already there open for off road enthusiasts-its the right thing to do. |
| Shane | Kirkpatrick | Please do NOT close any more of our trails up here in Texas Creek.<br><br>I have been riding and guiding back here for 11 years, you have closed some very good trails already, including mine sites, and opened trails that cut right in the side of the mountain views.<br><br>My point is I think you have already made a mistake on what you have done, please do not make another. |
| Henry | Klaiman | I'm writing to support the BLM's travel management Proposed Alternative, which will restrict OHV use to designated routes in the Arkansas River Corridor.<br><br>The areas in question are an important habitat for various wildlife and the Arkansas River fishery both of which can be adversely affected by too much motorized use which brings human intrusion, noise, and excessive erosion.<br><br>The Bighorn Sheep Canyon is very arid. Damage to soils and vegetation is very difficult to reverse, once it occurs. I'd prefer to see the BLM lean to allowing less high impact use, as the proposed plan does. rather than more. Negative impacts of making the wrong choice are nearly irreversible.<br><br>Thanks for the opportunity to comment. |

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| Andrew | Koransky | I support the proposed action plan for the Arkansas River TMP. I hope to see numerous trails for hiking, biking, and running near Salida. In<br>addition, while using these trails, I hope to see a safe and quiet environment and therefore support the gun shooting restrictions on BLM land<br>around Salida. In addition, I also support the limits on wheeled travel to official designated routes only, thereby preserving the land and protecting natural resources. |
| Larry | Kovacic | I am a resident of Salida and a member of Salida Mountain Trails. As an avid hiker and biker, I have been involved in building and maintaining hiking and biking trails in the Salida area. I am therefore very enthusiastic about the prospects of implementing trail building and maintenance activity under the provisions of Alternative C of the Travel Management Plan for the Salida Sub-Unit.<br><br>I support motorized and non-motorized activity in our local area, and am pleased that you seem to have come up with a workable compromise to accommodate both. My personal involvement is non-motorized in the Salida area, and I believe that we are in need of a trail system that will accommodate the wide range of users in this area while conserving the natural beauty and environmental stability of the landscape. Many of the existing trails need remediation to make them viable long-term resources, and I hope Salida Mountain Trails can begin work on that activity as soon as possible.<br><br>I am pleased to see restrictions on hunting and target shooting near Salida residential areas.<br><br>I hope that Salida Mountain Trails and the BLM can partner in the future to accomplish the objectives of Alternative C. Thanks for all the work you have done to encourage environmentally healthy trail resources in the Salida area. |
| Phil | Kummer | Folks, as someone who has rafted, 4-wheeled, hiked, rock-hounded etc. in and around the Arkansas River Canyon for over 25 years I support your travel management plans & in particular, I like the idea of designated routes and seasonal & temporary closures when conditions merit it.<br><br>Although I support off road vehicle use, it is obvious to most people that the off road users are particularly hard on our favorite places and they need to be managed better. I feel the BLM has made some reasonalbe land management decisions that most outdoor users can live with. |
| Michael | Kunkel | see scan 177<br>see scan 217 |
| Greg | Kyle | I am writing to support the limiting of ORV access to the delicate lands surrounding the Arkansas River. The lack of significant rainfall in the area, and subsequent limited vegetation growth, makes it imperative that the area is not further trampled by motorized travel.<br><br>The backcountry can be preserved by limiting ORV recreation to the Texas Creek area. |

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| Jed | Lacy | I am writing to ask that you halt any plans the state has to restrict shooting on BLM lands near Salida. For the past seven years I have hunted and enjoyed shooting on BLM and National Forest Lands in South Central CO.<br><br>Many times I use BLM Land to shoot long distance that would not be possible at a conventional range.<br><br>Any restrictions put in place would not allow me to enjoy this hobby as I do now. |
| Vickie | Laughlin | This email is to let you know that I support your Travel Management plan for the Arkansas River. I believe that your plan adequately and rightfully restricts ORV use and preserves quiet use opportunities. I am pleased to see that your plan provides significant protections for our public natural resources in that area.<br><br>Hiking in the Arkansas River area is one of my favorite activities. Therefore, these are some of the aspects of your plan that I strongly support:<br><br>Restricting motorized and bicycle use to designated trails in order to protect natural resources and meet Public Land Health Standards<br><br>Restricting trail access to those designated and open to the public while closing PRIVATE access to our PUBLIC LANDS from surrounding subdivisions.<br>Protecting the High Mesas Grassland Research Natural Area by changing the it's designation to “closed to motorized use.”<br>Preserving the natural character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills sub-units.<br>Protecting the vital riparian and wetland resources of Fernleaf Gulch, Maverick Gulch and East Gulch.<br>Denying the S1 motorized route requested by the motorized community that would run from Parkdale to Wellsville. I feel that this should never be authorized as it would damage the soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands.<br>Protecting critical core wildlife habitat and as well as those areas vital to migration and connectivity.<br>The excellent process utilized by BLM in soliciting public input including public meetings, surveys and stakeholder interviews.<br>Concentrating off-road vehicle (ORV) routes in the Texas Creek sub-unit rather than spreading them into peaceful backcountry areas.<br>Protecting important wildlife habitat and migration corridors while providing non-motorized opportunities a remote setting in a section of West McCoy Gulch.<br>Limiting the impacts from motorcycle Trials Events and practice to only one area in the Turkey Rock section of the Badger Creek sub-unit and denying the request for “open” areas in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice.<br><br>See also EA_Letter_ID 240 |

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| Roger | Lazette | It is my concern that you do not slowly erode the rights of gun owners with this legislation. Why is this legislation necessary anyway? What has worked for over a hundred years or so still works today. I would like to see BLM quit trying to restrict gun owners with this type of action. |

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| Melissa | Lee | Please accept our comments on the Arkansas River Travel Management Plan (TMP) draft Environmental Analysis (EA) on behalf of our group: the Chaffee County Running Club.<br>Our group promotes and participates in responsible human powered foot recreation in Chaffee and surrounding counties. Our members use routes on BLM public land daily in their walks and runs.<br>We generally feel that the draft EA is very good. It does a good job of protecting the land and resources the BLM manages and incorporates human activities where appropriate.<br>We generally support the proposals and guidelines for opening new official trails in the Salida area as proposed by Salida Mtn. Trails. Many of these trails were first created by mountain bikers, but are now more frequently used by walkers and runners. We think that allowing for and creating/concentrating a system of quiet non-motorized routes near the population center of Salida is great. These routes are already becoming well used, and with rerouting, signage, damage mitigation and much volunteer work, they can become a sustainable asset to the community. We will certainly attempt to mobilize locals to participate/volunteer for this process.<br>Our group generally is fine with sharing bicycle trails with bicyclists, but was wondering why the plan does not include more hiking or foot travel only trails. At current use levels, hikers, runners and bicyclists can share trails, but if and when use increases, conflicts may occur. A few hiking only trails near Salida may allow those that want a slower quiet stroll to recreate in the future. Salida Mtn. Trails may find that certain routes approved in the plan are unsuitable/unsustainable as bicycling routes without a tremendous amount of work. Our group might certainly be willing to step in and adopt/repair/reroute/maintain some of these routes as hiking routes, if this is required.<br>We also commend the plan for its attempt to restrict mechanized vehicle travel to designated system routes. We have seen the ugly and damaging proliferation of user created routes near Salida and other areas on BLM land, and think that limiting this type of use to designated routes will make surrounding lands safer, easier to manage, and quieter. Knowing when and where to expect other types of use is important for safety and to preserve the expected user experience.<br>We also feel that the plan is correct in limiting open recreational gun shooting in certain areas, especially around Salida. This will keep this area quieter to preserve the user experience, and also safer.<br>We like the idea of concentrating uses in certain areas. This could preserve much of the landscape as open and semi-wild, which appeals to many of those in our group and the general population that has moved here. We think that trying to restrict and concentrate noisy and high impact ohv/motorized use in the Texas Creek area, far from population and residential areas, is a good idea. Creating quiet use areas for mtn biking and foot traffic near population centers, like Salida, allows an outlet for these more popular forms of impact recreation closer to home.<br>Thanks for doing a good job of considering public input and preserving the resources of BLM land. |
| Christie | Lee | Please accept my comment for no motorized access and use to the Arkansas BLM. |

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| Matt | Leidecker | I am a business owner, river guide, and public lands user in Sun Valley IS. I work in the outdoor photography and guiding industry.<br><br>I recently received a press release about the forward thinking ORV management your agency is considering for the Arkansas River. I also read about the recent effort to undermine your forward-thinking management objectives when it comes to motorized recreation of OUR public lands.<br><br>I wanted to write in encouragement and support of responsible, forward-looking OHV management. From my perspective here in Idaho, motorized use has evolved far too rapidly for public-land management plans that were written well before anyone even envisioned the tehcnology and capability of these motorized vehicles.<br><br>I strongly support OHV management that:<br><br>Significantly limits or eliminates all off-road or off-trail motorized use<br><br>Seriously considers closing un-authorized or user-created trails under the auspices of "established use"<br><br>Does NOT consider sacrificing additional areas of our public lands to "open" motorized recreation<br><br>Continues to fund and aggressively manage any existing motorized and/or heavy use trails in the region.<br><br>Provides monies for multiple monitoring and field officers. |
| Christopher J | Lemke | I am opposed to any proposal that would limit the use of BLM or other public lands by sportsmen and women. I would like to see all BLM land remain freely accessible to all who enjoy the benefits of public land myself included. With open private land use becoming less common due to the actions of a small percentage of individuals it is most necessary to keep tracts of land such as BLM holdings openly available to all who wish to use the commodity. |

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| David A. | Lien | Please accept the attached comments from the Colorado Backcountry Hunters and Anglers (CBHA) regarding your Environmental Assessment for the Arkansas River travel Management Plan (TMP), and thank you for taking appropriate action to protect our public lands for future generations of outdoorsmen and women.<br><br>Thank you for the opportunity to comment on the Bureau of Land Management's Environmental Assessment (EA) for the Arkansas River travel management plan (TMP).<br><br>Backcountry Hunters and Anglers (BHA) is a sportsmen's conservation group that seeks to ensure America's outdoor hunting and angling heritage, through education and work on behalf of clean water and wilderness. The Colorado Backcountry Hunters and Anglers (CBHA) comprise a growing and diverse organization of both urban and rural members from all over the state. A crucial common denominator in the philosophies of all BHA members is a goal to conserve the forests, mountains, prairies, waters and other public lands/resources that support our chosen way of life.<br><br>With this in mind, we are writing to express our support for your Arkansas River TMP's Proposed Alternative. It clearly provides significant protections for our public lands and backcountry hunting and angling opportunities. We also strongly support motorized access limitations in the EA's Proposed Alternative (which also restricts some shooting in areas we understand are near residences). Since real hunters don't hunt and shoot near residences, the only folks who have a problem with this are the 'shoot-em-up' crowd, who aren't real hunters, and in the process are giving us a bad name.<br><br>Some points we would like to emphasize regarding the EA include:<br><br>• We support BLM's decision to deny the S1 motorized route requested by the motorized community that would run from Parkdale to Wellsville, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands.<br>• We support BLM's decision to deny the A1 motorized route requested by the motorized community that was previously closed by the BLM. This requested trail would intrude into important wildlife habitat and provide the possibility of illegal incursions into the roadless Big Hole sub-unit.<br>• Protect the High Mesas Grassland Research Natural Area by changing its designation to "closed to motorized use."<br>• Preserve the natural character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills sub-units.<br>• Protect the riparian and wetland resources of Fernleaf Gulch, Maverick Gulch and East Gulch.<br>• Preserve riparian, fisheries and wildlife values in the Badger Creek sub-unit by closure of user-created routes.<br>• Protect critical core wildlife habitat and as well as those areas vital to migration and connectivity.<br>• Protect watersheds/fisheries by closing miles of unauthorized user-created routes that increase erosion. |

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| | | • We support concentrating off-road vehicle (ORV) routes in the Texas Creek sub-unit rather than spreading them into backcountry areas.<br>• Protect the McIntyre Hills Wilderness Study Area boundary by reducing motorized access in adjacent parts of the Road Gulch sub-unit.<br>• Protect important wildlife habitat and migration corridors while providing non-motorized opportunities for hiking, mountain biking and horseback riding in a quiet and remote setting in a section of West McCoy Gulch.<br>• Enhance non-motorized recreational opportunities for hiking, mountain biking and horseback riding in the Grand Canyon Hills sub-unit.<br>• Protect important riparian and wildlife habitat by maintaining prior road closures in Crampton Mountain sub-unit.<br>• Limit the impacts from motorcycle Trials Events and practice to only one area in the Turkey Rock section of the Badger Creek sub-unit and deny the request for “open” areas in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice. Open areas are contradictory to the “limited to designated routes” policy and encourage off-route travel.<br><br>We hope you will do everything in your power to preserve the Royal Gorge District BLM and other public lands in a natural and wild state for future generations. Thank you again for the opportunity to comment on the Environmental Assessment (EA) for the Arkansas River travel management plan (TMP). CBHA recognizes that management planning for BLM employees is not an easy task and we thank you very much for your efforts and for making a difference.<br><br>DLIEN@NCUA.GOV |
| John | Lilly | I am visiting Salida for the second year in a row, after many years of traveling to Crested Butte. I am an avid mountain biker and have been discovering the great terrain in Chaffee County. There are many expert &/or high altitude trails in the area, but seems to be a shortage of beginner/intermediate trails close to town. Although that is not a problem for me, it would prevent me from bringing friends and family who are less avid cyclists here to ride. My Salida friends have explained the recent travel management plan process to me, and the implications of the various plans. Plan C seems to be the best option & I think choosing it provide the best scenario for protecting the environment, improving recreational opportunities, and stimulating tourism. Don't let anybody change your minds! |
| Dan | Lincoln | I would like to express my support for EA for the Arkansas River Canyon TMP that you recently released. I particularly appreciate the restriction of motorized vehicles to trails that limit incursions into previously untrafficked areas, and denial of the demand by the ORV community to reopen the A1 route. I know we must allow multi-use on most public lands, but it is well that you are following a policy of confining the damage motorized use does to wildlife habitat and to the enjoyment of other users. |
| Dave | Lindblad | Why do we need this? Is there a threat from shooting or vehicles used to retrieve game? Does the Environmental Impact Report support this action? It would certainly be needed if the proposal was for allowing shooting and game retrieval with a vehicle. |

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| James E. | Lockhart | See scan 255 |
| Bill and Judy | Lore | I would like to make a few comments on the BLM study.<br><br>First in the Arkansas Valley many of the people are either retired or reaching retirement age. I am 62 and am unable to hike to the high country like I used to. My only way to get there is on an ATV. Many people in the years ahead will be in the same situation. The people who want to close the trails will be old too, and they will be in the same fix as the rest of us.<br><br>The people who ride ATVs are more than willing to share the trails with others and it seems to me there are enough areas to share and compromise on their use. The vast majority of the people who ride ATVs stay on the designated roads and trails. Yes, there are some who don't, but also I have seen damage done to trails from horses, mountain bikes, and yes hikers who shortcut switchbacks and create erosion problems. I say this to let you know that I still hike and bike and have seen this damage first-hand.<br><br>I don't understand with the amount of time it took the BLM to come up with these plans, why the amount of time for comments seems so short. I don't know if the BLM has made up it's mind already or what the situation is.<br><br>If the comment period is to expire today August 3, I would have to favor the no action alternative. |
| Connie M. | Lorig | I would like to make the following comments for the record regarding the Proposed BLM Travel Management Plan for the Arkansas River Canyon:<br><br>1. I am very concerned about the loss of wildlife habitat all along the Arkansas River and fully support the BLM's decision to deny the S1 motorized route that would run outside the existing motorized use area. To provide such access would fragment the limited wildlife habitat that still exits. I encourage you to protect the core wildlife habitat as much as possible.<br>2. I understand the need for "access for all" but hope you will limit the access for motorcycle use as much as possible. Motorcycles damage the trails, destroy the habitat, scare and fragment wildlife, and annoy non-motorcyclist land users (like me) so much that any other use of an area providing motorcycle access becomes infeasible.<br>3. Although I am a bicyclist, I support restricting bicycle use to designated trails. I also support the authorization of a bicycle trail system near Salida.<br>Thank you for developing a plan that attempts to provide access for all while maintaining a balanced ecological system. |

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| Jinny | Lucas | In response to the Arkansas River Travel Management Plan, I support the specific proposals (enclosed) put forth by the Colorado Motorcycle Trail Riders (CMTRA) for trail improvements in the Texas Creek Trail system. As a responsible Colorado trail user I look forward to an enhanced trail system at Texas Creek. I believe that the public land at Texas Creek should provide a Multi-Use experience for all users and this proposal would greatly improve that experience. |
| Barbara | Magnuson | I am writing to show my support for the Bureau of Land Management's Environmental Assessment for the Arkansas River travel management plan. As a resident in the area north of Cotopaxi, a professional wildlife photographer and naturalist, I've seen and heard the increase of ORV's all over this area and observed the effects. It's become difficult to enjoy the quiet of a once tranquil environment and wildlife is being adversely affected.<br><br>Your decision on this plan will affect citizen proposed wilderness areas, the tranquility of the area for nature-based quiet recreation, and many species of wildlife including bighorn sheep, Golden Eagles and even a small area of lynx habitat. The Proposed Alternative developed by the BLM in the draft plan will provide significant protections for these public natural resources.<br><br>- I support the BLM's decision to disallow the motorized route A-1 because the trail would intrude into important wildlife habitat and provide the possibility of encroaching into the roadless Big Hole proposed wilderness area.<br><br>- I support the BLM's decision to deny the S-1 motorized route because it would damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands by providing the possibility of encroaching into the roadless Big Hole proposed wilderness area.<br><br>- I support the BLM's decision to close routes 431 and 433 because they would be very near to lynx habitat on BLM lands and in the adjacent Sangre de Cristo Wilderness risking disturbing this species that is listed as Threatened under the Endangered Species Act.<br><br>- I oppose the BLM's proposal to re-open route A-4 that leads to the waterfalls on Fernleaf Gulch. This trail segment is located directly in the gulch and it would risk motorized incursions into the stream -- such incursions are what prompted BLM to close the route to begin with.<br><br>Thank you for your consideration of this letter. The overall plan is very good, and I strongly encourage you to consider implementing the specific recommendations in this letter to ensure that the sensitive resources in the planning area are protected and recreation is better managed. |

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| Jerry | Mallet | See scan 250 |

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| Brandt | Mannchen | Enclosed are my personal comments regarding the Environmental Assessment for the Arkansas River Travel Management Plan (TMP) for<br>Bureau of Land Management (BLM) lands that are west of Canon City.<br><br>My comments are as follows:<br><br>1) I appreciate the proposed TMP. The TMP shows that the BLM is taking responsibility for off-highway vehicle (OHV) abuse and has proposed meeting the Public Land Health Standards. I also appreciate<br>that BLM has conducted a process that has solicited public comment in<br>many ways and over many months. BLM shows that it is “getting it”.<br><br>2) I support restricting OHV use to designated trails in all cases.<br>I oppose any OHV open riding areas because OHV use has been shown to<br>have unacceptable environmental impacts and is impossible to enforce<br>in open riding areas.<br><br>3) I support BLM’s requirements that ensure that high use trails must have adequate maintenance. If maintenance cannot be adequately provided then trails must be shutdown.<br><br>4) I support denying S1 and A1 OHV routes because they will harm important wildlife habitat and allow illegal access to the Big Hole roadless area.<br><br>5) I support seasonal closures and wet weather closures for all OHV areas. In Sam Houston National Forest, where I hike, OHV’s are required to stay off designated trails when they are wet. I have seen the tremendous damage that results when wet OHV trails are used. This must not be allowed.<br><br>6) I do not support the use of any areas for Trails Events and practice only areas because these uses will result in environmental degradation that is too great to allow. There should be no open riding areas allowed. I saw in Sam Houston National Forest how open<br>riding areas resulted in degraded sensitive species’ habitat and riparian habitat destruction. Do not allow this to happen in Colorado.<br><br>7) I support closing all OHV trails that are accessed from private subdivisions. Such trails are not public trails and therefore do not benefit the public.<br><br>8) I support closing all illegal, user created trails. We should not reward those who do illegal actions and degrade or destroy public resources.<br><br>9) BLM should, like the U.S. Forest Service in the Pike – San Isabel National Forests, eliminate road buffers. Road buffers contradict the goal of “designated routes only”. |

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| | | 10) I support protecting wildlife, fisheries, and or riparian values of High Mesas Grassland Research Natural Area, Fernleaf Gulch, Maverick Gulch, East Gulf, Badger Creek, and Crampton Mountain by<br>closing all of these areas to OHV use.<br><br>11) I support protecting high quality wildlife habitat, critical core wildlife habitat (especially those important for migration and connectivity), and rare and sensitive plant species habitat.<br><br>12) I support closing down the two rifle shooting areas near private housing developments to protect public safety.<br><br>13) I support protecting McIntyre Hills Wilderness Study Area, Badger<br>Creek, Red Gulch, Big Hole, and Sangre Foothills by reducing OHV access and making these areas off-limits to all OHV use.<br><br>14) I support a bicycle trail system near Salida only if the routes meet both safety and public resource protection standards and adequate maintenance is implemented. As with motorized OHVs, all bicycle use must be on designated trails only, to reduce environmental impacts.<br><br>15) I do not support making Texas Creek a sacrifice area for OHVs. I do not support spreading OHV use over the countryside since this results in the reduction and degradation of peaceful backcountry areas.<br><br>16) I support protection of wildlife habitat and migration corridors in West McCoy Gulch and Grand Canyon Hills.<br><br>I appreciate this opportunity to comment. |
| Ave | Martin | See scan 262 |
| Gerald | Martin | Implement Alternative C. We are active trail users with horses & pack stock. As a member of RM Back Country Horsemen Club, we do maintenance on BLM & USFS lands |

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| Gary | Marx | First, I wish to thank the BLM for their recent proposal for the Arkansas River Canyon. I also appreciate the effort made to elicit public input.<br><br>Concerning motorized use, while I know it upsets some people, the well-being and future of the canyon needs to be considered. Therefore, I do support your restriction of motorized use- including denying the S1 and A1 motorized routes.<br><br>I also support the efforts made to protect important wildlife habitat and migration corridors while providing non-motorized opportunities for hiking, mountain biking, and horseback riding. This would include the sections of West McCoy Gulch and Grand Caynon Hills sub-unit. Concerning sensitive areas, I applaud your efforts to protect the high Mesas Grassland Reserach Natural Area and the riparian and wetland areas of Fernleaf Gulch, Maverick and East Gulch.<br><br>Once again thank you for the proposal and I support it's future vision for maintaining the Arkansas River Canyon. |
| Jack | McCarthy | Please accept this e-mail as SUPPORT FOR the BLM's Proposed Alternative for the Travel Management plan for the Arkansas River TMP. Specifically I support your efforts to: (1) Restrict motorized and bicycle use to designated trails in order to protect natural resources and meet Public Land Health Standards; (2) restrict trail access to those designated and open to the public while closing PRIVATE access to our PUBLIC LANDS from surrounding subdivisions; and (3) apply common sense to protecting our natural resources from abusive uses that are significantly out of balance with prudent multi-use management practices. I realize developing these management plans is a lot of work and it takes a great deal of courage to make the tough decisions. Thank you for a superior effort on this plan. |
| Roz | McClellan | unreadable attachment - hard copy coming<br><br>see scan 145 |
| Chris | McCracken | See scan 236 |
| Cathy | McKeen | I am writing in support of the recent Proposed Alternative developed by the BLM for the Arkansas River Travel Management Plan. In particular, I am pleased that motorized routes have been limited to protect natural resources. |
| Steve | Melvick | I believe that this is a good example of an attempt to over manage public lands. I disagree that the use of this area should be changed and favor leaving it the way it is. We have to many restriction on public lands already! |

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| Dave and Ellen | Mesaros | This note expresses my support for the BLM TMP, Proposed Action, Alternative C.<br><br>My wife and I recreate in the Salida area via hiking and mountain biking. We live on County Road 106, very near, but not adjoining BLM land. We moved to Salida four years ago because of the climate and outdoor recreation. We value particularly the hiking and biking opportunities near town. They are much more enjoyable when not impacted by the noise, smell of oil, and strikingly increasing visual impact of motorized use in the area.<br><br>In just these few years I have noticed untracked areas of BLM land get tracked first by motorcycles, then ATVs, and finally full-size 4X4s (for example, visible on the west side of County Road 108). I am not against motorized recreation, but clearly the increasing rate of impact on the land and river environment is an issue for the long-term health of our public lands in the Salida area. I look forward to a Desired Future state where all recreational users stay on routes designated for their mode of use and don't continue to erode the landscape via proliferation of unauthorized routes.<br><br>Firearm use on BLM lands near our house is also a concern. The sound of nearby gunfire, often rapid-fire, and after dark, is quite undesirable and a pointless form of "recreation." We have participated in Spring clean-up events, each year hauling multiple pickup-truck loads of appliances, tires, and trash from the BLM lands near Castle Gulch and along County Road 108. An unfortunate observation during these events was the large amount of broken glass and shot gun shells that are simply too prolific and dispersed to clean up.<br><br>My wife kayaks and I raft in the Arkansas River as well. Browns Canyon is a particularly special attraction for these activities. I agree with the points made in the BLM proposal about Desired Future Conditions of this area in terms of both non-motorized recreation and its natural environment. The silting of the river after rain events is particularly notable when you spend time on the River, and compare the clarity of the water in sections above Buena Vista to the murky water below.<br><br>I am active with the Salida Mountain Trails (SMT) organization, with a particular interest in promoting and maintaining sustainable trail routes. I have participated in several trail building and maintenance courses organized by the International Mountain Biking Association, and apply key learnings to my involvement with SMT. I look forward to working with BLM representatives to assure all trail work that the SMT is sanctioned to pursue meets the expectations of BLM for the Desired Future Conditions of the TMP. |

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| Andrew | Mesesan | Thanks for taking input on this. The Grape Creek Trail follows the old Denver and Rio Grande Narrow Gauge Line built in 1881 when Westcliffe was founded. The line was abandoned in 1889 after a major flood. I've explored from Temple Canyon park approximately four miles south to a rock formation marked on USGS maps as 'The Tights'.<br><br>Large sections of the trail follow the old grade and are in impeccable condition for a trail that receives no formal maintenance--in most cases even novice mountain bike riders would find them enjoyable. Their are a number of stream crossings and a few off-grade sections where the flooding wiped out the railroad, none of which posed much difficulty. In general, I was struck by the ease of travel in an otherwise very rugged canyon. I did see evidence of mountain bike use along the trail (tire tracks), perhaps to access fishing sites.<br><br>The rail bed north of Temple Canyon Park to the Ecology park appears significantly more overgrown than the trail south of Temple Canyon Park. The value of a non-motorized connection between the two city parks seems self-evident, and, as you said, nothing in the TMP appears to prohibit the future development of such a connection.<br><br>I think the ideal situation would be to preserve a pedestrian and non-motorized corridor along grape creek. Aside from the obvious recreation opportunities for hiking, horseback riding and bicycling, (keep in mind there are very, very few single track riding opportunities near Canon City that don't involve extremely steep motorcycle trails), and the potential economic impact that a scenic rail-trail could have (I can provide numerous examples of the positive economic impact a rail-trail can have on nearby communities, at your request), there is the question of promoting and preserving alternative transportation routes that are bicycle-appropriate. Taking the long term view, fifty to 100 years from now, the wet mountain valley may very well become a much larger residential neighbor to Canon City, which itself is currently experiencing much growth. The only other routes between those two areas are either a twisty, dangerous and intimidating highway with no shoulder, or a very strenuous and roundabout forest service road. Establishing a non-motorized corridor along or near the historical rail bed would preserve access through the canyon, and is not without precedent in designated Wilderness areas or WSA's. The BLM policy with regard to WSA's, as I understand it, allows it discretion in creating designated routes that allow bicycle use.<br>Thanks again for hearing this out. Please don't hesitate to contact me for additional information on this or any other TMP issues that Salida Mountain Trails may be able to provide input on. |

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| Tina | Mitchel | We are writing to provide comments on the Arkansas River travel management plan for BLM lands west of Canon City.<br><br>In general, we support the rights of motorized vehicle operators (e.g., off-road vehicles, dirt bikes) to have access to public lands. However, we also support the decisions made by BLM specialists almost 10 years ago and re-iterated in this TMP to restrict motorized travel in important and sensitive areas such as riparian and wetland areas (e.g., the perennial stream and falls in Fernleaf Gulf, the springs in the Maverick Gulch area). As such, we specifically oppose opening the following routes to motorized travel: Texas Creek BLM Route 290, Route A-1, Route A-3, and Route S-2.<br><br>The proposed plan still provides almost 200 miles of BLM and non-BLM routes for motorized use. In addition to awe-inspiring beauty, these areas also contain vital habitat for Golden Eagles, bighorn sheep, and mountain lions. In dry climates such as are found in this region, riparian and wetland areas are crucial and need the strongest protection possible. This TMP emphasizes conservation of the land, the flora, the fauna, the avifauna, while supporting low-impact recreation to enjoy and appreciate these sensitive areas. We applaud the BLM for its foresight in limiting activities that would be harmful to the extraordinary and varied wildlife communities of central Colorado. |
| Chad | Monett | I , Chad Monett, resident of Poncha Springs Colorado am not in favor of banning shooting on BLM lands in this area. |
| Stan | Moore | This is to register my support for your proposed plan which has a place for quiet use recreation.<br><br>I am a Colorado native and watch wild or semi wild areas disappear almost daily. We need to do all we can to keep what wilderness and semi wilderness we have.<br><br>Keep up the good work. |

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| SeEtta | Moss | Please accept the following as my personal comments on the Arkansas River draft EA. I write as a local resident, as a conservationist and as a recreational user of public lands in the Arkansas River TMP area where I do bird watching, general wildlife watching, nature photography, scenic driving (in a SUV-type vehicle), exploring, picnicking and hiking.<br><br>I am quiet-use recreationist and I value public lands where I can get away from the loud sounds of off-road vehicles which remind me of the abrasive noise of gas lawn mowers. ATV's and dirt bikes interfere with my recreational activities as it is essential to be able to hear bird calls and songs in order to locate many birds. And I have personally experienced birds and other wildlife fleeing when the sound of an ATV was heard, chasing away what I came to see.<br><br>I have recreated on most of the sub-units in the Arkansas River TMP area. My most recent use was on July 6, 2007 when I engaged in bird and wildlife watching, nature photography, exploring and limited hiking in parts of the Texas Creek, West McCoy Gulch and Red Gulch sub-units for most of the day. I was delighted to find fledgling Chipping Sparrows in the Red Gulch area, Pinyon Jays calling from the upper areas in Texas Creek and a bright male Cassin's Finch in McCoy Gulch. I was dismayed to find motorized tracks going right into Reese Gulch, in the Texas Creek sub-unit, which still had some water in it.<br><br>I have read the entire draft EA though I admit to skimming some sections. I am very impressed with not only the comprehensiveness of this assessment but with the well thought-out Proposed Alternative-C. With few exceptions I fully support the Proposed Alternative that I believe best fulfills the obligations of the BLM to protect the Public<br><br>Ark River Draft EA comments by SeEtta Moss 7-10-07-page 2<br><br>Land Health Standards adopted by the Front Range Resource Advisory Committee. As noted in the draft EA our public lands are becoming increasingly important for wildlife habitat as well as for connectivity. The Proposed Alternative provides very good protection for wildlife as well as for rare and species of concern plants, riparian and wetland areas, and water quality in this watershed.<br><br>I want to state specifically that Alternative A, the high use alternative, would violate the Public Land Health Standards in my opinion. Many of the motorized and mechanized routes/route segments that would be added in Alternative A would fragment vital wildlife habitat and migration corridors, add substantially to the soil erosion, and/or damage riparian and wetland areas that are important not only to wildlife but to the water quality in the Arkansas River.<br><br>Additionally, Alternative A would disproportionately favor off-road motorized vehicle users who, though increasing in numbers substantially in recent years, are still a small minority of public land users in the Arkansas River TMP area. At the public meeting to present the draft EA, motorized users complained loudly that they lost miles of trails; however, those trails that were closed were |

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| | | primarily unauthorized user-created routes. Some of these motorized users at this public meetings, and at past public meetings, have demanded their “right” to access public lands. They have no more rights than I and other users have in accessing our public lands only in those ways and in those places that are appropriate for each type of use. I don’t have the “right” to demand that BLM upgrade an ATV trail in Texas Creek so I can drive my Subaru on it because my knees won’t let me hike it anymore than motorized users have a “right” to demand additional trails where they want them.<br><br>I strongly support limiting motorized and mechanized use to designated routes. Off-road/route travel by motorized and mechanized vehicles is highly destructive of our natural resources and results in user conflicts.<br><br>I support the prohibition of driving motor vehicles off of designated routes to retrieve game as necessary to reduce the unauthorized off-<br><br>Ark River Draft EA comments by SeEtta Moss 7-10-07-page 3<br><br>road vehicle use that damage natural resources and conflict with other users. I further support the limitation of driving off roads to park and camp to a maximum of 100 feet for the same reasons. I want to add that I do think it is important to allow this off road parking and camping as I believe it is unsafe, especially for females, to camp adjacent to roads where those traveling past can readily see that a camper is alone. Having worked in the Colorado Dept of Corrections for almost 30 years I am aware that the risk of crimes of violence, especially sexual assault, are increased with opportunity; and opportunity is highest in remote areas away from other people who may intervene or be witnesses.<br><br>I support the guidelines and conditions that would have to be met before construction of new or re-opening of old trails can be approved. It is essential that trails be properly maintained and proposed new trails meet proper standards.<br><br>I support the management of target shooting proposed in the EA. It is absurd to allow target shooting in areas where public safety is jeopardized. Specifically I believe that closing target shooting at Turkey Rock and near Salida is reasonable as there are too many other users in these areas. I am not “anti-gun.” I own several weapons and have some years ago engaged in target practice on BLM lands near Canon City but stopped when population increases made this activity unsafe.<br><br>I strongly support the amendment to the Royal Gorge RMP that changes the OHV designation of High Mesa Grassland RNA/ISA from Limited to OHV Closed. Though I have not accessed the High Mesa Grassland area (hey, I’m getting too old and my knees just won’t let me hike that far), but I don’t have to be able to use an area to support it’s protection. I have read about the remnant grasses that grow in this primitive area and believe they warrant protection from motorized access. |

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| | | Though I support limiting an “open” area for motorcycle trials events and practice to the Sand Gulch/Turkey Rock location as it is the least<br><br>Ark River Draft EA comments by SeEtta Moss 7-10-07-page 4<br><br>of the evils requested by the Trials Assoc., I would have rather there weren’t any “open” areas. “Open” areas are not only inconsistent with the “limited to designated routes” policy, but they encourage off-trail motorized travel. At least the Turkey Rock location is near to a county road instead of in a more remote area like Grand Canyon Hills where<br>wildlife would be more impacted and where use would be less visible for monitoring by other users. And the requested Reese Gulch location includes a spring and some riparian area that should not subjected to motorized use even by slow moving Trials motorcycles.<br><br>In summary I am very find the draft EA to be comprehensive, well thought out, and balanced in providing for both non-motorized and motorized users as well as wildlife and protection of the natural resources that belong to all the public. I want to thank the Royal Gorge BLM office for their process that provides for a lot of opportunities for public involvement. I also want to thank them for the great maps provided in the draft EA as they make it much easier for those of us members of the public to adequately understand and analyze the four Alternatives.<br><br>See also EA_Letter_ID 268 |

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| Tom and Mary | Mourar | Thank you for the opportunity to comment on the Environmental Assessment (EA) for the BLM Arkansas River Travel Management Plan. Thank you also for incorporating public input in the planning process.<br><br>We support the BLM's Proposed Alternative to restrict motorized use to designated trails rather than having open areas. We also support the decision to have seasonal closures and other temporary closures as necessary to reduce impact on the environment. We have been concerned about new routes that are developing from subdivisions in the area, so we support the proposal to close these unofficial and frequently unsustainable routes.<br><br>Plans to restrict motorized activities to designated routes will protect the wildlife that live and travel through the Arkansas River canyon and surrounding areas. This will also enable continued protection for proposed wilderness areas, like Browns Canyon and Badger Creek, and sensitive natural areas such as the High Mesas Grassland Research Natural Area.<br><br>We also support the plan to close shooting areas that border housing developments. This will increase public safety and reduce littering in these areas.<br><br>For these and additional reasons, we support the Proposed Alternative for the Arkansas River Travel Management Plan. |
| Linda | Mulka | I strongly support the BLM's progressive alternative for limiting ORV's to designated routes. It will help protect habitat and natural area and resources with a minimum of maintenance required of the BLM's dwindling resources. I specifically oppose re-opening the route in Texas Creek area to protect Fernleaf Gulch. Non-hunting recreational shooting should be illegal on land near Salida residential areas for safety and relative quiet.<br><br>If the small Turkey Rock/Sand Gulch area proposed for open motorcycle trails near Howard is included it should have limited and restricted hours and days of use to minimize its negative impact.<br><br>Thank you for your thoughtfulness and strong public land stewardship. |
| Donna | Murphy | See scan 260 |

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| Bill | Murphy | It seems slightly ridiculous to impose even more "rules/laws" governing BLM lands when you can't even enforce the one's you already have.<br><br>You will never have the personnel to manage the land. Consider establishing "outreach" programs that educate the public to the multi-use concept and the reasons for adherence to certain guidelines for public use.<br><br>Whatever you do, any attempt to eliminate the use of firearms on public lands will meet with resistance that will only bog down the bureaucracy ever further than it already is trough lawsuits and public protest. Stick<br>with controlling the uses that cause the most damage through public education.<br><br>See also EA_Letter_121<br><br>No action should be taken that will eliminate the customary multi use concepts of public land. Eliminating target shooting and use of off road<br>vehicles to retrieve game is unnecessary and an attack on such users. Why make rules that first don't need to be and secondly you don't have the man<br>power to enforce. |
| James | Nethercott | I request the following areas be left accessible for<br>shooting, hunting and vehicle travel. I am an aging<br>hunter and the older I get the more difficult it is to<br>access public lands and I should be allowed as much<br>accessibility as the younger generation. As to shooting, it is getting more difficult to find accessibility to enjoy this legal sport and further restrictions are not<br>necessary. |

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| Keith | Nordell | I support more motorized use of BLM lands, and disapprove of the net reduction of the blue, “All Motorized Use”, “General” (O) trails evident in Alternatives A, B and C. Of the four Alternatives presented, I urge the BLM to adopt either the “No Action” or Alternative A with the following changes:<br><br>The following comments pertain to all subdivisions:<br>1. As demand for four wheel drive (4WD) trails used by full size vehicles, such as Jeeps, has increased, the governmental response has been to shut down more and more trails, resulting in even more pressure on the existing/remaining trails. This trend, evident in Alternatives A, B and C, is counter to the BLM’s stated goal of enhancing recreational opportunities because there are fewer recreational opportunities for the 4WD community.<br>2. Under these proposed Alternatives, the ratio of “O” trails being closed to other trail types is about 10/1 to 50/1 or more, which is a disproportionate, discriminatory and unfair burden to the 4WD community. Recreational opportunities for 4WD users are being curtailed far more than for any other group.<br>3. Many roads, including “spur” roads which would be closed under Alternatives A, B, or C, or which were reclassified under the 1998 TMP should remain open or be reopened because they are desirable for harder 4WD, and should require less maintenance (and therefore less cost per mile) than other trails, on average, because they don’t need to be graded, etc as do main access roads. Rather than closing them due to a lack of maintenance, they should be reclassified as “primitive” or something similar. Deep ruts and big rocks are OK – we don’t need the BLM to spend resources to smooth them out. We don’t want an ever increasing percentage of minivan-ready dirt roads, but rather we want rocky, challenging trails. However, it is not an all-or–nothing situation; not all “Jeep” trails should be extreme (such as the Independence Trail in Penrose) as many in the 4WD community drive vehicles which cannot negotiate those trails. Similarly, an option should be written into the TMP which would allow spur trails and others closed under the 1998 TMP to be reopened as follows:<br>4. Rather than closing rougher trails/spurs, a sub-designation could be created, such as “All Motorized Use, Primitive”. Signage such as “Rough road ahead. No trail maintenance beyond this point. May result in severe damage to your vehicle”, may be provided by the BLM, grant funding, or by private donation for the cost of such signs in lieu of closing the trail to General travel use. Trails which have degenerated into primitive 4WD roads because of lack of maintenance could remain open in this way, require less maintenance costs since they would be allowed to remain in “primitive” condition, and due to their difficult nature would receive relatively light use. Also, such signage would address concerns about ATV riders who lack the expertise to ride such trails as average riders would be notified that the trail is probably beyond their ability to ride. Colorado ski areas use this approach and there is no reason it would not work on BLM trails. Such signage would increase recreational opportunities because some vehicles would still be able to use it, as compared with none if it were closed. Also, it would meet the “Current Management Need” of creating even more variety and opportunity of/for motorized use, and since it is on existing trail it would inherently limit impacts on vegetation, soils, water and wildlife.<br>5. Criteria for the BLM’s recommendations regarding future |

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| | | management such as Appendix 6 regarding Texas Creek in the Environmental Assessment, should either be revised or a new or modified criteria established for reclassifing or reopening existing or closed roads, in addition to the existing “Requests for New Trails” criteria. In other words, the criteria for reopening existing trails should be different than for creating entirely new trails. There should be at least some recognition that the site specific EA requirement need not be as rigorous for reopening or redesignating an existing road as for cutting in an entirely new road, for example, because vegetation has already been removed from the existing, closed road. Similarly, the requirement that there be a partnership agreement and necessary funds and/or volunteer commitment should be rewritten to read “partnership agreement and/or necessary funds . . . “ to allow for the possibility that should additional funding be provided to the BLM, by grant or otherwise, which could support the road such that a partnership agreement would not need to be involved.<br>6. Trails wide enough to accommodate full size vehicles should not be restricted to ATV only, but should remain open or be reopened to All Motorized Use. There is no reason that ATVs and 4WD vehicles cannot share the same trails. The overall recreational opportunities would be increased, using the same road, if such roads remained open to 4WD. Given the similar “rules of the road” used by all motorized vehicle users, and due to my experience in driving Jeep roads over many years which are open to all motorized vehicles, alleged conflicts between ATV and 4WD users cannot be an adequate assumption to justify the restriction of 4WD use in such situations. Also, groups who want to ride together, but use both ATVs and 4WD vehicles, could stay together as a group, enhancing the safety and quality of their recreation.<br>7. The BLM’s reasons for proposing to close particular roads (ex: May through June nesting season for the ____ bird) should be identified on the Environmental Assessment so that the public can evaluate whether the information used, or assumptions made by the BLM, are adequate, and to assess whether reasonable attempts were made to identify less restrictive alternatives, such as seasonal access rather than entirely shutting down use of a given trail.<br>8. Proposed plans should indicate which roads or portions of roads are being closed or reclassified so that the public can easily see, from looking at a single map rather than comparing two or more maps, what changes are being made. Similarly, the BLM should come up with a method of showing, on a single map, routes that existed, say prior to 1998, as well as the changes which occurred with each successive TMP.<br><br>This comment pertains to road #1635 in the Texas Creek subdivision: This road which once connected #607 (119?) and #117 was apparently closed to General traffic and opened to ATV traffic only under the 1998 TMP, and should be reopened to General/ All Motorized Use. Reopening this link would allow a loop which would reduce the travel on 117 (because 4WD users are presently forced to go back up 117 to get out), and because it would enhance recreational opportunities for more people using the same, existing trail.<br><br>Respectfully submitted. |

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| Gertrud | Nuhn | I would like to thank you for this excellent plan which shows the high level of responsibility the BLM proposes to meet the Public Land Health Standards. I have been present at at least one of your public input sessions and found your process very effective.<br><br>Motorized travel should be restricted to designated routs, and even these should be subject to temporary closures when weather or the season warrants it. I support your decision to deny the S1 and A1 motorized routs requested by the motorized community, since they would interfere with wildlife and solitude on some roadless areas. I am also in favor of limiting motorcycle trial events to the one area of the Turkey Rock section of the Badger Creek sub-unit.<br><br>Motorized recreation has its place, but should be limited, so that it does not have too much of an impact on the fauna, flora, wet lands and riparian areas. Once such an area has been destroyed or altered, the damage is irreversible.<br><br>Thank you again for your far sighted plan and for your efforts to preserve these precious places for future generations. |
| Tom and Mary | Olson | As a Front Range RAC member and as a Puiblic Land User, I do appreciate the time and effort that has been put into the preparation of the Arkansas River Travel Management Plan.<br><br>I am in support of the Proposed Action Alternative.<br>I am attaching a letter from the President of Colorado Horse Council which states the huge economic impact that the recreational equine users establish in Colorado as well as nationwide. I am always in favor of the recreational trails for equine users be kept for their use or improved to the extent that motorized travel has a very minimal impact on the trails established for horse or foot use.<br><br>Colorado Horse Council and Back Country Horsemen are excellent sources to get much statistical information regarding the recreational equine user. |
| Rich | Padoven | Very satified with new plan; however all the new maps, signs, and pamphlets are not going to do any good if you don't have enough people to enforce these new rules.<br><br>I suggest your number one priority should be to secure more enforcement people. The land can't afford to wait. |

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| Larry | Paine | Please retain the existing TMP as is with no changes. Approve the "No-Action Alternative"<br><br>Hello, my name is Larry Paine and after reviewing the various documentation and maps associated with the Arkansas River TMP I would like to say that in this case, the No Action Alternative is the best alternative regarding the choices outlined. I admit that I do enjoy outdoor activities like hunting, fishing, shooting, biking, horseback riding and OHV activities I am not beholden to any of the stakeholders involved. Based on existing policy I see 2 things that stand out as a potential problem for myself and many others.<br><br>1.) Elimination of existing shooting areas.<br>2.) Elimination of the 300 foot rule to use motorized vehicles to retrieve game.<br><br>Existing shooting areas are allowed to facilitate marksmanship and hunting. Elimination of these areas will prevent many Coloradans form acquiring the necessary skills to hunt as well as erode a revenue source for the State in the form of hunting license fees as well as local business revenue in the form of "tourist dollars"<br><br>The 300 foot rule to retrieve game with motorized vehicles as a policy is allowed in virtually all BLM land in the state. Elimination of this rule would criminalize an activity that is allowed everywhere else. Additionally it would have a negative impact on State revenue in the form of reduced OHV fees paid annually.<br><br>I would suggest that the Environmental Stakeholders are really trying to eliminate the use of public lands that are to be available to all Americans as per existing policy. Their well funded legal teams threaten to litigate all activities to the detriment of the general public as well as the detriment of state and federal funding resources, all the while providing no monetary assistance for the implementation and enforcement of their proposed changes. Please do not kowtow to the "environmental movement" by locking up more lands.<br><br>The motorized recreation stakeholders are paying into a system, via OHV permits, that fund trail maintenance and enforcement efforts for the existing OHV land. Additionally, federal OHV manufacturing regulations as well as user sentiment regarding air quality, noise emissions and proper trail usage are being addressed at multiple levels. OHV use should be encouraged and enhanced in this area as it will ultimately benefit the state and local communities financially. Enforcement of their activities seems to be the issue.<br><br>The non-motorized stake holders (hikers and equestrians) seem to be concerned with safety and serenity. I would suggest that any trail development for hiking and horse riding be performed and funded through the hiking and equestrian community itself and enforced through existing methods.<br><br>Non-recreation users (ranchers and land-owners) make valid points regarding enforcement of existing policy. It is the common problem in all of America today where there are existing laws and no or un-willing enforcement. Penalties for offenders should be swift and severe for all offenders of existing laws. |

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| | | Neutral stakeholders also make valid points in relation to signage, education and enforcement.<br><br>In this case, the Government Agencies stakeholders make the most sense. They should be encouraged to provide additional enforcement efforts in relation to the existing plan as well as fund and install appropriate signage.<br><br>Please take these comments into consideration when making this important decision. |
| Louise | Parker | see scan 146 |
| Sidney | Patin | This involves hunting and shooting in the Salida area. I do both in many areas of the State of Colorado, and I recently read that the BLM is thinking about banning shooting in that and many other areas.<br><br>From the NRA: "The TMP lays out a No-Action Alternative and three new management alternatives. The No-Action Alternative does not close any existing shooting areas and hunters can continue to drive up to 300 feet off roads to retrieve game, a long standing regulation on most BLM and Forest Service lands in the state. However, all three new management alternatives prohibit the use of motorized vehicles to retrieve game. Alternatives A and C close Turkey Rock and areas around Salida to target shooting. Alternative B does not affect existing shooting areas."<br><br>I hope you will consider that hunters and shooters contribute a huge amount of money in taxes and user fees to support the BLM lands. There is no reason why hunters and shooters should not have just as much or more access to BLM lands for their endeavors as non hunters/shooters. I think things should stay as they are. Actually, I would like to see the regs relaxed to allow hunters to drive more than 300 feet off roads to retrieve game. Game doesn't automatically drop within such boundaries, and some hunters, especially older hunters, need to be able to use vehicles to get to the animal.<br><br>While there are certainly exceptions, I think hunters and target shooters on public lands are the most considerate of the land and of the rights of others, and exercise great caution to avoid problems with other users. This is public land, and all members should be able to enjoy it. Please keep my comments in mind. |
| Tim | Patton | My comments pertain to all of the area controlled by the BLM. Although conservation and preservation of resources are important to<br>all of us, I feel it is inappropriate to further restrict any use of public lands by any special interest. Any areas that presently allow some form of public use, be it four-wheeling, equestrian use, shooting, camping, hiking, fishing, boating, etc. should not be limited or restricted any more than it already is. Public land is intended to be used by the public and applying superficial constraints is not in the public interest. The old adage that if a tree falls and no one hears it, does it matter? This applies here, it does us no good to have public lands that are inaccessible to the public. There are plenty of rules and regulations to go around, you cannot legislate common sense. Thank you for listening. |

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| Michael | Payne | I'm writting in urgent request to please consider not only keeping the Texas Creek camping and riding area open, but to enhance the already existing trails. This area is a terrific riding area, as it offers spectacular scenery and is one of the few places ridable in the winter. I have a very fast paced and stressfull job. I really enjoy riding due to the absolute diversion and this sport's unique ability to help me destress. I am also into fishing, hiking and mountain biking. I am extremely respectfull of the natural surroundings and am never one to venture from the established trail system. The Texas Creek camping and riding area is of enormous economic importance to the small town there on Hwy 50. I am particulaly fond of the pastries at the local cafe. When riding there, I usually have to gas up before coming home as well. Please consider keeping this area open to camping and riding. I'm certain that if the forestry service were to organize work days and specific projects, the local riders would show up to help with trail repair and service, just as we do herewith the Cpt Jack's and Pike National Forest trails. Thankyou for your |

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| Bruce | Pech | I am writing to show my support for the Bureau of LandManagement's Environmental Assessment for the Arkansas Rivertravel management plan. As I have said in several earlier comments on BLM and NFS plans, motorized travel, especially by ATV and other non-snowmobile ORVs, causes environmental and recreational damage that are vastly exceeds the impact of other recreational land uses. Noise and air pollution disturb wildlife and other recreationalists -- but, more important, ATVs and ORVs wreak far more havoc on land and vegetation than ANY other type of recreational impact -- including hikers', anglers', hunters', and equestreians' social trails, climbers' fixed protection, and even mountain bikers' singletracks. Just because motorized sports have become popular among some backcountry users doesn't mean that they're entitled to pursue them on federal land. If the BLM's mandate permits motorized recreation, it should be confined to the lowest value, most closely supervised areas under the agency's control.<br><br>Your decision on this plan will affect citizen proposed wilderness areas, the tranquility of the area for nature-based quiet recreation, and many species of wildlife including bighorn sheep, Golden Eagles and even a small area of lynx habitat. The Proposed Alternative developed by the BLM in the draft plan will provide significant protections for these public natural resources.<br><br>- I support the BLM's decision to disallow the motorized route A-1 because the trail would intrude into important wildlife habitat and provide the possibility of encroaching into the roadless Big Hole proposed wilderness area.<br><br>- I support the BLM's decision to deny the S-1 motorized route because it would damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands by providing the possibility of encroaching into the roadless Big Hole proposed wilderness area.<br><br>- I support the BLM's decision to close routes 431 and 433 because they would be very near to lynx habitat on BLM lands and in the adjacent Sangre de Cristo Wilderness risking disturbing this species that is listed as Threatened under the Endangered Species Act.<br><br>- I oppose the BLM's proposal to re-open route A-4 that leads to the waterfalls on Fernleaf Gulch. This trail segment is located directly in the gulch and it would risk motorized incursions into the stream -- such incursions are what prompted BLM to close the route to begin with.<br><br>Thank you for your consideration of this letter. The overall plan is very good, and I strongly encourage you to consider implementing the specific recommendations in this letter to ensure that the sensitive resources in the planning area are protected and recreation is better managed. |

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| Jeff | Peterson | After reviewing the proposed travel management plan, I have a few comments concerning the suggested action (C):<br><br>-- Poor job of linking OHV areas together. Short distance trails does not enhance the OHV experience. Linking areas properly together should actually create fewer problems as users have a better area to ride, and less reasons to create new trails.<br><br>-- Plan seems to make a concentrated effort to incorporate mountain bike "user created" trails, while ignoring those of the OHV users. Although all OHV user created trails may not be appropriate to incorporate due to landscape concerns, the lack of effort to incorporate none of the OHV trails shows a lack of equity.<br><br>-- Intent seems to eliminate OHV use over time by crowding OHV users into ever smaller areas, while opportunities for others (mountain bikers, equestrians, etc) continue to increase. As a result, there will be more complaints concerning high rate of usage. Seem like self-fullfilling prophecy is being created against the OHV users to be used against them.<br><br>-- Plan seems to purposefully limit access to OHV users...length of trails does not enhance OHV user experience. Overall plan drastically increases approved access for non-motorized use, while actually decreasing OHV access.<br><br>As OHV, whitewater, and biking users of the Buena Vista & Salida area, we enjoying coming to the area for all of these aspects. Unfortuneately, there seems to be great pressure to increase access for one set of users (hiking, biking, equestrian), while continuing to remove areas for the OHV community. To make it easy for all, why don't we shutdown all access to these areas to ensure they remain in pristine condition. This would make it painfully fair for all. |
| John | Peterson | Thank you VERY much for your recent Environmentally minded travel management plan for the Royal Gorge. Even though I'm an Off Road motorcyclist I know the value of protecting wild lands for our future. I commend you and your office for taking the tough stand against the ORV and gun rights crowd and start a cycle of protection here in Colorado. |

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| S. | Pfennig | I recently read some of the BLM proposals in the Arkansas River Valley area around Salida. I frequent the area for hunting and camping activities several times a year.<br><br>I must say that in general, limiting camping spots to within 100 feet of the road is ridiculous. That puts families and camping gear more in the open instead of up against the trees. It puts them closer to the road making noise in camp much more of a hassle. It also puts families with young children closer to the traffic and dangers that presents.<br><br>Leave the camping, off-road travel limit at 300 feet. 100 is very poor in my opinion. What you could do is have signs suggesting camping activities stay within 100 feet of the road when possible to lessen environmental impacts. But don't make it a law.<br><br>Also, as far as target shooting, I agree that those concentrated areas become littered and produce higher rates of noise. But your alternative to spread them out would mean the garbage would collect all over public lands instead of in a concentrated location. I'd rather limit finding dozens of shotgun cases to one area that can be picked up occasionally by concerned groups than have it spread out everywhere I go in the national forest. To me that's a no brainer. Garbage would still collect, but now you would have it all over. And it would NOT get picked up. The other thing is safety. In general, the concentrated areas are good for shooting because of high dirt banks, hills, etc. Who knows where the general public would begin gravitating to. It may not be as safe or quiet. So do NOT close the specific shooting areas. They are filling a need and closing them may make it quieter around that area, but the garbage and noise will move and disperse. Not a pretty thing. |
| John | Pittinger | I would like to show my family's support for the 'Motorized Recreation Stakeholders' in the Summary of Public Comments. We also specifically disagree and do not support the recommended actions by the 'Environmental Stakeholders' in the same document. These recommendations are unreasonable and will surely degrade the experiences that so many Coloradoans enjoy.<br><br>The rest of my family (4 separate family households) in Colorado that share in this opinion. |

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| Tom | Purvis | As the official representative of Salida Mountain Trails, and as private citizen, I wish to express my support and enthusiasm for the Proposed Action based on Alternative C as it pertains to Travel Management for the Salida Sub-Unit.<br><br>I have lived in Salida for 7 years and in Colorado for 21 years. I have utilized the public land near Salida for many of the 21 years I have lived in Colorado. I find these lands to be beautiful, and I support BLM's efforts to protect and preserve them.<br><br>Having been personally involved in the Arkansas River Travel Management Process since it began, I would like to express my appreciation for the way that citizen feedback has been heard and included.<br><br>Since the BLM land located within the Salida Sub-Unit is so close to the City of Salida, and since our population is so active and spends so much time utilizing the land for low-impact recreation, I find the Proposed Action to be very positive.<br><br>Salida Mountain Trails looks forward to working as a partner with BLM in the development and maintenance of trail resources on BLM land. Since there is so much unsatisfied demand for trails in our area, I believe that we will protect the health of the land and the Arkansas<br>River Corridor by providing well-designed, sustainable trails. Salida Mountain Trails agrees that the Desired Future Conditions defined during the planning process are worth working towards.<br><br>Salida Mountain Trails heartily approves of the plan to restrict firearm target shooting on the lands close to town. This practice is not only dangerous given the density of human use of the area, but also seems to promote the dumping of trash and introduction of broken glass in the area.<br><br>Salida Mountain Trails approves of the balance that is being promoted between motorized and non-motorized travel in our Sub-Unit.<br><br>Thank you very much for the work BLM has done to toward improving the health of public land in the Salida area.<br><br>Thanks again, and we are eager to work with you in the future to achieve our mutual goals. |

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| Linda | Quigley | I am writing to reqest your serious consideration of The BLM recommendations to begin to limit and restrict the Off Road Motorized Traffic on BLM lands.<br><br>Please consider these valuable points:<br><br>Restricting motorized and bicycle use to designated trails in order to protect natural resources and meet Public Land Health Standards<br>Restricting trail access to those designated and open to the public while closing PRIVATE access to our PUBLIC LANDS from surrounding subdivisions. The BLM is only restricting motorized use not foot and horse access from subdivisions to BLM lands.<br>Providing adequate maintenance for high-use trail systems with an innovative set of standards that must be met.<br>Protecting the High Mesas Grassland Research Natural Area by changing the it's designation to “closed to motorized use.”<br>Preserving the natural character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills sub-units.<br>Protecting the vital riparian and wetland resources of Fernleaf Gulch, Maverick Gulch and East Gulch.<br>Preserving riparian, fisheries and wildlife values in Badger Creek sub-unit by closure of user-created routes.<br>Support BLM's decision to deny the S1 motorized route requested by the motorized community that would run from Parkdale to Wellsville, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage the damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands.<br>Support BLM's decision to deny the A1 motorized route requested by the motorized community that was previously closed by the BLM due to violation of Public Land Health Standards. This requested trail would intrude into important wildlife habitat and provide the possibility of illegal egress into the roadless Big Hole sub-unit.<br>The draft plan recognizes the value of protecting high quality wildlife habitat especially because increasing development in the area .<br>Protecting critical core wildlife habitat and as well as those areas vital to migration and connectivity.<br>Protecting rare and sensitive plant species by closing a number of unauthorized user-created routes that were being damaged.<br>Protecting the watershed by closing miles of unauthorized user-created routes that increase erosion.<br>The use of seasonal closures and temporary wet weather closures as mitigation to all sub-units.<br>The excellent process utilized by BLM in soliciting public input including public meetings, surveys and stakeholder interviews.<br>The conditional authorization of a bicycle trail system that is near Salida. The proposed alternative authorizes only those routes authorized that meet both safety and public resource protection standards, plus it requires that adequate maintenance is provided. It is important to concentrate high-use bicycle trails in manageable locations especially near urban centers.<br>Support concentrating off-road vehicle (ORV) routes in the Texas Creek sub-unit rather than spreading them into peaceful |

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| | | backcountry areas.<br>Protecting the McIntyre Hills Wilderness Study Area boundary by reducing motorized access in adjacent parts of the Road Gulch sub-unit.<br>Protecting important wildlife habitat and migration corridors while providing non-motorized opportunities for hiking, mountain biking and horseback riding in a quiet and remote setting in a section of West McCoy Gulch.<br>Enhancing non-motorized recreational opportunities for hiking, mountain biking and horseback riding in the Grand Canyon Hills sub-unit.<br>Protecting important riparian and wildlife habitat by maintaining prior road closures in Crampton Mountain sub-unit.<br>Limiting the impacts from motorcycle Trials Events and practice to only one area in the Turkey Rock section of the Badger Creek sub-unit and denying the request for “open” areas in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice. Open areas are contradictory to the “limited to designated routes” policy and encourage off-route travel. Though it would be preferable to disallow any “open” motorized use designations, the Turkey Rock location has the least impact on natural resources including wildlife habitat of the three requested areas.<br>Thank you for you serious consideration of this exhaustive review of use of BLM lands, and the necessary steps we can follow to protect these lands so that they are available to a variety of users, and for future generations.<br>I think this is invaluable. The BLM has submitted a bold plan, which will in all proability take some sharp criticism from the small group of users who simply want to rev up and drive their vehicles anywhere they please.<br>I deeply believe that at different times we go to nature to be replenished as nothing else will. There are times where this needs to be done without listening to the ubiqutous sound of an engine in the background or bearing donw on you.<br>These same reasonable considerations were recently honored at Yellowstone National Park, when portions of the Park were reserved for no engine use. Quiet, non-motorized use is protected in sections of the Park. We drive vehicles all over the country, all over our lakes, and with 4 wheel drive and snow mobiles everywhere else. People, as well as the other animals that live in these areas, need some quiet, where you can actually hear the sounds of nature. Please protect a few areas where this can still happen.<br>Please, please, please. |

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| Stephen L | Ralston | These comments pertain to the Arkansas River Travel Management Plan Environmental Assessment and plans to limit, restrict, or disallow typical outdoor recreational activities most Americans enjoy. Many people have enjoyed various outdoor recreational activities for centuries. Over the years, in respect to our environment, various usage restrictions have been placed on "public lands," in order to best preserve them. Such preservation efforts are terrific. They mean these sites will be available for generations to come. They also mean the planet is protected from abuse and overuse.<br><br>However, severe restrictions demanded by some, are simply draconian and intended to completely isolate locations from almost any public use. The federal government now owns more lands in America than it has ever in our history, and some are demanding severe restrictions on the uses of those lands, thereby forcibly imposing their will or perceptions of land use, on all taxpayers. By allowing or imposing these severe restrictions, many taxpayers are forced to pay for land acquisition and management, but they may never be able to use the sites for recreation.<br><br>Small groups with apparently unlimited funds from wealthy supposedly altruistic donors, are flooding the government bureaucracy with demands for these restrictions. Additionally, these activist groups are packing advisory panels and other consultative groups with their activist allies. In doing so, these almost radical groups are punishing the bulk of the public and creating situations where the majority populace cannot use lands their tax dollars paid for. This is patently unfair and foolish.<br><br>Severe restrictions placed on federal lands have hampered or eliminated logging on millions of acres of woodlands across the nation and particularly in the west. The long term results are the significant gathering of dead wood and undergrowth that was formerly managed by loggers and/or eliminated by their activities. Millions of acres of woodlands have gone untouched for almost two decades. The price this nation pays for these limitations is obvious each time we turn on our televisions and newscasters report another huge wildfire destroying millions of acres of natural habitat, and killing off many species trapped in the infernos.<br><br>Wildfires today are beginning earlier each season and the seasons are lasting longer. In addition, the number of and intensity of wildfires have become almost unmanageable for the forestry services. Those federal services lack the funds to deal with undergrowth and deadwood, because the services no longer receive the income they had traditionally received from loggers. Now taxpayers will be forced to pay even more taxes to resolve these issues, when just properly managing logging and undergrowth cutout would eliminate many fires, allow most to be more easily controllable, and the loggers fees would actually pay for the forestry services activities, as it formerly did before such radical restrictions were placed on logging activities.<br><br>In short, radical demands to isolate access and activities on taxpayer purchased federal lands, has lead to more fires every years with numbers growing annually, and with more destructive fires each time since fuels are present do to lack of activities, use, or logging management that would have removed the excess fuel sources |

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| | | these wildfires depend on. The taxpayer is always the big loser. Because radical elements have so imposed their will on our land management bureau's and policies, the costs to maintain millions of acres has been exaggerated by refusing logical uses of the public lands.<br><br>In addition, those who object to firearms are also trying to force all to give up their guns and stop traditional hunting activities. These actions represent other radical elements who seek to once again impose their will on the majority populace. The results will be unmanageable herd size increases that will compel the forestry services to conduct huge "kill-offs" so some wild animals can survive. When animal herds are not culled by hunting, in many cases overcrowding takes place and starvation eventually affects almost every animal in the forest as all of the overcrowded animals seek food from limited resources.<br><br>It is obvious we cannot allow access and activities with no restrictions or management. However, it is also true we cannot just close off huge regions and expect anything but disastrous consequences for the natural environment and the animals left to their own devices.<br><br>I ask a reasonable middle ground be found and applied. I ask that no policies or regulations be enacted that eliminate firearms use, except in public camping areas or other sensitive areas. The majority of federal lands should be accessible to hunters and restrictions otherwise are simply ridiculous and driven by radical ideologies and their proponents. Without doubt, this nations constitution stipulates the public may own, bear, and use firearms, as a right. Any seeking to take those guns will always be looked upon with suspicion for their ultimate ulterior motivations. History really has shown that an unarmed populace is vulnerable to tyrannical leaders and their minions.<br><br>It is reasonable to allow and provide for hunting, fishing, target shooting, the use of motorized vehicles including off-road vehicles, hiking and/or camping on these federal public lands. It is unreasonable to isolate huge tracts of lands removed from the tax roles, but that still cost taxpayers a fortune to maintain. It is also unreasonable to allow radical elements to control advisory groups, bureau's, and policy positions, when those groups demands drown out the voices of the majority populace for the sake of unattainable utopian ideal's of less than 30% of that populace.<br><br>Please formulate programs, activities, policies, regulations, and other means, so the people can hunt, fish, target shoot, ride off-road vehicles, hike, camp, and conduct other outdoor activities in and on their taxpayer funded and provided public lands. Most reasonable people believe there is no logical reason mankind should kill itself off under a false ideal of allowing nature to take its course. Mankind has used and abused this planet for centuries. However, mankind has also preserved, enabled, protected, and reasonably used this planet as well. It is patently absurd for the federal government to seize millions of acres of public lands, remove them from the tax rolls, then force the taxpayers to pay to take care of lands they cannot access or benefit from the use of. |

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| | | The people have a right to use the lands their tax dollars have paid for. If severe radical restrictions are to be applied, then those very lands should never have been seized and they should be returned to the rightful owners or sold to the people in public sales.<br><br>Reason must prevail. Washington has shown itself over the past twenty years it may be incapable of acting in reasonable fashion. This will eventually lead the majority populace to the conclusion Washington and many of its federal agencies are no longer necessary and are in fact obstacles to the preservation and welfare of this nation. |
| Donald | Randall | I am full-time RVer who travels to and uses BLM land on a regular basis.<br><br>If I hunt, target shoot, use motorized vehicles, hike and/or camp on these public lands, the proposal will affect me and millions of Americans like me.<br><br>Please do not diminish the rights I have as an American citizen. I value the freedoms that are ours in respect to the land that belongs to the American people (BLM Land).<br>I urge you to maintain the current level or freedom we enjoy concerning hunting, target shoot, use motorized vehicles, hike and/or camp on these public lands. |

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| Randy | Rasmussen | Recreation Policy Specialist<br><br>Please accept the following comment letter on behalf of the American Hiking Society regarding the Arkansas River TMP. We congratulate you and your planning team on a job well done. As with the Gold Belt TMP, the Royal Gorge FO has raised the bar for quality travel plans among the Bureau. We can only hope that more offices take note of your exceptional work.<br><br>We appreciate the opportunity to provide comments on the Arkansas River Travel Management Plan (TMP) and Environmental Assessment. American Hiking Society is a long-time partner and advocate for the Bureau of Land Management (BLM). With a strong membership base of individual hikers and hiking clubs, American Hiking Society promotes and protects foot trails and the hiking experience. We are proud to serve as the voice of more than 75 million Americans that hike.<br>We applaud the efforts of the BLM Royal Gorge Field Office in crafting yet another TMP that conforms with its directives for "Comprehensive Travel Management," as described in the BLM's Land Use Planning Handbook (H-1601-1, revised March 2005). Specifically, we appreciate the fact that the TMP addresses a variety of resource and recreational uses and their accompanying modes and conditions of travel on public lands.<br>Like the Gold Belt TMP issued two years ago by the Royal Gorge Field Office, the Arkansas River TMP represents an excellent example of a plan that is both thorough and forward-looking. It contains benchmarks by which progress can be measured toward the achievement of Desired Future Conditions. As such, the TMP stands in sharp contrast to many contemporary BLM TMPs that focus primarily on off-road vehicle (ORV) activities and are devoid of clearly defined anagement goals regarding the condition of public land resources and the provision of a range of quality recreational opportunities.<br>The Proposed Alternative found in the TMP appears to have been well vetted with the public and the BLM has been creative in its various methods of public outreach. It is clear the TMP has been crafted in order to provide the public a wide range of recreational opportunities in the planning area. We support the following actions as outlined in the<br>Proposed Alternative:<br>· Creating designated trail systems for both mountain bike and ORV use in order to protect<br>resources while prohibiting damaging cross-country travel.<br>· Restricting the number of motorized access points from private lands onto public lands in<br>order to minimize the number of redundant and unauthorized routes.<br>American Hiking Society<br>Arkansas River Travel Management Plan and EA<br>Page 2 of 2<br>· Creating innovative standards for the maintenance of high-use trail systems.<br>· Enacting area-wide closures to motorized use where such use would contradict resource<br>protection goals (e.g., closure of the High Mesas Grassland Research Natural Area). |

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| | | · Emphasizing the natural character of landscapes where low-impact recreation and<br>“natural quiet” prevails (e.g., Badger Creek, Red Gulch, Big Hole, Sangre Foothills and<br>Grand Canyon Hills sub-units).<br>· Protecting important riparian and wetland resources (e.g., Fernleaf Gulch, Maverick<br>Gulch, and East Gulch sub-units).<br>· Closing user-created trails and maintaining existing road closures in the Badger Creek and Crampton Mountain sub-units in order to preserve riparian, fisheries and wildlife values.<br><br>We support the BLM's decision to maintain or enact motorized closures in order to retain relatively unfragmented wildlife habitat, migration corridors and non-motorized recreational opportunities like hiking throughout thousands of acres of the planning area (e.g., portions of the Big Hole, West McCoy Gulch and Grand Canyon Hills sub-units). Accordingly, we support the Proposed Alternative’s inclusion of concentrating ORV routes in some areas (e.g., the Texas Creek sub-unit) versus an approach that would spread ORV use into relatively quiet and remote backcountry areas. We also support the intent of the BLM’s Proposed Alternative to minimize motorized intrusion along the boundaries of the McIntyre Hills Wilderness Study Area by directing motorized access away from portions of the Red Gulch sub-unit.<br><br>As a result of the often damaging nature of motorcycle Trails Events, we support the Proposed Alternative’s establishment of only a single area where motorcycle Trials Events can occur (e.g., the Turkey Rock section of the Badger Creek sub-unit). Similarly, we support the BLM’s denial of a request for “Open” area designations in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice (“Open” areas, by definition, are where unrestricted and often damaging motorized cross-country travel is allowed). Such designations would not be in keeping with the BLM’s new policy of limiting motorized travel to designated roads and trails.<br><br>Thank you for the opportunity to comment on the Arkansas River TMP. We believe that the Royal Gorge Field Office has produced another quality TMP that will serve as a model among both the BLM and U.S. Forest Service in how to effectively plan for and manage the variety of travel and recreational uses occurring on public lands. |

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| Susan | Recce | The National Rifle Association appreciates the opportunity to comment on the environmental assessment (EA) that describes the several management alternatives that were evaluated for implementing travel and transportation decisions in the Royal Gorge Resource Management Plan. We are submitting comments because the EA addresses hunting and recreational shooting.<br><br>The EA states that the long-standing 300 foot distance allowed for parking, camping, and game retrieval contributes to unauthorized OHV routes. Alternatives A, B, and C would restrict that distance to 100 feet. The NRA respectfully requests that the 300 foot distance be retained for game retrieval. The reason for the restriction, as stated in the EA, is that the Forest Service is currently proposing such restrictions for parking and camping in its TMP, and Colorado BLM wants to be consistent with the Forest Service rule. By proposing to include game retrieval in the parking and camping restriction, it would appear that the BLM is not being consistent, but is in fact broadening the restriction beyond that of its sister agency.<br><br>Because no further information is provided in the EA, it is not known to what degree game retrieval contributes to unauthorized OHV routes. Hunting should have a negligible impact on the land because it is not a year-round activity and hunting success is not an outcome for every hunter day, meaning that there is limited need to use an OHV for game retrieval. Furthermore, game retrieval occurs randomly, not by traversing game retrieval trails. At a minimum, the BLM should allow OHV use by hunters at the current distance to retrieve large game. This should not have much of an effect on BLM's overall objectives, given that the TMP would reduce the number of miles of roads and trails by one-quarter from what exists today.<br><br>With respect to closures for recreational shooting, Alternative A and C would close Turkey Rock and areas around Salida, while Alternative B and the no action alternative would maintain the status quo. Our understanding is that the proposed closures encompass some 27,000 acres.<br><br>The EA states that concentrated shooting areas result in resource damage, soil contamination, litter, unauthorized routes, vandalism, illegal dumping, and other illegal activities, more clean-up efforts, more monitoring, law enforcement and user education efforts than areas where concentrated target shooting does not occur. If Turkey Rock and areas around Salida are closed, would not the remaining open areas become concentrated as the result of displaced shooters moving, and as these areas grow in recreational use by new shooters? What prevents the problems described above from occurring in the remaining open areas?<br><br>What has BLM done to address the irresponsible and illegal behavior problems? Was any additional law enforcement/monitoring initiated? Were there increased efforts to arrest those who engaged in illegal activities? Did BLM communicate its concerns over mounting problems to the shooters and ask for their assistance in monitoring the sites and reporting problems?<br>Why is BLM making recreational shooting the victim of illegal activities such as household dumping? Is it that illegal dumping |

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| | | occurs nowhere else on BLM land but at shooting areas? If shooters see such illegal activity taking place, do they know who to contact to report the incident? If the only response to these problems is to close the areas to recreational shooting, it raises significant concerns over how long it will be before other areas are closed. Eventually, all the public lands will be made off limits to shooters, all because the illegal and irresponsible were given free rein.<br><br>The EA raises the issue of soil contamination from lead bullets. Was the soil tested to determine if there is contamination? How does BLM define contamination? Is it based on an imminent endangerment to human health or the environment, or is it measured by the number of shooters or by the amount of spent ammunition deposited? How is soil contamination an issue at Turkey Rock or areas around Salida, but not an issue at other areas that remain open to recreational shooting?<br><br>The EA raises the issue of user conflicts. If areas are designated for recreational shooting, why should there be user conflicts? Just as trails are created for hiking or sites are designated for camping, are areas set aside specifically for recreational shooting to avoid conflicts? The EA states that gunfire at the areas proposed for closure are disruptive to other recreationists and nearby residents. We suspect that recreational shooting had taken place in these areas long before other recreationists came along, and people began building homes on the boundary lines. What is BLM's plan if other recreationists and residents complain about the increase in gunfire at other shooting areas? Does the BLM have a management plan for recreational shooting that provides for the needs of the shooters and prevents conflicts with other recreationists and residents?<br><br>On numerous occasions, the NRA has offered its assistance to the BLM and the Forest Service to help solve recreational shooting related problems. This partnership was forged a decade ago when the Public Lands Shooting Sports Roundtable was created. The Roundtable was designed to promote the shooting sports on federal lands by solving problems. BLM was a participant on that Roundtable. A year ago BLM signed the Federal Lands Hunting, Fishing and Shooting Sports Roundtable MOU that renewed and strengthened the partnership between the federal land management agencies and sportsmen's organizations. The NRA is not aware that the Royal Gorge Field Office brought its concerns about recreational shooting to the attention of the BLM Washington Office which participates on the Roundtable.<br><br>Unless we can forge a partnership to identify problems and solutions, the NRA is very concerned that every reason the EA gives for closing the 27,000 acres could be used to close every acre left open by the TMP. The NRA requests that the BLM delete the shooting closures from the TMP and, instead, initiate a separate process to examine the recreational shooting issues under the umbrella of the MOU.<br><br>The NRA has the technical expertise to assist the BLM in solving recreational use conflicts in a manner that promotes continued use of public lands for the traditional public land user, protects the natural and cultural resources of the land, accommodates other users of the public land, and protects private property. |

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| | | See also EA_letter_ID 302 |
| Pauline P. | Reetz | I strongly support the Proposed Alternative for the Arkansas River Travel Management Plan. By limiting ORV and bicycle use to designated trails land managers will be able to avoid and minimize natural resource damage. I'm especially concerned about soil erosion, destruction of vegetation, and damage to wildlife habitats.<br><br>The Proposed Alternative would protect important riparian areas in Fernleaf Gulch, Maverick Gulch and East Gulch. The closing of user-created trails in the Badger Creek sub-unit, included in the Proposed Alternative, would also help preserve the important wildlife habitat in the riparian areas there.<br><br>It is time to start managing ORV and mountain bike uses so that they don't create irreversible damage to soils, waters and wildlife in the Arkansas RIver unit. For this reason I urge you to adopt the proposed alternative. |
| Andy | Riemenschneider | As an avid mtn biker/hiker based in I think it is great what the Salida Mtn Trails group is trying to do is great. They have my full support. I have seen first hand how a local trail system can change a community for the better (Durango, Santa Fe) and look forward to a change in the local Salida Trails. |
| Chris R. | Roberts | Having reviewed your proposal I think you are moving in the wrong direction. You are proposing closing areas to use when you acknowledge that the amount of use is increasing. You need to accept the idea that increases in usage are going to increase the total impact to the area. I do not believe you have the budget to increase enforcement to the level necessary to adequately control usage as you require to implement the proposed changes.<br><br>There are competing concerns with your different usage groups. Solitude is not achievable in the middle of a crowd. Yet closing more areas will inevitably concentrate users in a smaller areas leading to more conflicts and less solitude for those seeking it.<br><br>The primary problem as I see it is that you need to enforce the existing rules, not make new more restrictive ones. You need to get serious about enforcement and prosecution of repeat offenders because they are the real problem. They are the folks who refuse to cooperate when asked reasonably and who insist on doing what they planned even when it has significant negative impact on others. |

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| Erin | Robertson | Center for Native Ecosystems thanks you for the opportunity to comment on the Arkansas River Travel Management Plan Environmental Assessment. This letter supplements joint comments we have signed on to by Colorado Mountain Club, Rocky Mountain Recreation Initiative, and others. Thank you for considering both of our comment letters.<br><br>We applaud the BLM for proposing the closure of many damaging routes in sensitive habitats. Alternatives B or C should result in much-improved management for many species, and this is commendable.<br><br>At the same time, we encourage the BLM to take a closer look at a few specific issues involving imperiled species. In some cases, your end determinations may not be affected, but additional analysis beyond what is presented in the EA seems to be warranted. This careful analysis is critical to ensuring that cumulative and indirect effects are not overlooked and that safeguards like Endangered Species Act consultation are standard operations in the BLM's culture.<br><br>Lynx<br><br>The EA acknowledges that a primary road managed by the BLM would be left open in lynx habitat under all of the alternatives, and that some alternatives would also leave access roads open to motorized use as well. The BLM claims that "Decisions in the TMP will have no effect on lynx" (p. 106) but this conflicts with its earlier analysis – decisions could affect lynx, and different alternatives would affect lynx differently. Instead, the BLM should complete a Biological Assessment, make a "may affect" finding on potential impacts of the TMP, and consult with the U.S. Fish and Wildlife Service in accordance with Section 7 of the Endangered Species Act.<br><br>The BLM has also made commitments in the past to consider the Lynx Conservation Assessment and Strategy when revising management plans. Some of the relevant recommendations in the LCAS are listed below. The BLM should analyze whether the TMP is consistent with these recommendations, and should consider closing or modifying routes if not.<br><br>Programmatic Planning Guideline. Determine where high total road densities (>2 miles per square mile) coincide with lynx habitat, and prioritize roads for seasonal restrictions or reclamation in those areas (Ruediger et al. 2000 at 84).<br>Project Planning Guideline. Dirt and gravel roads traversing lynx habitat (particularly those that could become highways) should be not paved or otherwise upgraded (e.g., straightening of curves, widening of roadway, etc.) in a manner that is likely to lead to significant increases in traffic volumes, traffic speeds, increased width of the cleared ROW, or would foreseeably contribute to development or increases in human activity in lynx habitat (Ruediger et al. 2000 at 90).<br>Programmatic Planning Guideline. Minimize building of roads directly on ridgetops or areas identified as important for lynx habitat connectivity (Ruediger et al. 2000 at 85).<br>Programmatic Planning Guideline. Locate trails and roads away |

from forested stringers (Ruediger et al. 2000 at 84).
Programmatic Planning Guideline. Limit public use on temporary roads constructed for timber sales. Design new roads, especially the entrance, for effective closure upon completion of sale activities (Ruediger et al. 2000 at 84).
"Management activities should seek to minimize the loss or modification of lynx habitat as a result of the spread of non-native invasive plant species" (Ruediger et al. 2000 at 93).
Programmatic Planning Guideline. Minimize roadside brushing in order to provide snowshoe hare habitat (Ruediger et al. 2000 at 84).
Programmatic Planning Standard. On federal lands in lynx habitat, allow no net increase in groomed or designated over-the-snow routes and snowmobile play areas by LAU. [Note: This applies to dispersed recreation, not developed recreation sites (Ruediger et al. 2000 at 83, emphasis added) or winter logging activities (Ruediger et al. 2000 at 84). See also Ruediger et al. 2000 at 88.]
Programmatic Planning Objective. Minimize snow compaction in lynx habitat (Ruediger et al. 2000 at 83).
Map and monitor location and intensity of snow compacting activities . . . that coincide with lynx habitat, to facilitate future evaluation of effects on lynx as information becomes available (Ruediger et al. 2000 at 83).
Programmatic Planning Guideline. As information becomes available on the impact of snow-compacting activities and disturbance on lynx, limit or discourage this use in areas where it is shown to compromise lynx habitat. Such actions should be undertaken on a priority basis considering habitat function and importance (Ruediger et al. 2000 at 83).

Rare plants

The EA emphasizes that the alternatives are very similar in regards to their impacts on rare plants, rather than assessing whether each alternative meets the agency's obligations to each species. These plants are globally rare with extremely narrow distributions – as the BLM seems to acknowledge for the Castle Gardens site, the way a single site is managed can make a big difference to the overall viability of these species. Travel management is a serious issue for Brandegee wild buckwheat, and other Arkansas Barrens endemics are at great risk from development on private lands, which makes management on the few BLM sites that support them even more important. The BLM should do a more thorough analysis, and consider whether additional route closures should be included to create a more reasonable range of alternatives, rather than simply saying that the choice of alternative won't make a difference to any rare plant species.

Page 106 of the EA states that all of the alternatives but No Action (which affects more) will impact 6.1 acres of Brandegee wild buckwheat habitat, and that "Some habitat is still impacted because primary BLM access roads and county roads would be not closed and one main trail would be maintained through the habitat." It is unclear why the BLM would choose to leave a main trail open in this area under every alternative. Instead, the BLM should consider the possibility of closing all BLM-managed routes within buckwheat habitat.

The EA does not seem to discuss the indirect effects to rare plants of

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| | | travel management decisions, like dust and impacts to pollinators. It is unclear whether these factors were considered when the buffer distances presented on page 101 of the EA were selected. The EA simply states, “These buffers were developed for local use and conditions referencing previous research” (p. 101). The BLM should clearly cite the research that led to its selection of these buffer distances since they were used to evaluate the amount of disturbance to rare species under each of the alternatives. If dust, pollinator disturbance, and other indirect effects were not considered, the BLM may have greatly underestimated impacts to rare species.<br><br>The BLM should be advised that Forest Guardians recently submitted a petition to protect all G1 and G1/G2 species in the region under the Endangered Species Act. Eriogonum brandegeii and Mentzelia chrysantha are both included, so the agency’s management decisions for these species especially may be scrutinized as that petition is reviewed.<br><br>Conclusion<br><br>The BLM should also consider strengthening the Mitigation and Cumulative Effects sections for Threatened/Endangered/Sensitive species. Many more mitigation measures are available than have been considered, including speed limits, dust suppression requirements, management of herbicide and pesticide use, salvage of rare species during road maintenance, commitments to maintain natural hydrology and reroute road sediment, etc. While it seems like the BLM has good intentions for rare plants in the planning area, it also seems like more thought and analysis could easily result in significantly improved management for imperiled species.<br><br>Thank you for considering these comments,<br><br>Erin Robertson<br>Senior Staff Biologist<br><br>Sources Cited<br><br>Ruediger, Bill, Jim Claar, Steve Gniadek, Bryon Holt, Lyle Lewis, Steve Mighton, Bob Naney, Gary Patton, Tony Rinaldi, Joel Trick, Anne Vandehey, Fred Wahl, Nancy Warren, Dick Wenger, and Al Williamson. 2000. Canada lynx conservation assessment and strategy [LCAS]. USDA Forest Service, USDI Fish and Wildlife Service, USDI Bureau of Land Management, and USDI National Park Service. Missoula, Montana. 124 pp.<br><br>See also EA_Letter_ID 304 |
| Robert H. | Robinson | I support the proposed alternative, restricting motorized use t designated and appropriate trails. I support denying motorized use of trails A1 and S1, cutting off access only available to people from private subdivisions, seasonal protection of wet areas, protection f wildlife, fisheries, and sensitive areas, and quite recreation. |

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| Alan H. | Robinson | GENERAL COMMENTS<br><br>1. As a professional planner I am impressed with the thoroughness and detail demonstrated in dealing with this complex set of issues and subunits. Your staff has done a very good job of it.<br><br>2. A topic which I could not easily assess was interaction with adjacent public lands such as those managed by the San Isabel National Forest. I would like to be assured that actions being proposed so far as route status on BLM lands would not cause conflicts or inconsistencies where an adjacent connecting route is on Forest land.<br><br>3. A related question is to be assured that the US Forest Service and the State of Colorado have been consulted with concerning any consequences your proposed changes might cause in management of adjacent public lands,<br><br>4. I concur with your overall objective of changing from allowing OHV use on “existing” to “designated” routes; this is a major step towards better protection of the lands under your jurisdiction. I would however like to see the document (or regulations) make it clear that positive evidence of designation must be on the ground (for example a sign indicating acceptable uses) before the permitted user can proceed. This is to avoid the practice of a user removing a sign and proceeding with unauthorized activity and claiming that the agency failed to sign a route.<br><br>5. Similarly I agree with the reduction of the “300 ft from route” to “100 ft” rule for camping because I recognize that this has led to development of user-created OHV routes under the excuse of seeking a legal camping site; however I would like to have it clarified whether or not a user is within 100 ft if it is or is not acceptable to create (new) resource damage; if it is not, then your rule would be a powerful tool to ensure that existing dispersed camping sites do not simply grow every year by the 100ft implied by your new regulation.<br><br>6. I also agree with inclusion of mountain biking as an activity limited to designated trails, thus ending the practice of cyclists either going cross-county on single use trips or of developing so-called “renegade” trails for repeated use without agency sanction. I think this is appropriate recognition that mountain biking indeed has resource impacts which, although they might differ in scale, are not unlike those of ATV or motorcycle cross-county use.<br><br>7. I would appreciate clarification on the issue of young drivers of OHVs. In particular I would like to know whether BLM regulations do or do not allow riders 10 years or younger to drive any type of OHV on BLM system routes (open to OHV use) regardless of whether or not they are accompanied by a motor vehicle-licensed adult. Further, is it true that young OHV riders age 10-15 must be accompanied by a licensed driver age 16 or older? If there is a prohibition on drivers less than 10 years old, how does that affect the use of OHVs (including downsized models of ATVs or motorcycles) in and around dispersed or formal camping areas? It has been my observation that this category of use by young riders is the most significant cause of campground resource damage and expansion in |

areas such as Fourmile.

SPECIFIC COMMENTS

1. I concur with the proposed closure of the High Mesa Grasslands to make its management consistent with BLM requirements for this category.

2. I take note and approve of the proposal's reference to closure (and restoration?) of user-created routes within the existing WSAs; I would appreciate seeing a statement that commits the BLM to taking necessary future management action to ensure such closures are respected.

3. Could you comment on if any new routes in the proposal outside the WSAs will have any effect on the WSAs (in particular the Upper and Lower Grape Creek or MacIntyre Hills WSAs) in the sense of increasing potential for trespass within the WSA, and what management actions would be taken if this is the case?

4. You explain how there are four WSAs within the planning unit but you also note that three of them (Upper and Lower Grape Creek and MacIntyre Hills) were not actually recommended for Wilderness designation (only Browns Canyon was). Can you clarify whether or not that finding has any effect on your obligation to manage these areas as if they were actually legislative wilderness?

5. I do not object to the increases in new ATV and motorcycle routes in the proposal so long as they are subject to the "guidelines" you are developing (see next point). I am not familiar enough with the subunits to understand just where those new routes would be, but in looking at Appendix Map 5 Requested CMTRA Trails I am concerned that many of those being requested for reopening were previously closed. I assume there were documented resource impact reasons for those previous closures, and would not like to see reopenings without positive pro-active redesign and an assurance that the BLM has the administrative capacity for supervising and maintaining any reopened routes. I encourage you to take advantage of volunteer effort by the motorized community to construct, maintain and monitor any new or existing routes.

6. I concur with the proposed Salida Bike trails developments, including the approach of requiring that such trails meet "guidelines" which your specialists have created or will create before they may be constructed. I appreciate the way in which you have been responsive to the requests of an important user group. In implementing these proposals I urge you to work closely with proponents so that your agency can take advantage of volunteer contributions in design, construction and maintenance, while still upholding the standards your guidelines may require.

7. I could not find a description of "individual activity plan(s)"; how would these be done (and what level of public input would be accepted) and is there concern that they could compromise the spirit of decisions made in the overall TMP?

8. I support reducing certain shooting areas near Salida in the

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| | | interest of public safety, but would like to see commitment to more public education and enforcement on cleaning up targets and brass after shooting where still permitted.<br><br>See also scan 253 |
| David | Rogers | Hunting should not have any restrictions placed upon it that do not already exist. Hunting is a natural part of our state, and assists in managing a healthy ecosystem as well as generating many dollars in revenues for the small towns and communities that are in this area. |

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| Michael | Rogers | On behalf of the Upper Arkansas & South Platte Project, I would like to thank the BLM for their open and balanced public process during the development of the Arkansas River Travel Management Plan (Ark-TMP). We recognize that the BLM openly and appropriately solicited input from the key stakeholder groups as well as local residents and the general public. We also recognize that in developing the Proposed Alternatives detailed in the Environmental Analysis (EA), it is clear that the BLM staff carefully reviewed and considered the ecological impacts of management options within the study area.<br><br>Upon our review of the EA and Proposed Alternatives, UASPP would like to formally support and endorse the Proposed Alternative (Alt-C). UASPP asks that the Alt-C be finalized as is, with no modifications, as it clearly protects the sensitive resources in the area, while providing balanced opportunities for recreation and public needs.<br><br>UASPP strongly opposes Alternative A, or any modification to Alternative C for additional motorized routes.<br><br>We first will outline some general comments as to why we support Alt-C as is. Second, we outline some specific and detailed comments on specific routes and options which were presented to the BLM, with information as to why those components should not be included in any revision of Alt-C.<br><br>Changing OHV and mechanized use from “Travel on Existing Routes” to “Travel on Designated Routes”: We strongly support restricting motorized and mechanized use to designated routes as this is the first step in gaining control of current unsustainable cross-country motorized travel and the proliferation of unauthorized user-created trails. The designated trails policy is essential in protecting natural resources and working to meet Public Land Health Standards and Desired Future Conditions for each sub-unit. This is also essential in reducing the large amount of sediment that is draining from adjacent BLM lands into the Arkansas River, damaging fish habitat and impairing the quality of this river that provides water for municipal, industrial, agricultural, recreational and environmental use. In order to protect the watershed all motorized routes must be planned and engineered for sustainable use.<br><br>Concentrating off-road vehicle routes: As motorized recreation is the most disturbing recreational use to the lands and habitats, it is vitally important to concentrate off-road vehicle routes in specific areas. This allows greater ability for the agency to mange, patrol and enforce use within these areas, and minimizes the landscape-wide impact of motorized recreation. Further, habitat fragmentation is one of the greatest threats to ecological sustainability, and so concentrating motorized recreation minimizes fragmentation and protects quiet, backcountry areas for other recreation use. Therefore, we support the concentration of off-road vehicle routes in the Texas Creek sub-unit in this TMP.<br><br>Concentrating high use mechanized trails in manageable locations: Additionally, it is important to concentrate high use mechanized trails in locations where the use can be managed and especially near |

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| | | urban centers whenever possible. We support the conditional approval of trails in the Salida area for mountain bike utilization pending rigorous evaluation and meeting the conditions set forth in Appendix 7 of this EA as required before they are approved for construction or re-construction.<br><br>Guidelines and conditions that need to be satisfied before the construction of new or re-opening of old trails: We applaud the Royal Gorge BLM Office for their innovative set of standards that must be met for maintaining existing trails to acceptable standards before construction of new trails or re-opening of old trails will be authorized. We especially support the requirement that the proposed new or re-opened trails furthers the Desired Future Conditions, includes a sponsorship requiring a commitment to follow through with maintenance of the proposed trail, and the requirement that the approval of the trail is authorized by a "site-specific EA that analyzes the environmental effects of the proposal."<br><br>Seasonal closures and temporary wet weather closures: We support the use of seasonal closures and temporary wet weather closures as mitigation for all of the sub-units in order to reduce trail damage, associated damage to natural resources and increased sedimentation as a result of these damages.<br><br>Disallowing exclusive motorized access from adjacent private subdivisions: We applaud the Royal Gorge BLM Office for not allowing the exclusive motorized access to our public lands that has been occurring from many subdivisions that are adjacent to the lands in the Arkansas River TMP. This access is not in the public interest as the public is not allowed to use them and they result in additional proliferation of motorized trails that damage natural resources and conflict with other non-motorized use of public lands.<br><br>Protecting high quality wildlife habitat: We strongly support the protection of high quality wildlife habitat, especially the essential blocks of core interior habitat that the Proposed Alternative C provides. The loss of habitat previously provided on large ranches now being subdivided and the addition of global climate change impacts increase the importance of public lands in sustaining wildlife that is highly valued by most Coloradoans. Core interior habitat is vital to migration and connectivity of wildlife use areas, especially for genetic diversity. In addition to sustaining the quality of life that wildlife provide to the citizens of Colorado, it is important to the economy since wildlife-related activities (wildlife watching, fishing & hunting) are major contributors to the economies of not only the state but many counties and municipalities in Colorado.<br><br>Protecting the High Mesa Research Natural Area: The thoroughness of the analysis conducted by BLM staff is exemplified by their discovery that the High Mesa Research Natural Area was previously designated as an Instant Study Area, requiring that it be managed in accordance with the BLM's Interim Management Policy for Lands Under Wilderness Review, and designating it as an OHV closed area per policy.<br><br>Protecting rare and sensitive plant species by closing unauthorized, user-created routes and areas at risk: Several rare and sensitive plant species have been threatened by both motorized and |

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| | | mechanized use on unauthorized user-created routes and/or off-road use in areas at risk. We support the proposal to close off routes that would further impact and jeopardize these species, some of which are endemic to Colorado and some even to the Arkansas River Watershed.<br><br>Safeguarding public safety by closing two small areas to target shooting: The Royal Gorge BLM Office should be commended for the common-sense decision to close the two small parcels of lands to shooting, one near Salida where residential areas have grown nearby and the second at the Turkey Rock Trials Events area where increased usage by motorcycle riders makes target shooting a public safety issue.<br><br>Comments on specific sub-unit routes<br><br>Sangres Foothills Subunit:<br><br>BLM routes 1276, 1296, & 1269: We support the closure of these routes under the Proposed Alternative C. Some of these are duplicative, some are short spurs, and the sum of all these routes together would increase sedimentation that runs into the Arkansas River during storm events. If these were added to the few routes authorized in the Proposed Alternative the density of routes would not be sustainable.<br><br>BLM route 212: We support the closure of these routes under the Proposed Alternative C. BLM route 212 is short route and it dead-ends at private property. This route is adjacent to elk winter habitat and allowing this route to remain open can have negative impacts on these ungulates especially during severe winters when motorized disturbance can chase elk from this lower elevation habitat. Additionally this route crosses a large sand gulch that already experiences considerable use from motorized vehicles. The current use has caused damage to soil-holding emergent vegetation, especially from those making “donuts” and otherwise just playing in the sand. Leaving this route open would risks incursions onto private property in the area, increases sedimentation due to damage to vegetation, and have negative consequences for elk that winter in this area.<br><br>BLM route 422: We support the closure of these routes under the Proposed Alternative C. This route runs right through elk winter range and would have negative impacts on these ungulates especially during severe winters. This route would also dead end at private property, risking incursions onto that private property. This risk is even greater since BLM route 212 is a short distance across that private property, tempting riders to trespass in order to ride a longer length loop.<br><br>BLM routes 430 & 210: We support the designation of these routes in the Proposed Alternative C for administrative use only. These routes have been restricted to administrative use in the past and should not be opened for public motorized use. Route 430 is basically a duplicative route just east of another route that is designated for all-motorized use. Route 210 is a short spur route. Opening these routes would result in a proliferation of motorized use close to the Sangre de Cristo Wilderness that should instead serve |

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| | | as a buffer between the wilderness area and areas with increased motorized use. Also this route is near lynx habitat in this subunit that was identified in the draft EA and opening it to public motorized use would risk disturbing this species that is listed as Threatened under the Endangered Species Act (ESA). As there is no research cited to indicate otherwise, it must be expected that the noise from motorcycle use would impact potential lynx use of this area. Additionally these routes are located in an elk winter concentration and migration area and opening it to public motorized use would have negative impacts on elk that are trying to move to lower elevations through this area especially during harsh winters.<br><br>BLM routes 431 & 433: We support the BLM's decision to close these two routes that would be very near to lynx habitat on BLM lands and in the adjacent Sangre de Cristo Wilderness risking disturbing this ESA listed species. Also these routes are located in an elk winter concentration and migration area. The cumulative impacts of these routes and the motorized Rainbow Trail that is nearby would have negative impacts on elk that are trying to move to lower elevations through this area, especially during harsh winters.<br><br>Texas Creek Subunit:<br><br>Proposed CMTRA route S-1: We support the BLM's decision to deny the S1 motorized route requested by the motorized community. This proposed new route would be constructed outside the existing OHV use area, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands by providing the possibility of illegal ingress into the roadless Big Hole sub-unit. Since constructing the 7.6 miles of this proposed trial would involve significant surface disturbance on steep slopes, it would most likely require a Phase II Storm Water Permit because the surface disturbing activity would total more than the minimum 1 acre that triggers this level of permit.<br><br>BLM routes 871, 875, 1537 & 1538/CMTRA proposal S2: We support the continued closure of these routes under the Proposed Alternative C. This trail was closed as a result of the BLM's 1998 EA because it would provide motorized access into an area with important wildlife habitat including bighorn sheep lambing and important riparian areas. This would cross Fernleaf Gulch, which is a unique perennial stream that is a major tributary to the Arkansas River, and risk motorized incursions into the riparian area and adjacent wetlands that are rare in this area. This would also expand off-road vehicle use into the adjacent Red Gulch subunit that would create a longer-distance long loop trail system that would attract more off-road vehicle use, possibly drawing a different type of user from more distant parts of Colorado than currently use this area, and would produce significantly increased impacts.<br><br>BLM route segments 201, 1629 & 127/CMTRA route A1: We support the BLM's decision in the Proposed Alternative C to deny the A1 motorized route requested by the motorized community that was previously closed by the BLM due to violation of Public Land Health Standards. This requested trail would intrude into important wildlife habitat and provide the possibility of illegal ingress into the roadless |

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| | | Big Hole sub-unit. Additionally there is no research cited to show that the A-1 route will not damage the soundscape of the adjacent Big Hole subunit that has been proposed for wilderness designation by the Colorado Central Wilderness Coalition.<br><br>BLM route 596/CMTRA route A3: We very strongly support the continued closure of this route under the Proposed Alternative C. This trail was closed as a result of an 1998 EA by the BLM because 1) it is routed through an important riparian area in Maverick Gulch 2) it is outside the OHV open area and 3) it would negatively impact wildlife including intruding into bighorn sheep lambing area. There are two springs here-Maverick Gulch Spring #1 that runs intermittently into Maverick Gulch which is a tributary of the Arkansas River and Maverick Gulch Spring #2 that runs intermittently into an unnamed tributary through Fernleaf Gulch which is a tributary to the Arkansas River. Re-opening this 1.2 mile trail would have significantly increase sediment that is already a major problem from BLM lands into the Arkansas River. Since Maverick Gulch receives only intermittent flows, opening it up to motorized use will reduce the establishment of vegetation trail increases erosion and results in additional sediment movement into the Arkansas River. As this trail would have to be reconstructed, it would most likely require a Phase II Storm Water Permit since the surface disturbing activity in the reconstruction would total more than the minimum 1 acre that triggers this level of permit.<br><br>BLM route 290/CMTRA route A4: We support the continued closure of this trail segment under the Proposed Alternative C because it leads to the waterfalls on Fernleaf Gulch. This route was closed as a result of the 1998 EA by the BLM that found that it was damaging to this riparian area. This route is right in the gulch and it would risk motorized incursions right into the stream.<br><br>Road Gulch Subunit:<br><br>BLM routes 714, 495, 52 & part of 72: We support the decision in the Proposed Alternative C to close these routes to motorized use. These routes that be limited to horseback use, or closed to all use, under the Proposed Alternative C. This complex of trails is near to the McIntyre Hills Wilderness Study Area and would risk motorized intrusion by placing a motorcycle trail near to a horseback trail that enters the Wilderness Study Area. And routes 495 & 52 would dead-end at private property risking intrusion onto this private property.<br><br>In conclusion, UASPP would like to formally support and endorse the Proposed Alternative (Alt-C). UASPP asks that the Alt-C be finalized as is, with no modifications, as it clearly protects the sensitive resources in the area, while providing balanced opportunities for recreation and public needs. The Bureau of Land Management is to be complimented on preparing a balanced and ecologically sensitive preferred alternative.<br><br>Sincerely, |

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| Michael | Rogers | Please find my personal comments below and attached, and I thank you! Michael<br><br>Please accept my personal comments on your exemplary Arkansas River TMP EA. First and foremost, I want to thank the BLM staff for actively engaging the public, stakeholders and concerned citizens are recreationists. Given the diversity of public lands users, and the quite unique and varying ecotypes within your planning area, I applaud your staff for taking the time to do the process right. It is obvious that land management agencies can never make every segment of the public 100% happy, it is still critical to strive for public wants in a way that the ecosystems, watershed qualities, and general quality of life are not sacrificed. Through your exhaustive process, I believe you have found a strong and equitable balance of all these demands for the Arkansas Canyons.<br><br>Therefore, I am in full support of your Proposed Alternative as detailed in the EA. I encourage you to fully adopt Alternative C with no modifications.<br><br>There are a few specific comments I would like to state, and then I have some comments regarding proposed motorized trails and why I as a local citizen and avid public lands user would strongly oppose.<br><br>General Comments:<br><br>Closing of 2 Small Sections to Shooting: There exist a myriad of laws which are socially acceptable as to when and where firearm shooting is appropriate and acceptable. For instance, you can't discharge a firearm (normally) within city limits, you cannot carry weapons into a school or other public civic building (courts for example). These laws and rules are not enacted in order to take away the public's rights, but rather they exist to provide common-sense public safety measures. The proposed alternative calls for the closing of 2 small sections of public lands to shooting due to a popular motorized area and a housing subdivision on the immediate boundary. This is a strictly a politics-aside public safety move by your agency which I fully support. Public safety must come first.<br><br>Changing OHV and mechanized use from "Travel on Existing Routes" to "Travel on Designated Routes:" This is the single most important outcome of your proposed alternative. This change is both scientifically sound and good common sense. I know from personal experience hiking within the planning area that motorized users have been using illegal, user-created trails for quite some time. I will be the first to admit that most motorized recreationists do not know these are not system routes. Regardless, non-system routes were never engineered or placed in suitable locations with regards to ecotype, sensitive species or water quality impact. These non-system, non-planned routes must be closed if the agency is to abide by their mission as I would define it, which is to provide safe, sustainable, and appropriate recreation which protects land values for the indefinite future.<br><br>Changing OHV Open areas to Limited Areas: Per my comment above, user created routes are unsustainable and exponentially damaging as compared to any other public demands from the land. |

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| | | Therefore, it goes hand-in-hand that “open” areas are no longer appropriate in any manner. I personally oppose all “open” areas, especially those analyzed in the various alternatives for trials events. I personally disagree with these activities, but if they must occur than they should be only allowed in an appropriate and very small location, such as Turkey Rock.<br><br>Concentrate Motorized Recreation in Specific Areas, and Protect the Roadless Quiet Backcountry: With the proliferation of user-created illegal motorized trails and their associated damage mentioned above, the only way the agency can both patrol and maintain motorized trails to the extent that minimizes their ecological impact on the land is by concentrating motorized recreation in small, specific areas of the land, while allowing the back country to remain quite and non-motorized. Motorized recreation not only disturbs wildlife and spreads invasive weeds, but it turns our public lands into a vast playground, rather than the last refuge and solitude for humans and animals alike.<br><br>Ecosystem & Wildlife Population Sustainability: Conservation Biology, over the last 20 years, has brought a proliferation of science and analysis as to what it takes to truly preserve our lands and species for the indefinite future. This should be taken as the “best available science,” as small protected areas are no longer enough to sustain the wildlife, which “incidentally” is a major economic driver (tourism, quality of life, hunting, angling, wildlife watching) to both this state and more importantly to the local economies along the Arkansas River corridor. Further, within the immediate region, low-level ecosystems are vastly under protected. As much of the planning area consists of these vital low-lying habitats, your work is even more critical to the region. Therefore, the Proposed Alternative proposes the following which I strongly support:<br><br>1. Protection of the Wilderness Study Areas (including High Mesa Grasslands ISA) is important to preserve their eligibly for future Wilderness designation. As the BLM is aware, all of these areas are included in Wilderness recommendations proposed variously by the Central Colorado Wilderness Coalition’s Wild Ten, Upper Arkansas and South Platte Project’s Wild Connections, Friends of Browns Canyon’s Browns Canyon and the Colorado Wilderness Network’s Citizens’ Wilderness Proposal for BLM Lands. These proposals are gaining support from Colorado’s Congressional leadership and hundreds of local and regional stakeholders.<br><br>2. Protection of ACECs, Colorado Natural Areas, and Potential Conservation Areas is equally important for these represent unique and irreplaceable biological or natural resources. All management activities in these areas should preserve the features for which the areas were designated, and if necessary travel and recreation should be restricted in order to protect them. Likewise, the threatened and endangered and species of concern described in the EA should be given highest consideration in any management activities.<br><br>3. Protection of low elevation ecotypes, specifically I endorse and appreciate the BLM’s proposed action concerning Fernleaf Gulch, Maverick Gulch, East Gulch, Badger Creek and Crampton Mountain sub-units. Low elevation ecosystems are the most biologically diverse, least protected lands in our region. Further, low-elevation |

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| | | lands provide for year-round solitude and habitat for animals.<br><br>Route Specific Comments<br><br>The following routes (both prior existing and proposed) are not included within the Proposed Alternative. I strongly support this, and as an avid hiker in the region, I would strongly oppose any inclusion or amendment of the Proposed Alternative to include any of the below.<br><br>Sangres Foothills Subunit:<br><br>BLM routes 1276, 1296, & 1269: We support the closure of these routes under the Proposed Alternative C. Some of these are duplicative, some are short spurs, and the sum of all these routes together would increase sedimentation that runs into the Arkansas River during storm events. If these were added to the few routes authorized in the Proposed Alternative the density of routes would not be sustainable.<br><br>BLM route 212: We support the closure of these routes under the Proposed Alternative C. BLM route 212 is short route and it dead-ends at private property. This route is adjacent to elk winter habitat and allowing this route to remain open can have negative impacts on these ungulates especially during severe winters when motorized disturbance can chase elk from this lower elevation habitat. Additionally this route crosses a large sand gulch that already experiences considerable use from motorized vehicles. The current use has caused damage to soil-holding emergent vegetation, especially from those making “donuts” and otherwise just playing in the sand. Leaving this route open would risks incursions onto private property in the area, increases sedimentation due to damage to vegetation, and have negative consequences for elk that winter in this area.<br><br>BLM route 422: We support the closure of these routes under the Proposed Alternative C. This route runs right through elk winter range and would have negative impacts on these ungulates especially during severe winters. This route would also dead end at private property, risking incursions onto that private property. This risk is even greater since BLM route 212 is a short distance across that private property, tempting riders to trespass in order to ride a longer length loop.<br><br>BLM routes 430 & 210: We support the designation of these routes in the Proposed Alternative C for administrative use only. These routes have been restricted to administrative use in the past and should not be opened for public motorized use. Route 430 is basically a duplicative route just east of another route that is designated for all-motorized use. Route 210 is a short spur route. Opening these routes would result in a proliferation of motorized use close to the Sangre de Cristo Wilderness that should instead serve as a buffer between the wilderness area and areas with increased motorized use. Also this route is near lynx habitat in this subunit that was identified in the draft EA and opening it to public motorized use would risk disturbing this species that is listed as Threatened under the Endangered Species Act (ESA). As there is no research cited to indicate otherwise, it must be expected that the noise from |

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| | | motorcycle use would impact potential lynx use of this area. Additionally these routes are located in an elk winter concentration and migration area and opening it to public motorized use would have negative impacts on elk that are trying to move to lower elevations through this area especially during harsh winters.<br><br>BLM routes 431 & 433: We support the BLM's decision to close these two routes that would be very near to lynx habitat on BLM lands and in the adjacent Sangre de Cristo Wilderness risking disturbing this ESA listed species. Also these routes are located in an elk winter concentration and migration area. The cumulative impacts of these routes and the motorized Rainbow Trail that is nearby would have negative impacts on elk that are trying to move to lower elevations through this area, especially during harsh winters.<br><br>Texas Creek Subunit:<br><br>Proposed CMTRA route S-1: We support the BLM's decision to deny the S1 motorized route requested by the motorized community. This proposed new route would be constructed outside the existing OHV use area, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands by providing the possibility of illegal ingress into the roadless Big Hole sub-unit. Since constructing the 7.6 miles of this proposed trial would involve significant surface disturbance on steep slopes, it would most likely require a Phase II Storm Water Permit because the surface disturbing activity would total more than the minimum 1 acre that triggers this level of permit.<br><br>BLM routes 871, 875, 1537 & 1538/CMTRA proposal S2: We support the continued closure of these routes under the Proposed Alternative C. This trail was closed as a result of the BLM's 1998 EA because it would provide motorized access into an area with important wildlife habitat including bighorn sheep lambing and important riparian areas. This would cross Fernleaf Gulch, which is a unique perennial stream that is a major tributary to the Arkansas River, and risk motorized incursions into the riparian area and adjacent wetlands that are rare in this area. This would also expand off-road vehicle use into the adjacent Red Gulch subunit that would create a longer-distance long loop trail system that would attract more off-road vehicle use, possibly drawing a different type of user from more distant parts of Colorado than currently use this area, and would produce significantly increased impacts.<br><br>BLM route segments 201, 1629 & 127/CMTRA route A1: We support the BLM's decision in the Proposed Alternative C to deny the A1 motorized route requested by the motorized community that was previously closed by the BLM due to violation of Public Land Health Standards. This requested trail would intrude into important wildlife habitat and provide the possibility of illegal ingress into the roadless Big Hole sub-unit. Additionally there is no research cited to show that the A-1 route will not damage the soundscape of the adjacent Big Hole subunit that has been proposed for wilderness designation by the Colorado Central Wilderness Coalition.<br><br>BLM route 596/CMTRA route A3: We very strongly support the |

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| | | continued closure of this route under the Proposed Alternative C. This trail was closed as a result of an 1998 EA by the BLM because 1) it is routed through an important riparian area in Maverick Gulch 2) it is outside the OHV open area and 3) it would negatively impact wildlife including intruding into bighorn sheep lambing area. There are two springs here-Maverick Gulch Spring #1 that runs intermittently into Maverick Gulch which is a tributary of the Arkansas River and Maverick Gulch Spring #2 that runs intermittently into an unnamed tributary through Fernleaf Gulch which is a tributary to the Arkansas River. Re-opening this 1.2 mile trail would have significantly increase sediment that is already a major problem from BLM lands into the Arkansas River. Since Maverick Gulch receives only intermittent flows, opening it up to motorized use will reduce the establishment of vegetation trail increases erosion and results in additional sediment movement into the Arkansas River. As this trail would have to be reconstructed, it would most likely require a Phase II Storm Water Permit since the surface disturbing activity in the reconstruction would total more than the minimum 1 acre that triggers this level of permit.<br><br>BLM route 290/CMTRA route A4: We support the continued closure of this trail segment under the Proposed Alternative C because it leads to the waterfalls on Fernleaf Gulch. This route was closed as a result of the 1998 EA by the BLM that found that it was damaging to this riparian area. This route is right in the gulch and it would risk motorized incursions right into the stream.<br><br>Road Gulch Subunit:<br><br>BLM routes 714, 495, 52 & part of 72: We support the decision in the Proposed Alternative C to close these routes to motorized use. These routes that be limited to horseback use, or closed to all use, under the Proposed Alternative C. This complex of trails is near to the McIntyre Hills Wilderness Study Area and would risk motorized intrusion by placing a motorcycle trail near to a horseback trail that enters the Wilderness Study Area. And routes 495 & 52 would dead-end at private property risking intrusion onto this private property.<br><br>In conclusion, I again thank the BLM staff for a proactive and enlightening public process in the development of the TMP, and especially applaud the BLM for protecting our vital public lands while maintaining balanced recreational uses. |
| Steve | Rood | I am writing in support of the proposed alternative plan for the Arkansas River. Please stick to the conservation minded plan and do not bow to special interests who want the area open to ORV use and shooting, there is enough land designated for these uses already. We Coloradoans increasingly need peaceful, serene places to enjoy. Thank you for setting an example of how we can preserve what's left! |
| Charles | Rose | see scan 144 |

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| Carl | Ross | Please accept this email as my input to your proposed TMP for Southern Colorado near Salida. I am in favor of the no action alternative.<br>Particularly, I am opposed to options A and C, which close areas near Salida and Turkey Rock to target shooting. Law abiding citizens and gun users need places to practice with and enjoy firearms. These lands belong to us and we<br>should be able to use them. |
| Mike | Rosso | First, I want to thank the BLM for all their hard work in preparing the Travel Management Plan for the Arkansas River. In my thirty years as a Southern Colorado resident; as former resident of Pueblo and current resident of Salida, I have seen huge<br>increases in the number of users of BLM lands, on foot, by bike, river, by horseback and motorized.<br>In my opinion the motorized users consistently have had the most adverse impact on the health of the public lands. Just one look at the damage done in the Castle Gardens area near Salida and the proof<br>is irrefutable; give motorcycles and OTV's an inch and they will take a mile, every time. They claim to self-police but it is like giving the wolf the keys to the henhouse. I support any effort on the part of the BLM to limit and regulate the use of motorized vehicles on public land. Thank you for your time. |
| Sharon | Rowe | As a resident of Salida, a sister community in the Arkansas River Valley, I am writing to express my support of limiting off-road vehicle traffic use of public lands throughout the Arkansas River Valley.<br><br>We must act as stewards of this prime scenery and habitat in Colorado, protecting both the elements & inhabitants of this environment that cannot speak for themselves. Certainly there are ways to enjoy this area without simultaneously eroding and eventually destroying what this land has to offer.<br><br>Do we have to tear up the terrain with 10 inch wide-wheeled vehicles spewing noxious emissions in order to appreciate our wilderness areas? Do we have to build a house on every inch of available open space in order to teach our children the joy of seeing a soaring eagle or catching a fish in a bubbling stream? Or can we park our cars in designated areas and use our own two legs to carry ourselves into these canyons and meadows and forests with fishing pole, camera, binoculars, and picnic baskets in hand to appreciate the gift we have been given to enjoy while on this Earth.<br><br>That protection can only be achieved through advanced planning and control today .... not 25 years from now when it is too late for the next generation to take in the surrounding beauty.<br><br>Thank you for taking a stand to protect and preserve the wilderness and public lands of the Arkansas River Valley, and all of Colorado. |
| Caleb | Rutledge | I feel that the proposed restrictions are nothing short of attempts at gun control. My tax dollars help make this land available for public use and your proposed action work to undermine that. |

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| David | Sagan | You people wont stop until ALL the trails are closed and then we wont have anywhere to go ride our atvs or motorized vehicles. I wonder who is paying you off to try and close that area off, it never ends. I have rode my atv in that area for years and would be pretty hurt to not be able to ride there. most of us ride the Texas creek area during the winter when everything else is closed because of too much snow, where will we go now? im sure you wont have a answer for that, your answer is just take away all our riding areas. |
| David | Salvetti | This letter is in regards to the Texas Creek OHV riding area.<br><br>Riding has become a very important part of my life. My wife and I have finally found something that we can enjoy together. Our weekends of "Camp -n- Rides" have been a great way for us to get out and be active together. We like to load up the "toys" and head off to new areas to ride and visit the local towns as weekend adventures. Even if we are unable to spend the entire weekend, day trips are a great get away from the city. The nice thing about Texas Creek is that it stays pretty mild all year so we have a place to ride during the winter. Now that PMI has been reduced to a crowded, dirty parking lot, Texas Creek is one of the very few places that we can ride together and enjoy nature during the winter months.<br><br>Alternative B seems like it would really improve the riding experience of the Texas Creek area. That's my vote!<br><br>And just for the record... I hear a lot of "trash talk" about dirtbike and quad riders tearing things up, but in all actuality, those are NOT the riders I see out in the trails! Those riders don't seem to venture too far from the parking areas. Ninety-nine percent of the folks we run into out in the beautiful trails are like us... respectful of others, respectful of nature, and respectful of the rules! We all know the rules and proper trail etiquette and have a wonderful sense of comradery out on the trails.<br><br>Please... help us protect our way of enjoying nature!<br><br>See also EA_Letter_ID 282 |
| Joyce | Sanchez-Soli | See scan 258 |
| Dick and Jan | Scar | See scan 226 |
| Cathy | Scarbrough | See scan 305 |
| Becky | Schiola | After looking at the maps, I really like Alternative C for our choice. Being an active member of RMBCH, we see the damage that motorcycles, ATV's, & bicycles do on the trails. I believe these users need to have a place to go and Texas Creek seems to be good. I run into many OHV's off the trails and the damage they do takes forever to go away. I will always be available to help repair and maintain our public lands and inform users to keep damage down. |

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| Steven G | Schwartz | RE: Proposed BLM Travel Management Plan for the Arkansas River corridor between Salida and Canon City.<br><br>7/27/07<br><br>I have sent this e-mail in support of the above referenced plan. I want to thank you for the excellent process that you used to gain public input, including public meetings, surveys and stakeholder interviews.<br><br>Motorized use<br>I support the restriction of motorized use to designated trails in order to protect natural resources and meet Public Land Health Standards.<br><br>I support the BLM's decision to deny the S1 motorized route requested by the motorized community that would run that would run outside the existing motorized use area, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands by providing the possibility of illegal ingress into the roadless Big Hole sub-unit.<br>I support the BLM's decision to deny the A1 motorized route requested by the motorized community that was previously closed by the BLM due to violation of Public Land Health Standards. This requested trail would intrude into important wildlife habitat and provide the possibility of illegal ingress into the roadless Big Hole sub-unit.<br>I support the use of seasonal closures and temporary wet weather closures as mitigation for all sub-units.<br>I support limiting the impacts of motorcycle Trials Events and practice to only one area in the Turkey Rock section of the Badger Creek sub-unit and denying the request for “open” areas in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice. Open areas are contradictory to the “limited to designated routes” policy and encourage off-route travel. Though it would be preferable to disallow any “open” motorized use designations, the Turkey Rock location has the least impact on natural resources and wildlife habitat of the three requested areas.<br>Thank you for closing motorized trails which can only be accessed from private subdivisions. These motorized trails are essentially inaccessible to the public, and are therefore of little public recreational value.<br>I thank the BLM for protecting the watershed and lands by closing unauthorized, user-created routes which were never planned or engineered for sustainable recreation.<br>I request that the BLM follow the USFS Pike-San Isabel’s lead on eliminating the road buffer. The current proposed road buffer is in contradiction with their “designated routes only” goal. |

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| Kenneth | Scott | As a property owner near Cotopaxi, and one who frequently recreates in the areas covered by the Ark. River TMP, I am writing to support the current proposed alternative of the BLM.<br><br>I understand there is an effort by the motorized community and the NRA to 'shoot down' the proposed alternative, but this is being conducted on a national basis, by people from out of state, many of whom have never even been to the area.<br><br>I am familiar with the proposed alternative, and with many of the areas covered by the TMP, and I believe the proposed alternative is the best way to protect the area<br>from resource damage, while providing a balance of activities for all the different user groups.<br><br>The proposed alternative is appropriately designed<br>to protect riparian areas, as well as roadless areas like Badger Creek, and provides a good balance of motorized versus non-motorized areas, with<br>good protection for the resource.<br><br>I urge you to enact the proposed alternative to the TMP, and I applaud the BLM's efforts to provide balanced use and protection for the area, without caving in to outside political pressure. |
| Bob | Scott | This comment pertains to Route #570 in the Sangre Foothills.<br><br>I am requesting that the road specified above not be closed to public travel. This is a jeep trail called MineSweeper that many of my fellow responsible off-road travelers enjoy traveling, and I had hoped to get out there and one day attempt this trail as well. We<br>always promote responsible four-wheel drive recreation, always staying only on legal, marked routes, never leaving any trash on a trail, picking up trash if we see it, and ensuring our vehicles are in clean, working condition. In addition, we always encourage others to follow our example, and will say something if we see others violating trail rules so that the public lands we enjoy will stay<br>beautiful and continue to be enjoyed by future users.<br><br>As a member of a group of responsible four wheelers (i.e. jeeps), we would like to have the opportunity to continue to enjoy driving on this road in the future, so please do not close Route #570 in the Sangre Foothills. |
| Robert X. | Seligman | My comment goes to the entire subject area. I am deeply concerned and unalterably opposed to a recent scheme which would limit hunting and sport shooting.<br><br>The venerable BLM which has for so long been a wise and skillful steward of public lands seems lately determined to protect the aforesaid lands from (not for) the public.<br><br>Ladies & gentlemen, be you respectfully reminded that these are our lands and we do NOT intend to be deprived or disparaged from the use thereof. Please mark that well! |

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| Rick | Sexton | Hello, I would like to comment on the TMP. First comment is where is the fire? Why are we given so little time to check the proposal? This is a large area with lots of trails and so little time to "ground proof". I feel you should slow down and give more time for the public to have a chance to review the plan and area thoroughly.<br>Second I see you have made allotment for more mtn bike routes around Salida but very few more ATV trails. ATV usage is on the rise and additional trails need to be planned. As more and more "baby boomers" age we will need more places to ride. Also with an ATV you cover more terrain in a day so many more miles of trails need to be available. If your goal is to reduce user created trails the you MUST plan more trails for this growing sport which covers many miles of trail in a riding day.<br>Third Not allowing hunters to retrieve down game on ATV's makes no sense. Hunters should be allowed within reason the ability to get closer to down game. By not allowing this you reduce the ability of older and less healthy hunters there enjoyment of hunting.<br>Fourth Why are you catering to the exclusive use groups. The world is not a big enough place for everyone to have their own utopia. User groups should be expected to share this small resource and not demand and receive special treatment because of their intolerance. ATV users are willing to share the backcountry with other user groups. The motto of the BLM should be "Expect and Respect other Users"<br>In closing I recommend the No Action Alternative. |
| Betsy | Shade | See scan 251 |
| Tom | Simard | I would like to request the removal of #570 in the Sangre Foothills from the list of potential closures. This is a 4x4 trail known as Minesweeper, and is known nationwide within the 4x4 community. |
| MICHAEL R. | SIMPSON | AS THE PRIMARY SPONSOR OF THE COLLEGIATE PEAKS ENDURANCE FOR TEN YEARS,(1989 THRU 1999) I HAVE WITNESSED OVER 450 MOTORCYCLES TRAVERSE MANY TRAILS IN THE 4 MILE AREA TWO TIMES FOR EACH EVENT X 10 EVENTS = 9000 PLUS TRIPS AND AFTER THE NEXT DECENT RAIN, I DEFY YOU TO SEE ANY ALTERATION TO THE TRAIL !!!!!!! IT IS FOR THIS REASON THAT I REQUEST THAT ALL ATTEMPS NESSARY BE MADE TO REOPEN ALL CURRENT (AND I SUSPECT ILLEGAL) ROAD AND TRAIL CLOSURES, AND THAT NEW TRAILS, THAT CAN SERVE AS "CONNECTORS" BE GENERATED AS SOON AS POSSIBLE IN THE 4 MILE AREA.<br>BY REOPENING ALL THE OLD TRAILS, AND BUILDING CONNECTORS, YOU WILL BE DISPERSING THE USAGE AND THUS MINIMIZING ANY PERCEIVED "DAMAGE". |
| Jon | Sirkis | I urge you to support the Proposed Alternative for the Travel Management plan for the Arkansas River TMP. I believe that this plan best protects the environment and recreational options for the public. Thank you.<br><br>Also see Public_ID 179 (Same Person?) |

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| Rocky | Smith | I am writing to ask you to hold firm in your determination to keep off-highway vehicles on designated routes. These vehicles can do immense damage to soils, water quality, and the effectiveness of wildlife habitat if they are not carefully managed.<br><br>Allowing motor vehicles only on certain routes would protect species like bighorn sheep and lynx that do not fare well with a heavy human presence.<br><br>It would also preserve areas for quiet (i. e., non-motorized) recreation. Opportunities for such recreation are disappearing because of the constant expansion of unmanaged, or poorly managed, motor vehicle use.<br><br>It is very important to keep all motor vehicles out of any roadless areas, both those inventoried by the agency and those surveyed by citizen groups.<br><br>To insure public safety, I support the proposal to close most or all areas to recreational shooting. Shooting must only be allowed where there is assurance that other users would not be harmed or disrupted. Hunting with firearms can still be allowed, in season, by licensed hunters.<br><br>Please keep me informed on the progress of the travel plan. |

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| Jean C. | Smith | Attached are my personal comments on the Arkansas River Travel management Plan. Thank you for the excellent document and the hard work that went into preparing this EA. It sets very high standards.<br><br>I have visited a number of areas included in the study area, both on foot and in a vehicle. My experience in the creek bottom and adjacent uplands of Badger Creek, the southeast corner of the Red Gulch unit, the east side of Texas Creek unit, the west side of Big Hole unit, and in the McIntyre Hills and Grape Creek WSAs, in addition to my study of the whole travel planning area, has convinced me of the extraordinary values found in these low elevation lands for core wildlife habitat, maintaining lower density routes systems, protection of several important species of both plants and animals, future Wilderness designations, year round recreation and maintaining the wild character of the more remote portions of the area when housing development and recreation are increasing dramatically in the Arkansas River corridor and adjacent private lands.<br><br>Thank you for the detailed analyses, extensive public input opportunities and attention to the very complex details of differing ecosystems and types of uses that are described in the Environmental Assessment. I appreciate the amount of work that went into creating this plan. It sets high standards for accurate inventory data, citizen participation and application of sound biological principles.<br>It is a monumental task to reconcile the various possible management options, and your general perspective that the health of the land is paramount is deeply appreciated. I strongly support the actions that will best protect the land and wildlife, as determined by your biological analyses. Because of the potential for significant damage to the land by motorized recreation in particular, the BLM should defer to the scientifically based management options that will best protect the planning area, even if this is in conflict with recreation uses. The Bureau of Land Management is to be complimented on preparing a balanced and ecologically sensitive preferred alternative.<br><br>I support the Proposed Action (Alternative C). It will allow a modest increase in recreational uses while protecting sensitive wildlife habitat, riparian areas, the general integrity of the areas and most of the traditional motorized uses.<br><br>I am opposed to Alternative A – the high recreation use alternative – as it would bring undue pressure on these lands, open new routes which in my opinion would compromise the public lands health and not allow for a balance between quiet and motorized recreation opportunities.<br><br>General comments common to Alternatives A, B, and C<br><br>I support the follow actions that are common to the three alternatives:<br><br>In OHV Limited Areas, I fully support the change on OHV and mechanized use from “Travel on Existing Routes” to “Travel on Designated Routes.” This is scientifically sound and good common |

sense. Many of the existing routes were never intended to be used for high-use recreation and are not properly sited or constructed, and in addition many were user-created with little regard to routes density or locations. Clearly the most benefit will come from channeling OHVs to designated routes, but mountain bikes also create considerable damage and I approve the inclusion of mountain bikes in this restriction.

Setting the maximum distance for driving off designated routes to park or camp at 100 feet is reasonable and necessary to prevent a proliferation of short user-created spurs.

Disallowing motorized access to BLM land from adjacent private land will prevent proliferation of user-created routes and provide equity to all public lands users who would not have access to these private access points. Allowing foot and horse access from private lands is quite acceptable.

Resolving issues with non-maintained county roads is important. However, each route in question should be analyzed as to whether it is really needed for access, particularly if the proposed solution would be incorporating the roads into BLM's system.

Retaining the OHV Closed designation for all currently closed areas and changing the designation of High Mesa Grassland ISA from OHV Limited to OHV Closed is imperative to protect the values which led to their original closures.

General provisions of the Proposed Action – Alternative C

I support the following provisions of Alternative C.
Closure of the target shooting areas at Turkey Rock and Salida (in both A and C) is a reasonable and necessary action for public safety and reduction of habitat destruction and noise. The extensive damage to rocks and trees that is characteristic of shooting areas is untenable from a resource and aesthetic perspective; the danger to nearby private land owners and visitors to the area is a public safety issue; and the constant noise from such areas has an adverse impact on the recreational experience of all other users. There are many other opportunities for this activity in more suitable places.

I strongly support the provision in Alternative C to change OHV Open Areas to OHV Limited Areas. The days when unrestricted travel across public lands was feasible are long gone. Our public lands cannot sustain the extensive and permanent damage from unrestricted travel, and agencies are hard pressed to restore the ecosystem integrity from past uses. It is likely that if such a provision had been in place in the past, many of the issues and problems of today would be of less consequence.

The creation of a new OHV Open Area at Turkey Rock for trails bikes is reluctantly supported. I would prefer that there be no open areas, but of the possible location, Turkey Rock is the least damaging. It seems this is a necessary compromise. When the area is created, it must be designed with great care and with appropriate management of trails events, mitigation of damage and general attention to the impact on the land. I oppose the option in Alternative A to also designate Reese Gulch as OHV Open.

Miles of Routes by Travel Use: The miles of uses in Alternative C preserves a balance between motorized and quiet uses across the planning area. The increase in equestrian and bicycle use over the existing conditions is helpful to encourage these less damaging activities. However, I note that virtually any use during wet weather can have a serious effect, and this certainly applies to horse and bike travel.

Maintaining motorcycle and ATV travel at approximately the current level is acceptable, especially since travel will now be on designated routes, and reducing general travel miles is helpful.

Closing more than 110 miles of unused and unneeded routes is excellent. These routes should be properly barricaded depending on their location and potential for trespass. Physical barriers, signs, ripping and seeding with sterile non-native species or native species will help reduce unauthorized use and eventually many of these routes will naturally revegetate.

The use of seasonal and temporary closures should be pursued on all travel routes in wet seasons or unusually inclement weather.

I strongly oppose the increased travel miles generally represented in Alternative A, particularly nearly five times as many motorcycle miles and somewhat less than double the number of ATV miles. Many of these would involve reopening closed routes and/or constructing new routes, both of which are generally unacceptable. The increase of bicycle miles from 2.5 to 47.3 in Alternative A is also unwarranted. The perspective that the anticipated increase in motorized recreation demand can best be managed by creating new routes and thus diluting the negative impact of any given route is, in my opinion, misguided and inaccurate. While individual routes might have less resource damage, the overall impact of additional routes is much greater than the sum of their parts. In particular, the fragmentation of wildlife habitat would be excessive and unconscionable. The new routes proposed by some not only carve up areas into smaller parcels but radically expand into core wildlife habitat beyond the current bounds of motorized use. From a wildlife perspective, this is a serious impact. The impacts of increased recreation need to be managed/mitigated through a well-maintained routes system that provides for a variety of experiences in a variety of settings with adequate user education and enforcement.

Appropriate construction and adequate maintenance of routes is very important if the routes system is to provide quality recreation while maintaining public land health. I noted throughout the document excellent Desired Future Conditions and Mitigation recommendations. Adequate siteing of any construction to protect the land and wildlife, best construction practices and adequate budget and staff to maintain routes relative to the degree of travel received are necessary for the success of this travel plan.

Affected Environment, Environmental Consequences and Mitigation Measures

I appreciate the detailed analysis in this section of the document (beginning on p. 35). Although several inventories were not conducted or mitigation was not proposed, I trust the BLM will take air quality, invasive non-native species and cultural, historical, paleontological and Native America concerns into account in management strategies and project level actions.

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| | | Protection of the Wilderness Study Areas (including High Mesa Grasslands ISA) is important to preserve their eligibly for future Wilderness designation. I appreciate the prompt action of BLM in closing unauthorized trespass into McIntyre Hills WSA, for example. As the BLM is aware, all of these areas are included in Wilderness recommendations proposed variously by the Central Colorado Wilderness Coalition's Wild Ten, Upper Arkansas and South Platte Project's Wild Connections, Friends of Browns Canyon's Browns Canyon and the Colorado Wilderness Network's Citizens' Wilderness Proposal for BLM Lands. These proposals are gaining support from Colorado's Congressional leadership and hundreds of local and regional stakeholders.<br><br>Protection of ACECs, Colorado Natural Areas, and Potential Conservation Areas is equally important for these represent unique and irreplaceable biological or natural resources. All management activities in these areas should preserve the features for which the areas were designated, and if necessary travel and recreation should be restricted in order to protect them. Likewise, the threatened and endangered and species of concern described in the EA should be given highest consideration in any management activities.<br><br>Vegetation values include the preponderance of low elevation ecosystem types which provide extensive wildlife habitat year round, a number of significant riparian zones in a generally arid area, and a great diversity of ecosystems across the whole planning areas. Soil conditions, water quality and watershed health are affected by routes densities among other factors. These values should be protected as travel management activities progress. I particularly noted the excellent mitigation actions for riparian areas on page 83. Alternative C is best suited to maintaining an appropriate vegetation quantity and quality.<br><br>The table on page 87 shows that the amounts and percentages of Core Habitat Areas is relatively the same in both Alternative A and C. From a wildlife perspective large blocks of intact core habitat, especially with riparian areas, is one of the most important values to be preserved on our public lands. Thus maintaining the current core habitat by not reopening routes or constructing new routes is especially important. Equally important is the impact to seasonal and daily movements of larger wildlife species through connecting linkages/corridors. This has implications for the type and level of use of all routes, as well as any proposed routes. For example, unduly restricting the ability of bighorn sheep bands to get to the few water available sources would have a definite adverse affect. Overall, concentrating motorized use in the Texas Creek Subunit and a few other places will not only balance recreational uses but will benefit wildlife.<br><br>Socio-economic considerations<br>I felt that the socio-economic analysis was very sparse, considering the number of pages devoted to other issues. Increase in population in Colorado and the immediately affected counties, along with the great potential for tourism, recreation and outfitter based local businesses, will have an effect both on the BLM lands and local economies. In particular, one should not underestimate the economic benefits of quiet recreation such as hiking, photography, |

horse back riding, backpacking, wildlife watching, birding and similar activities. In the midst of the heavy motorized use on the BLM lands and on the Arkansas River itself, these quiet uses should be kept in appropriate balance.

Requests for New Trails

A-1 ATV/motorcycle trail.

I strongly oppose the A-1 trail. Reopening the portions of the proposed trail that was closed in 1998 would greatly expand the motorized area beyond the currently OHV open areas, would require expensive new construction for most of the trail and reconstruction of the rest. Part of the proposed route is in the East Gulch riparian zone and motorized use would adversely affect riparian vegetation, water quality and wildlife. Further, this would effectively eliminate a quiet use trail, which from my experience, is a peaceful break from the heavy traffic on the road that is the access point in East Gulch. I note that the rough costs of constructing ATV trails is $15,000 per mile (Appendix 12, p. 9). In addition to the biological issues, this would be an unwarranted expense for the benefit of a limited number of people. I support BLM's decision to not include A-1 in Alternative C.

A-2 ATV/motorcycle trail.

Reopening/constructing this trail should only be done if a detailed analysis determines that it will not adversely affect wildlife, erosive soils and water quality.

A-3 ATV/motorcycle trail.

I strongly oppose the A-3 trail. Reopening this trail that was closed in 1998 would greatly expand the motorized area beyond the currently OHV open areas, would require rerouting to avoid riparian habitat, and have an adverse effect on wildlife. Maverick Gulch is an important riparian zone, there are at least two springs (Maverick Gulch #1 and #2) that would need additional protection, and the trail would intrude into the bighorn sheep lambing area which is an unacceptable impact on wildlife. Opening this area to motorized travel will reduce the amount of vegetation and increase sediment into the tributaries of the Arkansas River. I support BLM's decision to not include A-3 in Alternative C.

A-4 ATV/motorcycle trail.

I oppose the A-4 trail. Reopening this trail merely to ride to the Fernleaf waterfalls, with the resulting damage to the riparian area, is objectionable. There is no pressing need to ride rather than walk to the fall. I support BLM's decision to not include A-3 in Alternative C.

S-1 Single track motorcycle trail.

I very strongly oppose the S-1 trail. Completely new construction of 7.6 miles of single-track trail through an extremely rugged part of East Gulch is just not acceptable. It is clear that the proponents in submitting their proposal had not actually explored the area, and the ruggedness of the terrain is born out by my own brief experience in hiking just a short distance on the upper area, as well as by BLM staff who attempted to trace the route. The expenses and technical difficulty of construction along the purported route would be a very unwise use of resources. In addition it would greatly expand motorized use beyond the current OHV open areas located several miles to the west, and potentially provide access into Big Hole. More

important would be the impact on a currently roadless area which is a large core wildlife habitat area that extends eastward into the Big Hole Subunit. Large core areas with low routes density and good wildlife habitat are hard to come by, and with the heavy motorized impact to the west of the main road, it is vital that this area remain intact. As BLM knows, the suggest trail location is in an area proposed for Wilderness in the Wild Ten and Wild Connections Conservation Plan, recommendations that were based on extensive studies of the wilderness qualities, wildlife habitat, riparian resources and quiet recreation potential.

S-2 Expert motorcycle trail.
I strongly oppose the S-2 trail. Reopening this trail between Reese Gulch and Red Gulch to accommodate a few expert motorcycle riders is not acceptable in light of the inevitable damages to riparian habitat, Fernleaf Gulch environs, water quality and wildlife, including a bighorn sheep lambing area. The extensive mitigation measures that would be needed are very expensive, and in addition this would expand motorized use beyond the current OHV open areas. I support BLM's decision to not include S-2 in Alternative C.

Requests for Bicycle Trails
I support conditional approval of the proposals from the Salida Mountain Trails Park Committee for additional bicycle trails in the Salida area. The proposed alternative authorizes only those routes that meet both safety and public resource protection standards, plus it requires that adequate maintenance is provided. It is important to concentrate high-use bicycle trails in manageable locations especially near urban centers. Further, these trails will enhance the opportunities for quiet recreation and bring increased value to the local economy.

Other trails

There are a number of trails in other sub-units that are included in Alternative A that are not in the best interests of the health of the land.

Sangres Foothills Subunit
o BLM routes 1276, 1296, and 1269 in the Sangres Foothills Subunit are often duplicative or short spurs. These are left open in Alternative A, and I believe that the sedimentation from the whole complex of routes in that area is harmful to water quality. I recommend that this decision be reviewed.

o BLM route 212 crosses a large sand gulch and deadends at private property. The damage caused by sand play and the potential trespass into private land, as well as less impact on adjacent elk wintering grounds would recommend that this route be closed. I recommend that this decision be reviewed.

o BLM route 422 that would be reopened in Alternative A also ends at the private property noted for Route 212 and is located in elk winter range with the potential for wildlife impacts. I recommend that this decision be reviewed.

o Alternative A would open 430 and 210 for motorcycle use that have been in the past and would continue to be restricted to

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| | | administrative use under the Preferred Alternative. These routes duplicate a similar route to the west, both of which are close to the Sangre de Cristo Wilderness, lynx habitat and are located in an elk winter concentration and migration area that will have negative impacts on elk that are trying to move to lower elevations.<br><br>o I Support the BLM's decision to close BLM routes 431 and 433 that are near to lynx habitat on BLM lands and in the adjacent Sangre de Cristo Wilderness, and are located in an elk winter concentration and migration area.<br><br>Road Gulch Subunit<br>The proposed Action Alternative C limits BLM routes 714, 495, 52 and part of 72 to horse use or are closed to all use. I support this action and oppose opening these routes to motorcycle use. Their proximity to the McIntyre Hills Wilderness Study Area makes them good candidates for equestrian use, and allowing motorcycles increases the risk of motorized intrusion into the WSA.<br><br>Thank you for the opportunity to share my perspectives and information. I look forward to a strgon Preferred Action/Alterantive C. |

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| Tom | Sobal | Pleas accept our comments on the Arkansas River Travel ManagementPlan (TMP) draft Environmental Analysis. We want to thank you foraccepting public input on these, and doing such a good job inresponsibly protecting and maintaining theresource that is BLM public lands.<br><br>Our group, The Quiet Use Coalition, promotes, preserves and createsquiet use areas and opportunities on public lands and waters. We arebased out of Chaffee County, and are very familiar with many of thelands this plan covers.<br><br>We think that a main concept in the plan, restricting mechanized andmotorized used to a designated system of routes, is very good. Repeated cross country travel by all recreational users, motorized orquiet, can and has had devastating effects on the lands in our area.<br>In order for this recreation use to be sustainable, it should berestricted to designated routes. The proliferation of user createdroutes has gotten out of hand in some areas, and needs to be stoppedfor safety, environmental, other reasons. The Castle Garden area isa great example of a place where unrestricted motorized recreationhas had a significant and perhaps irreversible negative impact on the<br>land.<br><br>We also support restricting motorized access to BLM lands from private property. This will make this type of use more sustainable and manageable.<br><br>We feel the plan perhaps does not go far enough in allowing travel 100 feet off routes for dispersed camping. As this use becomes more<br>popular, this opens a loophole for the creation of more user createdroutes. Perhaps this type of camping can be allowed by creatingofficially designated and signed/mapped dispersed camp sites that arepre-appoved to be sustainable and non-damaging.<br><br>We generally support trying to concentrate areas of high recreationaluse, such as motorized ohv use near Texas Creek and the system of<br>bicycle routes proposed near Salida. Concentrating and evenseparating these uses in these areas is safer for the users, and better for the land, soil and wildlife.<br><br>With this in mind, we support denying the proposed S1 and A1 motorizedroutes near Texas Creek. These routes would infringe on sensitive<br>areas, and should not be allowed.<br><br>We also support the plan’s proposal to continue to keep routes S2 A3and A4 closed in the Texas Creek area. These routes were closed because they were infringing on sensitive areas like Fernleaf Gulch,and should continue to be closed to protect this area.<br><br>We also like the idea of prohibiting recreational gun shooting nearresidential areas, like Salida. |

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| | | Members of our group have concerns about the opening of the open travel Trials area near Turkey Rock. We feel this sets an inconsistent precedent with the rest of the plans restriction to open cross country travel. Quiet users frequently use this area also, and feel like they will be displaced and negatively impacted by noise and dust if the low level of motorized use in this area increases. We would like to suggest restricting the hours of motorized use at this site to perhaps 10 a.m.- 5 p.m. as a compromise to lessen the conflicts.<br><br>We support the proposals and guidelines for opening official quiet trails in the Salida area as proposed by Salida Mtn. Trails. These routes should and can become an asset to the community, much like the Whipple trail is for Buena Vista. Many of our members will be actively participating in the rehabilitation of these routes. Concentrating lower impact and quiet use routes near population centers makes sense.<br><br>We would have liked to have seen more hiking/foot trails designated in the proposal. A recent Chaffee County visitor survey showed that foot traffic (walking, hiking and running) was much more popular among visitors than other forms of recreation like Mtn biking,boating, etc. Most pedestrians prefer to stay on an official trail,<br>and many do not want to have to share it with bicycles, horses, or motorized users if these other uses are at a high enough level (high levels of multiple use displaces hikers for safety and userexperience reasons).<br><br>Our group has a proven history of contributing multiple hours of volunteer work to public land agencies, like the Forest Service and also to a lesser extent the BLM. We know that some of the designated mtn bike trails near Salida in the plan get more foot traffic than mtn bike traffic, and we would be happy to step in to maintain, rebuild, reroute or make these routes sustainable as hiking trails if the mtn bike/Salida Mtn Trails group feels they are not suitable for bicycle<br>use.<br><br>With this in mind, we would like to volunteer our services to the BLM to help implement the plan once it is finalized. We will be assisting in helping to create new trails, but also are willing to assist with the less exciting work of route closures and delineation. We have already spoken with Merle Blankenship and Starr Jamison regarding this.<br><br>On the whole, we applaud and commend the BLM for considering the sustainability of use and environmental and resource protection issues in this plan. It is generally a good proposal. |

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| Val | Southers | Alternative C seems to me to be the best. Increasing miles for ATV's creates more damaged trails as on Rainbow Trail, they create curbs at the sides of the trail so rain water rushes inside the curbs & washes the dirt awy - what remains is rock.<br><br>Bicycles also create washes down the center of the trails - i.e. ruts. Livestock on the other hand helps keep ruts broken down & more level.<br><br>The alternative which holds down ATV & bicycle miles lowest is the one I support. |
| Steve | Sovaiko | see scanned comment |
| Cody | Spanier | I'm writing in opposition to the proposed closures of some very popular mtn bike routes mentioned in a recent article in the Rocky Mtn. News. I'd love to have more information on the reasons for the proposed closure and whom is complaining . My experiences on these trail has been all positive with other trail users. I think a majority of mtn bike riders would agree that everyone seems to get along just fine. Being courteous (all trail users)goes a long ways.<br><br>I think I saw mention of pack strings which I'm assuming has something to do with the horse riding crowd mentioned in the article with some complaints on Mtn. bikers. Not to make light of something serious but an occasional spooked horse is off set by the 5 lb horse manure piles I get to dodge on my bike.This issue has 2 sides and I hope the group whom make the ultimate decision doesn't pick a side but sits down with both or multiple parties and make an informed decision everyone can be happy with.<br><br>I move to Colorado 10 years ago for the biking/ beautiful climate and recently to Salida. Chaffee County has some of the best trails in Colorado and the US for that matter. Monarch Crest trail makes the top 10 list of best trails for mountain biking almost every year for the entire country. Part of the reason is the great options on the bottom half which is on the chopping block potentiallly. Thanks for you time. |
| THOMAS | SPEER | PLEASE DO NOT TAKE AWAY ANYMORE FISHING HUNTING HIKING OR CAMPING RIGHTS.<br><br>WE HAVE LOST SO MANY RIGHTS THEN A BEAURACRAT COMES ALONG ADDS AND AMENDMENT TO A BILL AND SCREWS OVER ANYBODY WHO LOVES THE OUTDOORS. PLEASE STOP I DO NOT BELIEVE IN POLITICALLY CORRECT I BELIEVE IN WHATS RIGHT!!!!<br><br>IF WE TOOK EVERY NEW LAW PASSED SINCE 1950 AND SCRAPED THEM. AND USED THE LAWS PREVIOUSLY WRITTEN AND ENFORCE THEM TO THE LETTER WE WOULD HAVE VERY FEW PROBLEMS THE BAD GUYS WOULD BE IN PRISON OR BOOT HILL!!! |

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| Patrick | Stanifer | I want to thank you for your solicitation of public input for the TMP of Ark. River corridor between Canon City and Salida. I am a Beulah, CO native and have hiked and climbed extensively in the impressive canyons and trails of this most beautiful canyon.<br>I support the restriction of motorized travel in this area. I have seen this pristine area riddled with single and double track ORV's roads. The BLM is commended for the high set of standards to be met for trail maintainence. I support your decision to deny the S1 motorized route to preserve the fragile habitat.<br>I support the decision to deny the A1 motorized route, previously closed by the BLM due to violations of Public Land Health Standards.<br>I support the limitation of Trials events as they are destructive to the land.<br>I encourage you to protect the High Mesas Grassland Research Natural Area by closing it to motorized use.<br>I support concentrating motorized travel in the Texas Creek area rather than spreading into backcountry regions.<br>Thank you for protecting public lands for the future. |
| John | Stevenson | I feel that Alternative C Travel Management Plan would be more than fair! Current member of Backcountry Horsemen (RMBCH |
| Robert | Strader | I am in support of your conservation minded plan for he north and south sides of the Arkansas River west of Canon City that could limit noise and habitat upsets caused by unregulated off-road vehicle use..in this region. Besides driving through this area taking short off road hikes I and my friend Richard Saferstein of NewJersey have floated the river through Brown's Canyon. We were very impressed with the terrain and plant and animal life seen from the river and the wild quiet of it all.. I am retired and travel between residences in the Ouachita Mountains of Arkansas and the Ten MILE RANGE SUMMIT COUNTY Colorado. Thankyou for your forward looking plan to preserve this wild place in Colorado for our children and our national an international visitors to this river and its canyon. We are grateful for your service to our public lands and their preservation. |
| James | Strates | Public lands... I have seen very many trails recently closed to motorized traffic. Why is it that there are federal laws that force a bar owner to have his establishment accessable to the handicapped, but don't blink any eye when it comes to closing a trail. This prohibits non-ambulatory citizens from being able to enjoy their land. Think if you lost the use of your legs...where would you be able to go; the liquor store and Walmart!<br>Please don't close down the best trails to motorized traffic. Have you given any thought to sub-classing vehicles? Maybe allow ATV/Dirtbikes, but not large trucks and jeeps? I think you'll find the majority of atv'ers are responsible adults. Raise the fees, but don't close the trails. |
| Lorraine | Streckfus | See scan 234<br><br>Please mask personal identifying information if this letter is publicized |

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| Larry | Strohl | As a former member of the Front Range RAC for five years, I am familiar with the good work you and other BLM staff accomplished on the proposed EA for the Arkansas River TMP. I also saw first hand the kind of habitat degradation that has occurred due to the “pioneering” of trails by OHVs, especially ATVs.<br><br>As you know, the BLM has no real choice if you are to meet the direction set for you in NEPA and other legislation to protect the lands you are charged with managing but to direct travel to designated routes and to even close access to areas that have been degraded by abuse from thoughtless operators of OHVs.<br><br>We are both well aware of the heat you will take from those who have committed this abuse and their supporters, primarily the NRA. However, the increasing public demand to recreate on BLM lands obviously requires the actions you are proposing in the Arkansas TMP.<br><br>I want to share with you that my employer, the Colorado Division of Wildlife, is well aware of the issues with damage to public lands by OHVs and has been meeting with concerned sportsman and organized OHV groups to formulate legislation for the 2008 session that will allow our officers to assist in the enforcement of BLM and Forest Service travel management regulations. CDOW, sportsmen and responsible OHV users recognize the damage irresponsible OHV users are causing.<br><br>I am pleased to support the recommendations you have made to manage the legitimate recreation desires of the diverse publics you serve. |

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| Mike | Sugaski | I feel that the preferred alternative is a balanced approach to an ever increasing demand for public lands. All users must become more tolerant of one another and must help maintain the routes they use. I am willing to help with the construction and maintenance of trails. I realize the BLM just doesn't have the resources to do it all.<br><br>My main concern is with the trails that begin on National Forest Lands and end below on BLM lands.<br><br>Please defer your decisions until such time the NF makes a decision on whether or not they plan to include the trails within their system, and if so, what type of travel they will allow. An example of the issues that may occur without coordination with the Forest Service would be that one agency would limit the use to non-mechanized or motorized and the other would designate otherwise. If the BLM portion of the trails are included as open in your decision this would only encourage use on non-system trails on NFS land where environmental concerns have not been addressed at this time. People may get the ideal that this type of use is acceptable which would make it more difficult for all agencies to manage their travel systems.<br><br>I'm particularly concerned with a trail (Columbine Draw near the end of County Road 101) you have designated for horse and foot travel only. I have used this trail often over the past ten years and have only seen one other user and that was a locale resident hiking up. I have never seen a horse or evidence of a horse on the trail. It is a very discrete trail (old mining road) that is mostly used by mountain bikers. I would hate to not be able to use this trail with is an ideal loop route starting at the parking area just before the NFS boundary, up the 101 road, across the Rainbow Tr., and back down the Columbine draw trail. The other benefit is that the trail uses an old logging/mining road ending on BLM land and CR 101. |

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| Laurita | Summerton | Thanks to the BLM for your forward-looking, well-balanced plan that illustrates the high level of responsibility the BLM proposes to meet the Public Land Health Standards. And compliments to you on the excellent process that you use in soliciting public input, including public meetings, surveys and stakeholder interviews. I urge you to continue responsible planing by the following:<br><br>Motorized use:<br><br>Restrict the motorized use to designated trails in order to protect natural resources and meet Public Land Health Standards. You have used an innovative set of standards that must be met for adequate maintenance of high-use trail systems.<br><br>And I support your decision to deny the S1 motorized route requested by the motorized community that would run outside the existing motorized use area, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands by providing the possibility of illegal ingress into the roadless Big Hole sub-unit.<br><br>There areas near my home that I cannot use because of the noisy, dusty and dangerous environment I encounter, caused by swarms of ATVs roaring around the mountainside. These nearby areas are essentially closed to me because of the ATVs. I have to drive further to get to a place where I can walk safely and quietly through these beautiful Colorado mountains.<br><br>I also support the BLM's decision to deny the A1 motorized route requested by the motorized community that was previously closed by the BLM due to violation of Public Land Health Standards. This requested trail would intrude into important wildlife habitat and provide the possibility of illegal ingress into the roadless Big Hole sub-unit.<br><br>Please continue to use seasonal closures and temporary wet weather closures as mitigation for all sub-units, and limit the impacts of motorcycle Trials Events and practice to only one area in the Turkey Rock section of the Badger Creek sub-unit AND deny the request for “open” areas in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice.<br><br>Open areas are contradictory to the “limited to designated routes” policy and encourage off-route travel. Though it would be preferable to disallow any “open” motorized use designations, the Turkey Rock location has the least impact on natural resources and wildlife habitat of the three requested areas.<br><br>Thanks for closing motorized trails which can only be accessed from private subdivisions. These motorized trails are essentially inaccessible to the public, and are therefore of little public recreational value.<br><br>I applaud the BLM for protecting our watersheds and lands by closing unauthorized, user-created routes which were never planned |

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| | | or engineered for sustainable recreation. We CAN stop erosion and deterioration of the natural environment by limiting the use of motorized transport.<br><br>I request that the BLM follow the USFS Pike-San Isabel's lead on eliminating the road buffer. The current proposed road buffer is in contradiction with their "designated routes only" goal.<br><br>Wildlife, Fisheries and Sensitive Areas:<br><br>Protect the High Mesas Grassland Research Natural Area by changing its designation to "closed to motorized use."<br><br>Protect the vital riparian and wetland resources of Fernleaf Gulch, Maverick Gulch and East Gulch.<br><br>Preserve the riparian, fisheries and wildlife values in Badger Creek sub-unit by closure of user-created routes.<br><br>Support the draft plan's value of protecting high quality wildlife habitat, especially in the light of increasing development in the area.<br><br>Protect critical core wildlife habitat as well as those areas vital to migration and connectivity.<br><br>Protect rare and sensitive plant species that were being threatened by motorized use by closing a number of unauthorized user-created routes.<br><br>Protect important riparian and wildlife habitat by maintaining prior road closures in the Crampton Mountain sub-unit.<br><br>I support BLM's common-sense decision to safeguard public safety by closing two small areas to rifle shooting which border private housing developments. There are areas near my home where I am afraid to walk because I can hear rifles firing in the distance.<br><br>Quiet Recreation:<br><br>I support the conditional authorization of a bicycle trail system that is near Salida. The proposed alternative authorizes only those routes that meet both safety and public resource protection standards, plus it requires that adequate maintenance is provided. It is important to concentrate high-use bicycle trails in manageable locations especially, near urban centers.<br><br>Restrict bicycle use to designated trails in order to protect natural resources and meet Public Land Health Standards.<br><br>I also support concentrating off-road vehicle routes in the Texas Creek motorized area, rather than spreading them into peaceful backcountry areas.<br><br>Please protect important wildlife habitat and migration corridors while providing non-motorized opportunities for hiking, mountain biking and horseback riding in a quiet and remote setting in a section of West McCoy Gulch. |

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| | | I want enhanced non-motorized recreational opportunities for hiking, mountain biking and horseback riding in the Grand Canyon Hills sub-unit.<br><br>Wilderness:<br><br>We must protect the McIntyre Hills Wilderness Study Area boundary by reducing motorized access in adjacent parts of the Road Gulch sub-unit and preserve the natural character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills sub-units. Wild Connections and the Central Colorado Wilderness Coalition propose Badger Creek and Table Mountain, where Big Hole is, for Wilderness and I endorse that proposal.<br><br>Thanks for doing a great job! |
| Kent | Sundgren | #6. You don't need much acreage to have a quiet experience, just go sit down or stand up and remain still and quiet and you get that type of experience. If you want to hike or move around you'll need to share the area with Multiple Use users.<br><br>#8. There are not very many other places to go during the winter and we need more trails and more open access for all users, not less.<br><br>#9. All trails that have existed should remain open or be reopened to increase mileage and mitigate user<br>conflicts.<br><br>#11. Close off a small area for quiet use, keep rest for Multiple Use access and users, we can and will share with all.<br><br>#12. You can't and shouldn't tell private land owners what to do with their lands or how to manage those<br>private uses. The Environmental Stakeholders are just crazy on this idea. |
| Eric | Swab | I would like to express my strong support for the Bureau of Land Management's proposed Travel Management Plan for the Arkansas River<br>Valley. I believe that it is important to preserve and encourage the quiet use of this natural resource. It is also important to mitigate the damage being done by off road motor vehicles. While the proposed plan does not eliminate motor vehicle use, it does limit them to designated routes.<br><br>My congratulations to the BLM for taking this forward looking approach to the management of the Arkansas River Valley. |
| Jan | Swarm | See scan 254 |

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| Dave | Swinehart | You, obviously, have a tough job balancing so many diverse interests, but my opinion is we should always put land, and it's creatures, above all other "uses". Thanks for your well balanced plan that the BLM has proposed. The process you used to solicit input has been very good.<br><br>My specific thoughts on this Travel Plan:<br><br>1) Motorized Use:<br>a) Restrict motorized use to designated trails<br>b) Good decision to deny S1 motorized route<br>c) Thanks for denying A1 motorized route<br>d) Have seasonal closures and wet weather closures<br>e) Limit motorcycle Trails Events to only one area in the Turkey Rock section of the Badger Creek sub-unit and deny opening areas in Grand CanyonHills and Texas Creek for motorcycle events<br>f) Thanks for closing unauthorized, user created routes<br>g) Please eliminate the road buffer (like Pike-San Isabel)<br><br>Wildlife:<br>a) Protect High Mesas Grassland Research Natural Area and change to "closed to motorized use"<br>b) Protect riparian and wetland of Fernleaf Gulch, Maverick Gulch and east Gulch<br>c) In Badger Creek, close user created routes<br>d) Maintain road closures in Crampton mountain<br><br>Quiet Recreation:<br>a) Restrict bicycle use to designated trails<br>b) Concentrate off-road use in Texas Creek<br>c) Provide non-motorized use in West McCoy Gulch<br>d) Enhance non-motorized use in Grand Canyon Hills<br><br>Wilderness:<br>a) Protect McIntyre Hills Wilderness Study area boundary by reducing motorized accessing Road Gulch<br>b) Preserve the natural character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills<br><br>Thanks & Happy Trails, |
| Guy & Amy | Thomas | Please do not change current land use policies. None of the alternatives are an improvement. Additionally no provision is made for disabled persons.<br>thank you |

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| Sam | Thompson | Please put me on the list of people who want the rights of the people to use these lands as they have for the last 150 years. To restrict the public in any way is against all reason and the laws of the land.<br>Illegal activity is of course not to be allowed, but please don't make the use of guns and vehicles on that illegal activity list. We are already restricted against firing weapons and using recreational vehicles in many urban locations, and for good reason, but to restrict the citizens in the legal use of these things is in effect denying our 2nd amendment rights, and the pursuit of happiness.<br>Don't allow bureacrats this invasion of rights, quit being hypersensitive to questionable environmental convictions and nonsensical positions. Of course there are some negative consequences to human presence in any environment, but many of these same arguments could be made in our current cities and counties.<br>I am not endorsing littering or vandalism or any criminal behavior, but if people can travel to these remote locations and share the wilderness without harming each other, then the area is being used to it's best purpose. There are ALWAYS GOING TO BE self-appointed enforcers of "No Human Presence" illogical and idealogical persuasion, but the the vast majority want to go to the country and be left alone. Save your "save the planet for the aniimals and nature" nonsense and just let us enjoy the PUBLIC LAND as we have grown used to and have traditionally used it.<br>Hunting is a humane way to control the animal population, since many natural predators have been eliminated more than 100 years ago to make way for safe agriculture and human presence, and yet they still exist in numbers that still makes them part of nature we can co-exist with.<br>Thanks for the opportunity to share my view |
| Bill | Tiedt | This letter is in support of the proposed Arkansas River Canyon Travel Management Plan. While motorized uses are a legitimate use of public land, they must be vigorously regulated because of their inherent potential for causing rapid and serious damage to the resource. I think this plan does that in a fair manner for all users. |
| Jerry | Tracewell | I strongly favor the “Current Use/No Action Alternative” with respect to the Arkansas River Travel Management Plan. The trend today is for government entities, such as the BLM and USFS, to manage “our” public lands based on their whims and desires, not based on our wishes. BLM land belongs to all citizens of this country, not to just a few that would regulate usage for their own narrow definitions of what is right or wrong.<br><br>Thank you for at least allowing me to comment on the proposed Travel Management Plan. |
| Gary | Urie | See scan 218 |

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| Diane | Van | I am opposed to re-opening to off-road vehicle use on Texas Creek BLM Route 290 because such activity had been found to be damaging to the waterfalls on Fernleaf Gulch. Nesting areas in a wetland area are vital to many bird species that use them. I am opposed to re-opening to ORV use of Route A1 because it would allow illegal entry into the roadless Big Hole sub-unit. I am opposed to re-opening to ORV use of Route A-3 because it would be a disruptive impact on Bighorn Sheep lambing area, as well as there are two springs that should be protected. I am opposed to ORV use of Route S-2 because of this is an important wildlife habitat. The route would cross Fernleaf Gulch, a unique perennial stream that is a major tributary to the Arkansas River with adjacent wetlands that are rare in this area. We must protect our wildlife, water and vegetation. Just one year of ORV use can cause devestation that cannot ever be repaired, as shown by the scarring of the hogbacks by Canon City. I hope that serious consideration will be given to the concerns that I have outlined. Thank you. |
| Dave | Van Manen | Please accept these comments as part of the official record for the Arkansas River Canyon Travel Management Plan. First, I want to commend the BLM for an well-balanced plan. As a professional who utilizes our public lands for my work (I am an environmental educator) and as a citizen who uses our public lands for recreation and renewal, I am very concerned with the damage that excessive motorized recreation is doing to many of our public lands. Hence, I support the restriction of motorized use to designated trails, and the standards being called for in the proposed plan for adequate maintenance of the high-use trails.<br><br>I am a supporter of protecting wilderness, wildlife habitat and quiet use values on as many of our public lands as possible, as these values are vitally important as our area becomes more and more developed.<br><br>In closing, I believe the plan offers a balanced use of these public lands. |
| T D | Varnado | REGULATIONS IN CO.<br><br>NOW IN CO.<br><br>NEXT IN N.M.<br><br>WHY DON'T YOU PEOPLE JUST GET OUT OF OUR LIVES AND LET US ALONE<br><br>AND LET THE LAND ALONE.<br><br>THIS COMES FROM A FORMER DEPT. OF THE INTERIOR REALITY OFFICER. |
| Skip and Pat | Walker | See scan 252 |

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| W.M. | Ward | I would ask that you not close any of the trails, nor limit hunting, or sport shooting of any kind.<br><br>We are losing too many acres of public lands now to closure.<br><br>If recreational shooting is an issue, the National Rifle Association has programs in place to assist in the construction of public shooting facilities. I would encourage you to look at these programs.<br><br>Sportsmen are finding it more difficult to access public lands to pursue publicly managed game animals. All interests must share the land. Chaffee County and the surrounding area has a number of quiet use areas, the need for more is questionable as most of the areas under consideration have been open for generations and now suddenly there is an issue with access and use.<br><br>I would ask that you very carefully consider the proposals listed and rather than close, limit, or prohibit activities there, maintain them as they are. |
| Cal | Ward | This comment pertains to Route 117 in the Texas Creek Subarea.<br><br>I am a member of the Colorado Quadrunners, CQR, and I am urging you to keep the trails open in the Texas Creek Subarea. If you ask us to help keep it up, we will most likely vote to do it. |
| Bryan | Washburn | This comment pertains to leaving the Current use practice alone, No change in Use. Changing the current use would adversley affect hunters retrieving game. |

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| Ann | Watts | I support the BLM's proposed alternative because it:<br><br>Is based on an excellent process of soliciting public input including public meetings, surveys and stakeholder interviews.<br><br>Recognizes the value of protecting high quality wildlife habitat in the face of increasing development in the area.<br><br>Protects critical core wildlife habitat and as well as those areas vital to migration and connectivity.<br><br>Protects rare and sensitive plant species by closing a number of unauthorized user-created routes that were causing damage.<br><br>Protects the watershed by closing miles of unauthorized user-created routes that increase erosion.<br><br>Provides adequate maintenance for high-use trail systems with an innovative set of standards, including seasonal closures and temporary wet weather closures.<br><br>Preserves & protects the natural character &/or riparian resources of Badger Creek, Red Gulch, Big Hole, Sangre Foothills, Fernleaf Gulch, Maverick Gulch and East Gulch.<br><br>Protects the High Mesas Grassland Research Natural Area by closing it to motorized use, and the McIntyre Hills Wilderness Study Area by reducing motorized access in adjacent parts of the Road Gulch sub-unit.<br><br>Protects important wildlife habitat and migration corridors while providing non-motorized opportunities for hiking, mountain biking and horseback riding in a quiet and remote setting in a section of West McCoy Gulch.<br><br>Protects important riparian and wildlife habitat by maintaining road closures in Crampton Mountain sub-unit.<br><br>Enhances non-motorized recreational opportunities for hiking, mountain biking and horseback riding in the Grand Canyon Hills sub-unit.<br><br>Restricts motorized and bicycle use to designated trails in order to protect natural resources and meet Public Land Health Standards.<br><br>Conditionally authorizes a bicycle trail system near Salida. The proposed alternative authorizes only those routes that meet both safety and public resource protection standards, plus it requires adequate<br>maintenance. It is important to concentrate high-use bicycle trails in manageable locations, near urban centers.<br><br>Concentrates off-road vehicle (ORV) routes in the Texas Creek sub-unit rather than spreading them into peaceful backcountry areas.<br><br>Closes PRIVATE access for motorized vehicles to our PUBLIC LANDS from surrounding subdivisions. Foot and horse access would |

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| | | continue.<br><br>Limits the impacts from motorcycle Trials Events and practice to only one area in the Turkey Rock section of the Badger Creek sub-unit and denies the request for "open" areas in Grand Canyon Hills and Texas<br>Creek sub-units. Open areas are contradictory to the "limited to designated routes" policy and encourage off-route travel. The Turkey Rock location has the least impact on natural resources of the three requested areas.<br><br>Denies the S1 motorized route from Parkdale to Wellsville that would cut across vital wildlife habitat and roadless areas. It would damage soils and plants, fragment wildlife habitat, and negatively affect the solitude of thousands of acres of our public lands.<br><br>Denies the A1 motorized route that was previously closed by the BLM due to violation of Public Land Health Standards. This trail would intrude<br>into important wildlife habitat and provide the possibility of illegal egress into the roadless Big Hole sub-unit.<br><br>Thank you for your consideration. |

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| Paul E. | Weis, Jr. | The proposed plan for travel management for the Arkansas River is extremely well done. It addresses the real problems and presents real solutions. It was created from a process that provided abundant opportunities for all stakeholders to be heard and understood. Thank you for doing such an outstanding job and for this opportunity to submit my comments.<br><br>Restriction of motorized recreation to designated trails is at the heart of this plan and it is absolutely crucial. No compromise can be made on this provision. Damage sustained by off-route use of motorized vehicles is simply unacceptable. Backpackers have been subject to restrictions on where they can camp for decades. Comparable restrictions on where ORV's can be driven are long overdue.<br><br>I also support denial of requests for new motorized routes. Money for motorized recreation should be spent enforcing the designated routes rules and protecting non-motorized areas from encroachment by motorized users. Once the ORV community demonstrates that they will consistently comply with the designated routes rules, it may be desirable to study possible new motorized routes.<br><br>I strongly support closure of the open areas and upgrading the status of the High Mesas Grassland Research Natural Area to "closed to motorized use."<br>Use of seasonal and temporary wet weather closures is also an excellent policy. I also strongly support the policy of prohibiting motorized access from adjacent private property.<br><br>Closure of unauthorized, user-created routes is essential. I absolutely support this decision. None of these routes should be allowed to become official or permanent. To do so would simply encourage more off-route activity. One especially noteworthy closure is the numerous spurs that encroach into the west and southwest portions of the McIntyre Hills WSA. Thank you for this decision.<br><br>In reading the management objectives for each subunit, I see a strong emphasis on protecting wildlife habitat; plant communities; rare, sensitive,<br>or endangered species; and WSA integrity. I think you absolutely have the priorities straight. The health of the land and its natural inhabitants should not be sacrificed to the indulgence of motorized recreational use.<br><br>This comment pertains to Route 195 in the Grape Creek Subarea. I walked this route last week. It shows no signs of encroachment by motorized users. I thank you and commend you for doing such a good job of protecting it as it is indeed worthy of wilderness designation. Prior disturbances have allowed invasive weeds to gain a solid foothold along this route. Some trail work will be needed to make the entire length of this route safely useable by equestrians.<br><br>This comment pertains to Route 991 in the Grape Creek Subarea. I agree that this route should be closed and allowed to recover fully to a natural state. It is already obscure and difficult to find.<br><br>This comment pertains to Routes 992, 507 and 509 in the Grape |

| First Name | Last Name | EA_Comment |
|---|---|---|
| | | Creek Subarea. The short sections of this route that I walked also showed no signs of recent motorized use. Motorized travel on these routes should be limited to owners of the private inholdings that they access. Acquisition of the inholdings and full closure of these routes should be incorporated into the TMP to insure optimal management and protection of the Grape Creek WSA.<br><br>Overall this is an excellent plan. I wish to thank you for creating a balanced proposal with high integrity that sets the stage for significant improvements in the recreational experience of all users as well as the long term ecological viability of the land itself. |
| Ron | Westberg | Supports CMTRA Proposal Routes see CMTRA map |
| C.Ross | Westley | I support the propose Arkansas River Project. I am a runner and biker. |
| Holly | Whitten | I would like to express my support for your proposal for the Arkansas River travel management plan. Many of us appreciate the opportunities to hike and view the beautiful scenery in the area without the interruption of ATV's and other disctractions.<br><br>Thank you for including this group of citizens in your plans. Please continue to do so by denying additional motorized routes and protecting the wildlife habitat in the area. Many of the citizens and tourists in the area enjoy viewing the variety of wildlife and plants.<br><br>Many of the plants are destroyed by unauthorized user-created routes that increase erosion.Thanks again for doing a good job in putting a plan together that provides recreation for all groups. |
| Brenda Wiard | Wiard | This is to express my approval of and support for the BLM Arkansas River Land Travel Management Plan currently under consideration. My husband and I are avid trail runners and hikers and greatly appreciate the provisions the new plan makes for NON-motorized trails and designated areas around Salida.<br><br>We are also dirt motorcyclists, so when we say "there are already plenty of trails and roads for motorcyclists" we have strong basis for our opinions. A single motorcycle puts a disproportionate amount of wear and damage on a trail, if they are excluded, trails stay in much better condition.<br><br>We feel that the most important need is for Non-motorized areas/ trails and appreciate the provisions in the new plan for this.<br><br>The restriction of shooting on BLM is also great! It is so scary to come upon someone shooting out on public land. Who could know if they are responsible gun users (bullets can richochet and travel so very far) or even if they are safe people to meet in a secluded area. |
| Mark | Wiard | I would like to add my support for the acceptance of the proposed action plan for the Ark River TMP.<br><br>It seems to me to be a reasonable way for many different activities to co-exist.<br><br>Thank you for your good work. |

| First Name | Last Name | EA_Comment |
|---|---|---|
| Arthur | Wilcoxon | I reside near Salida and use the BLM land for recreation quite often. I have recently retired from CDOT as an Engineer and have worked with your staff on several of my past projects and have found your staff professional and courteous. I hunt, hike and mountain bike through out the seasons on BLM lands. I have found that the trails and immediate BLM land areas around Salida are convenient and quite enjoyable. I have volunteered in trash clean up on and through your land on my own time and during Salida's clean up days in the hopes of maintaining a desirable user environment.<br><br>I wanted to express my sincere appreciation for your efforts on creating a TMP for your vast BLM lands and your consideration of the feedback of the many concerned citizens and users in our area.<br><br>The BLM land in and around the Salida is a valuable asset to our community. The land has great potential for a system of non-motorized trails that can be created and maintained for the benefit of many non-motorized users of such an active community. The moderate climate in this area allows your land to be available for use through out most of the year and will allow many recreationalist to enjoy its natural beauty and interesting terrain.<br><br>I and Salida Mountain Trails truly appreciate that your Proposed Action recognizes the need for manageable non-motorized trails in this area. We intend to do our best to build an acceptable, sustainable trail system in a responsible manner. I am enthused to be part of the volunteer work as a member of SMT for this upcoming proposed system. I agree with and will do my up-most to support the future conditions defined by the planning team.<br><br>I also wanted to express my approval of the fact that BLM has recognized that target shooting is not appropriate on all BLM land especially those close to residential areas.<br><br>It also appears that you have done well in analyzing and creating a balance between motorized and quiet uses of BLM land within the Arkansas River corridor.<br><br>Thanks again for your efforts in the development of a manageable plan and I look forward to working with your staff. |
| Brett | Williamson | In response to the Arkansas River travel Management Plan, I support the specific proposals put forth by the Colorado Motorcycle Trail Riders Association in 2004 for trail improvements in the Texas Creek Trail System. As a responsible Colorado trail user, I look forward to an enhanced trail system at Texas Creek. I believe that the public land at texas Creek should provide a multi-use experience for all users and their proposal would greatly improve that experience.<br><br>With closure of the private land in Pueblo, multi-use access has been seriously dimished in the past year for the many users in the Pueblo and Colorado Springs areas. Enhancing the Texas Creek multiple use areas would further those users' quality of life experience tremendously. |

| First Name | Last Name | EA_Comment |
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| Ryan | Wolfe | Hello, my name is Ryan Wolfe. Although I only visit Colorado once a year, one of the very things I visit for is to ride my ATV in the Arkansas river valley trail system. I am deeply appalled and concerned that you, the BLM, are trying to do this to a group of law abiding citizens. Granted there are some ATV'ers who give the rest of us a bad name and try to ride off the trail system, and believe me, when I see that, I immediately reprimand them, or contact the authorities, as I too am very concerned about preserving the natural wildlife habitats, and areas. I really don't see how and existing trails are contributing at all to any significant erosion problems. I strongly urge you to reconsider your decision, as ATV enthusiasts will band together , and not take this lying down. Thank you for your consideration in this matter. |
| Tim | Woolley | To whom it may concern; I would like the Texas Creek riding area to remain open for motorized use. My family and I have used this area for many years and really enjoy the beauty of the area as well as the challenges it<br>presents with respect to trail riding .( dirt bikes). It seems that many of the area's we once enjoyed are being shutoff to ohv's . This area however seems like a good area for all types of ohv's because of previous<br>mining in the area. As far as I am concerned it is more a matter of sharing these area's with all parts of the public rather than just those that hike or bike. this land is for all public use not just one thing specifically.<br>Thanks. |
| Jonathan | Wuerth | I want to congratulate your department on all the hard work you put into this well thought out plan for travel management in the Arkansas River Canyon country. You provided many opportunities for public input and looked at the overall "big" picture in determining the most appropriate plan.<br><br>With the onslaught of people looking to wild places increasing, it is imperative that the future of the plants and animals, as well as the overall health of the ecosystems be considered as proposals develop.<br><br>Motorized travel is not eliminated. The plan still allows opportunities for folks to operate their machines in beautiful land.<br><br>You selected an approach which strengthens the protections of the more sensitive areas while allowing use in other areas.<br><br>Thank you for this rational plan. Future generations will appreciate the decisions being made by the BLM today for Arkansas River Canyon area. |

| First Name | Last Name | EA_Comment |
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| D. Zack | Zeiset | I grew up in Salida and have been biking here since 1989. I am excited to see the BLM going through this plannning process as I believe that land planning is a significant tool for future use patterns. I am encouraged by the emphasis that the BLM has given to public input in the planning process.<br><br>THe Salida subunit plan can be pivitol to the continued growth of cycling in the area. As our country moves away from fossil fuel and more people take to cycling as a cost efficient means of transportation there will inevitiably be more avid cyclists that wish to ride in the hills surrounding Salida. Their proximity to the town means that, unfortunately, trails will be expanded and created with or outwith out the BLMs blessings.<br><br>As a member of the town, cycling community and US citizen I encourage you to embrace this area as a location that will need support for proper trail building techniques and trailnetwork planning. I noticed just the other day that a downhill biker was coming straight down a slope and left a skid mark down the entire hill. That was deplorable. Clearly he, or she, needs a challenge. Perhaps this persons needs will never be met but there are no doubt people who he has bragged to that do not have his, or her, ability. Whos needs can be met in a sustainable way. The growth here in the valley also indicates that there will be more pressure put on public lands, particularly close to town. Defined trail systems are better than adhoc trails in various levels of direpair.<br><br>It is my hope that you can partner and guide the Salida Mountain Trails group to educate the local users, cyclists and foot traffic, in proper trail system manegment and growth. As a member of this group I look forward to being apart of planning , mapping, routing and creating trails in this area that everyone can enjoy. Including shutting down existing trails that do not meet smart trail building specifications.<br><br>Thank you for your time. |

| First Name | Last Name | EA_Comment |
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| Michelle | Zimmerman | Please accept my comments of support for the proposed Arkansas River Travel Management Plan. I commend the BLM on this outstanding show for conservation-minded management of our public lands. Some key points I am happy to see included in the plan are:<br><br>· motorized and bicycle use to designated trails in order to protect natural resources and meet Public Land Health Standards<br><br>· trail access to those designated and open to the public while restricting closing PRIVATE access to our PUBLIC LANDS from surrounding subdivisions<br><br>· protecting the High Mesas Grassland Research Natural Area by changing the designation to “closed to motorized use.”<br><br>· Preserving the natural character of Badger Creek, Red Gulch, Big Hole, and preserving Sangre Foothills sub-units.<br><br>· Preserving the vital riparian and wetland resources of Fernleaf Gulch, Maverick and East Gulch<br><br>· Preserving closure of user-created routes<br><br>· Protecting important wildlife habitat and critical core wildlife habitat and as well as those areas vital to protecting migration and connectivity<br><br>· Protecting rare and sensitive plant species by closing a number of unauthorized user-created routes<br><br>· Protecting the watershed by closing miles of unauthorized user-created routes<br><br>· excellent process utilized by BLM in soliciting public input<br><br>· protecting important wildlife habitat and migration corridors while providing non-motorized opportunities for hiking, mountain biking and horseback riding in a quiet and remote setting in a section of West McCoy Gulch |
| Janice M. | Zinkel | See scan 140 |

RECEIVED
JUN 28 2007
BLM-RGFO

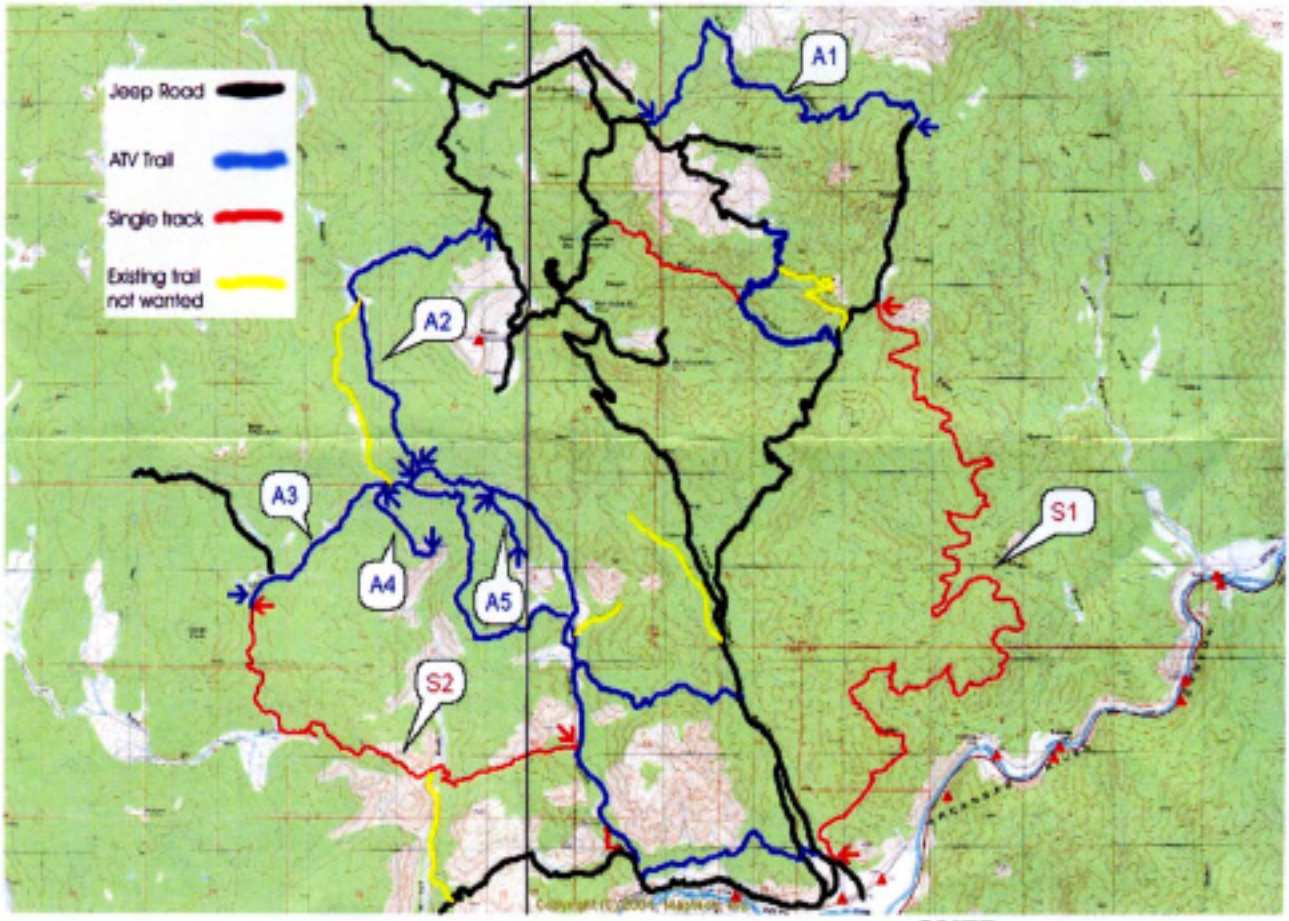
Bureau of Land Management
Royal Gorge Field Office
Attn: Arkansas River TMP
3170 East Main Street
Canon City, CO 81212
Subject: Arkansas River Travel Management Plan,

In response to the Arkansas River Travel Management Plan, I support the specific proposals (enclosed) put forth by the Colorado Motorcycle Trail Riders (CMTRA) for trail improvements in the Texas Creek Trail system.

As a responsible Colorado trail user I look forward to an enhanced trail system at Texas Creek. I believe that the public land at Texas Creek should provide a Multi-Use experience for all users and this proposal would greatly improve that experience.

Thanks for your consideration,

Name Michael Best
Address
Signature




OVER

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

32

NAME: Lindy Cermak

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

alternative C is a really good for everyone. I feel that if we keep more of the motorized trails less there seems to be erosion where they are. We also have seen more and more motorized vehicles on the trails and have seen them go off trail on several occasions. We also seem to have more work to do on motorized trail. I am a member of the Rocky Mountain Back Country Horsemen. I'm really glad to see that you are working to open more trails

JUL 05 2007

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

33

NAME: Becky Schiola ADDRESS:

PHONE:

E-MAIL:

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

After looking at the maps, I really like Alternative C for our choice. Being an active member of the RMBCH, we see the damage that motorcycles, ATVs & bicycles do on the trails. I believe these users need to have a place to go and Texas Creek seems to be good. I run into so many OHVs off of the trails and the damage they do takes forever to go away.

I will always be available to help repair and maintain our public lands and inform users to keep damage down.

05 2007

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

34

NAME: John Stevenson ADDRESS:

PHONE:

E-MAIL:

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

I feel that your Alternative C Travel Management Plan would be more than fair!

Current member of Back Country Horsemen (RMBCH)

JUL 05 2007

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

35 ✓

NAME: Gerald Martin ADDRESS:

PHONE:

E-MAIL:

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

Implement alternative C.
We are active trail users
with horses & pack stock.
As member of RM Back Country
Horsemen club, we do
maintenance on BLM & USFS lands.

JUN 05 2007

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

36

NAME: VAL SOUTHERS ADDRESS:

PHONE:

E-MAIL:

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

alternative C seems to me to be the best. Increasing miles for ATV's creates more damaged trails; as on Rainbow Trail, they create curbs at the sides of the trail so rain water rushes inside the curbs & washes the dirt away - what remains is rock. Bicycles also create washes down the center of the trails - i.e. ruts. Livestock on the other hand, helps keep ruts broken down & more level

The alternative which holds ATV & bicycle miles lowest is the one I support.

JUL 05 2007

CURRENT MEMBER OF RMBCH

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

75 ✓

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main Street
Canon City, CO 81212

RECEIVED
JUL 16 2007
BLM-RGFO

Dear Mr. Vieira:

I am writing to express my whole-hearted support for the proposed Arkansas River Travel Management Plan. This plan goes a long way to address the disastrous affects of uncontrolled ORV use on the public lands. The scars on the land caused by their irresponsible use has been disastrous, and their noise absolutely ruins the experience for anyone going out to enjoy the quiet and solace of the outdoor experience.

Specifically, I like that the plan limits ORV's to designated routes. I also like the idea of restricting motorized access from private land adjacent to BLM land. This is critical to controlling illegal ORV travel. Denying the requested A1 and S1 motorized routes is another part of the plan that I totally support. I don't like the idea of any "open" motorized areas due to the incredible damage caused, but since that probably isn't possible, restricting them to the Turkey Rock location is a good idea.

Again, I congratulate you on an excellent Travel Management plan.

Yours Truly

Clayton J. Benton

Clayton J. Benton

76 ✓

July 12, 2007

RECEIVED
JUL 16 2007
BLM-RGFO

BLM Royal Gorge Field Office
Arkansas River TMP Comments
Attn: Joe Vierra
3170 E. Main St.
Canon City, CO. 81212

Dear BLM:

As a lifelong sportsman, I strongly support BLM's recommendation that the S1 motorized route from Parkdale to Wellsville be denied.

Furthermore I support vehicular use of all kinds being restricted to roads deemed absolutely necessary for public travel into public lands, and not be allowed to go anywhere vehicular users would want to go.

Every year I hunt, I see OHV and other vehicular abuse, leading to resource damage, intrusion into fragile wildlife zones and public lands sanctuaries, not to mention noise which alone moves game out of areas. BLM like USFS needs to reel in vehicular use, and especially the OHV/ATV user community. Along the way we need to increase signage, enforcement, and absolutely protect unroaded and less roaded areas from further damage.

BLM needs close to motorized use the High Mesa Grassland Research Natural Area, and set 'not to exceed' trailheads where essentially there be not further OHV traffic for any reason. All prior road closures in this area should be kept in place.

We only have a short window to reel in vehicular abuse on federal lands. The resource, including wildlife and fisheries, needs good decision making by public lands agencies in order to prosper on federal lands. The alternative of halting travel now with seemingly no limits would see more game displacement onto private lands, where more problems are created, and as we sportsmen see, more spider webs of roads going everywhere. UGGG!!! Opening up lands to more OHV use is NOT the solution. Hold the line.

Sportsmen want motorized use reined in… permanently.

Sincerely,

Kent Ingram
45 year Colorado public lands hunter / fisherman
Board Chair and President – Colorado Wildlife Federation
Sportsman Co-Chair / Sportsmen Advisory Committee (SAG)

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

86

NAME: STEVE SOVAIKO ADDRESS:
PHONE:
E-MAIL: (CMTRA member)

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

Texas Creek - Alternative A (High Use) is the appropriate alternative for this unit, in my opinion. Although all alternatives (other than the no-action alternative) close current in-use trails, Alternative A is the most public-supportive option. The TMP area actually offers very few recreation opportunities, especially for OHVs. Increasing the user density by reducing available trails will have a significantly negative impact on habitat, erosion, and public safety, as the Rampart Range area is experiencing. We don't want a free-range where we can destroy sensitive areas or abandon good stewardship practices - we just want the BLM to allow us to maintain most of the trails that are already in use, as supported by Alternative A.

A note on 'safety' as a decision parameter for trail access: Horseback riding, back country hiking, OHV and 4WD use, and mountain biking are all inherently dangerous and the courts support 'reasonable person' self-assessment of the capability of ourselves, our vehicles, equipment, and capabilities. Trail access/closure should not be based on an analysts' assessment of 'safety' or 'difficulty'.

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

92

JUL 20 2007

Thomas Jacobson

July 17, 2007

To The BLM:

I have participated in the BLM's TMP process as a member of Salida Mountain Trails. I feel that the BLM has done an excellent job of respecting public input and local needs in the creation of the preferred scenario and I whole heartedly support the proposal.

In the Salida sub unit the need for non-motorized trails is clear and the preferred scenario respects that need and will allow local cooperating groups to rehabilitate existing trails and add new trails to the system. For this I thank you.

As to the rest of the proposal, it seems to strike a fair balance between the competing desires of various user groups. While neither motorized users nor quiet users may be totally satisfied, I believe the BLM has done an admirable job of assessing the situation and has created a reasonable compromise.

I believe that as development pressures continue ultimately everyone will come to recognize that shooting on public lands that abut heavily developed private lands must be curtailed. With many square miles of accessible public land, banning shooting on a relatively small area is not a burden to the public.

I thank you for your work on the TMP and I urge you to move forward with final approval as expeditiously as possible.

Sincerely,

Thomas Jacobson

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

NAME: Denzel Goodwin ADDRESS:

PHONE:

E-MAIL:

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

Area-Turkey Rock
Sand Gulch
Badger

THESE COMMENTS ARE FROM DENZEL GOODWIN CONCERNING PROPOSED ARKANSAS RIVER TRAVEL MANAGEMENT PLAN :

Any person who runs cows in the mountains has to be able to ride a horse anywhere the cows go. I started chasing cattle on BLM since 1946 and on this specific Permit since 1950.

When I got this permit there were several wild cows running on it that had gone wild. We had to rope them and lead them in. If you think we could catch wild or smart cows by sticking to so called Equestrian trails, you are out of your minds. I probably know better than anyone alive now, how to get through this country. There are cow trails, game trails, and no trails to get there.

Now the modern cowboy uses 4 wheelers to take salt and move some cows, but they need all the help they can receive from you all.

I realize that the 4 wheelers and motor cycles are tearing up the country and that you have to do something about it. But remember there is another side to it. The elk are taking over the area. If you stop hunters from using 4 wheelers to get their kill, they won't hunt. Then we have more elk eating up the country.

Thank you for listening and considering the seriousness of this problem.

Sincerely,

Denzel Goodwin

Denzel Goodwin

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

140

BLM Royal Gorge Field Office
3170 E. Main Street
Cañon City, CO 81212

JUL 25 2007

Dear Mr. Vieira:

I am a Denver resident who is a frequent visitor to the entire Arkansas Valley area. My most recent visit was last weekend, to take the Royal Gorge train. Because of my frequent visits, I was particularly interested in following what you would come up with for the travel management plan - and was very pleased. While I have nothing against motorized activities on much of our public land, I am a strong believer that there are parts of the area west of Cañon City that should be kept free of such uses. You did a great job in working to maintain the Public Land Health Standards, and in your process of soliciting public input.

Several specific things that I would like to complement you on are the concentrating of ORV use in the Texas Creek area, rather than spreading their use in what is now quiet backcountry and the preservation of the natural character of Badger Creek, Red Gulch, Big Hole and the Sangre Foothills sub-units.

JUL 25 200

# Chas S. Clifton

24 July 2007

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main Street
Canon City, Colorado 81212

Thank you for the opportunity to comment on the travel management plan.

As a hunter, angler, wildlife observer and hiker, I favor a plan that (a) protects wildlife habitat and (b) protects quiet, non-motorized uses of BLM lands.

Areas such as Badger Creek, the High Mesas Grassland Research Natural Area, and the McIntyre Hills need protection against motorized access and the creation of new ORV trails. All motorcycle hill climbs and other organized events should be limited to one designated "motorcycle sacrifice area" and not moved from place to place according to the organizers' wishes.

Sincerely,

Chas S Clifton

Chas S. Clifton

Member, Backcountry Hunters & Anglers

JUL 25 2007

July 16, 2007

Mr. Joe Vieira
BLM Royal Gorge Field Office
Arkansas River TMP comments
3170 E. Main Street
Canon City, CO 81212

Dear Mr. Vieira:

I am writing to support the BLM's recent proposal to restrict motorized use in the Royal Gorge area. I have spent many years hiking throughout Colorado and the damage by motorized use that I have observed during the past five years is devastating. Limiting motorized use will protect wildlife habitats and our watersheds, in addition to providing quiet hiking experiences. Colorado's beautiful natural resources is the reason that most of us live (and pay taxes) here.

Now is a critical time to turn this thing around. We really need to protect what we have and offset all of the new development. Limiting motorized use is the first step and the right thing to do. I appreciate the job that the BLM is doing to protect our natural resources.

Sincerely,

Mary Gilkison

RECEIVED
USDI-BLM-RGFO

JUL 18 '07

| STAFF | ACT | INFO | IN |
|---|---|---|---|
| Field Mgr | | | |
| Assoc. Field Mgr | | ✓ | |
| Pub. Aff. | | ✓ | |
| Ren-Res | | ✓ | |
| Non-Ren-Res | | | |
| Supervisor | | | |
| File Mgr | | | |
| | | | |

Joe V.
Leah LQ

07-16-2007

**TO:** **BUREAU OF LAND MANAGEMENT**
**ATTENTION:** **ROY MASINTON**

**DEAR SIR:**

I though you might want to read a letter I sent to an Atv dealership in Littleton Colorado. This letter was in regards to a card I received from them for a raffle ticket for an Atv to be given away. I also have their card enclosed so that you may read it as well. The money for the raffle ticket is to be used for opening up more roads and trails for Atv's to use. Keeping public lands open for further deteriation and more scars to be seen. I just want you and the BLM agency to know that my dad and I back you 100 % in closing off BLM land to motorized vehicle use. You have done this in the High Park Ranch area and what a difference it has made. The scars have grassed over and the mountain sides are covered with wild flowers instead of Atv trails. This is something we are very proud of and we commend you in your decision. If you are ever up in the High Park area feel free to stop in and visit. My dad and I would like that very much. The land we own is on Lot 85. Thank you for your time Sir!

Sincerely

John E Barr
Donald E. Barr

John E. Barr
Donald Barr

144

JUL 26 2007

Charles Rose

Dear BLM Royal Gorge Field Office:

I have observed the Travel Management Plan process as a citizen by attending meetings and getting information from various interested parties. I would first like to congratulate you on being near the end of the information gathering phase. I would also like to express my support of the recommended Alternative C the BLM has identified for the Salida Sub Unit.

Specifically, I appreciate the recognition by the BLM that non-motorized trails in the area near Salida would be an appropriate. I applaud the idea of engaging citizen groups that have an interest in the proposing, creating and maintaining existing and new trails. I also believe that the use of firearms so close to residential areas is not realistic and enhances the chances of conflagration in the sensitive wildland-urban interface zone.

Please accept my thanks and my personal approval of Alternative C. I am looking forward to being a part of the trail building process through Salida Mountain Trails.

Thanks again:

Chuck Rose

145

JUL 26 2007

**ROCKY MOUNTAIN RECREATION INITIATIVE**

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main Street
Canon City, CO 81212

July 23, 2007

Dear Royal Gorge Travel Planning Team

The Rocky Mountain Recreation Initiative is writing in strong support the RGFO's proposed alternative for the Arkansas River Travel Plan.

We believe the document does a good job of protecting sensitive lands in the resource area and providing recreational access.

We endorse the following provisions in particular:

1. RMRI has sent a series of comments in the past few years related to the Texas Creek and the need to provide good protection for the rare and fragile canyon "micro-ecosystems" this area provides. We support the important biological, botanical, hydrological and fisheries analysis performed by the travel team and believe that, with so many other hundreds of miles of motorcycle and ATV trails nearby, there is no need to add unsustainable motorized trails in these steep and unmaintainable riparian areas.

For example, we strongly support protecting Fernleaf Gulch by maintaining the closure on the A4 route, which would introduce irreversible damage into this fragile riparian area. A motorized route in this location has had extensive study and has been shown to be unsustainable.

2. We also support reducing habitat fragmentation by maintaining the closure on route S I, running from Parkdale to Wellsville, which like A4 would impact habitat, soils, a roadless area and is unsustainable in this location.

3. We are concerned about any proposal to open trail A 1 as it has already been closed to maintain compliance with Public Land Health standards protecting soils, water, vegetation and other resources on BLM lands.

4. We support the closures, in Alternative C that would close BLM routes 431 and 422, again to protect lynx habitat and other significant wildlife values.

5. Other EA provisions that RMRI supports are:

- Designating the High Mesas Grassland RNA as "closed to motorized use," the only way to adequately protect it.
- The RGFO's private land access policy—stick to it
- A policy of designated trails for mountain bikes
- The conditions set forth for adding new motorized routes to the system

Thank you for the work that went into the EA and for a proposal that balances resource values and recreational needs in the planning area.

Sincerely Yours,

Roz McClellan

146

July 16,
2007

JUL 26 2007

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main St.
Canon City, CO 81212

Mr. Vieira,

Thank you for the department's forward looking Environment Assessment for the Arkansas River travel management plan for BLM lands west of Canon City.

I believe ORV usage & bikes should be limited to designated routes. This protection should not be reduced. The High Mesas Grasslands Research Natural Area should also be protected by closing it to motorized use. I support the departments decision to deny the S1 motorized route from Parkdale to Wellsville. Keep the A1 motorized route closed. Close the unauthorized user-created routes that increase erosion.

Thank you for your consideration of my comments.

Louise Parker

Louise Parker

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn. Joe Vieira
3170 E. Main St.
Canon City, CO 81212

Dear BLM,

The BLM Travel Management Plan process has been implemented in a professional manner by utilizing public input, involving stakeholders, and soliciting public feedback. Kudos on a job well done.

It's critical to restrict motorized travel to designated trails only. Without rules, regulations and signage of motorized routes, a snarl of illegal roads and ways will be created on our public lands, creating an enforcement and management nightmare for public land agencies.

Specifically please do not allow a motorized route ( S1) that would go from Parkdale to Wellsville. This route would jeopardize wildlife habitat along its entirety. Likewise route S1 would allow motorized trespass into the roadless Big Hole sub-unit.

Please deny the motorized route A1 as it to would allow trespass and disturb critical wildlife habitat into the roadless Big Hole sub-unit.

Please limit the impacts of motorized Trials Events to one section only in the Turkey Rock section of the Badger Creek sub-unit and please do not allow "open areas" in the Grand Canyon Hills and Texas Creek sub-units. Unrestricted access and open areas create too much temptation for motorized trespass. I have personally seen many examples of this trespass in Chaffee and Fremont counties.

The decision to close motorized trails from sub-divisions is a sound management policy. This prevents user-created routes which in turn protects area landscape and watersheds.

Please protect the High Mesas Grassland Natural Area by changing its designation to "closed to motorized use."

I have hiked the length of Badger Creek and encourage the BLM to protect the riparian areas/wildlife habitat of Badger Creek, Fernleaf Gulch, Maverick Gulch, Big Hole, Red Gulch, and East Gulch. Please close any user created OHV routes in these areas including maintaining prior road closures in the Crampton Mountain sub-unit.

Similarly please protect vital migration corridors which allow species migration and connectivity to habitat and other population centers of said species. By closing unauthorized user-created routes this will enhance fisheries.

Please concentrate ORV in the Texas Creek Sub unit. Also protect the Mcintyre Hills WSA by reducing motorized access in the Road Gulch sub-unit.

Thanks for your considerations,

Michael Kunkel

Kirk Cunningham

BLM Royal Gorge Field Office
Arkansas River TMP Comments
Attn. Joe Vieira
3170 E. Main St.
Canon City CO 81212
July 30, 2007
By fax: 719-269-8599

Dear Mr. Vieira;

It is my understanding that the BLM's Travel Management Plan for the Arkansas River Corridor includes several features which to me are important:
1) Restricting motorized use to designated trails
2) Protecting critical wildlife habitat and roadless areas from new, constructed motorized trails
3) Confining high impact motorized use to one or two areas that can supposedly stand that sort of use.
I am in favor of these types of policies and urge the agency to maintain them in the final TMP.

I do not have a lot of personal experience with the Arkansas River corridor. Several years ago, I hiked into the Grape Creek wilderness candidate area from both the highway and from an easterly direction. At that time, I was impressed by the facilities and campgrounds that the BLM has installed to accommodate some of the river traffic. And my impression of that landscape is that the local climate and soils can lead to erosion following too heavy use by any means, but especially by motorized vehicles. I imagine that many motorized users see the lands along the Arkansas as a kind of semi-sterile play area conducive to heavy use without really hurting anything, but I suspect that this is not correct. Given its overall heavy use, the Arkansas River corridor could have been badly trashed by typical informal roadside camping and by river runners. The BLM's management has largely prevented that scenario, and the TMP, if approved as is, will continue that policy of appropriate uses and protection.

Thanks for your consideration of these comments.

Sincerely,

Kirkwood M. Cunningham

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

2/6

NAME: EDWARD HEPPLER ADDRESS:

PHONE:

E-MAIL:

Comments thru 8/3/09

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

PLEASE LEAVE ALL TRAILS IN THE TEXAS CREEK, COTOPAXI, COTEDALE AND HOWARD AREAS OPEN TO O.H.V. TRAVEL. THIS IS OUR ONLY AREA FOR WINTER RIDING. WHEN THE SNOW COMES UP HIGH WE, MYSELF AND 5 OF MY ELDERLY FRIENDS ENJOY RIDING IN THIS AREA.

THE TRAILS IN THE TEXAS CREEK AREA ARE VERY WELL LAID OUT, WE ENJOY THEM ALOT.

SAND GULCH AND THE POWER LINE ROAD FROM HOWARD OVER TO BADGER CREEK AND ON TO WESTVILLE IS WELL USED BY MANY RIDERS IN THE WINTER SEASON

THANK

Edward Heppler

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn. Joe Vieira
3170 E. Main St.
Canon City, CO 81212

Dear BLM,

The BLM Travel Management Plan process has been implemented in a professional manner by utilizing public input, involving stakeholders, and soliciting public feedback. Kudos on a job well done.

It's critical to restrict motorized travel to designated trails only. Without rules, regulations and signage of motorized routes, a snarl of illegal roads and ways will be created on our public lands, creating an enforcement and management nightmare for public land agencies.

Specifically please do not allow a motorized route ( S1 ) that would go from Parkdale to Wellsville. This route would jeopardize wildlife habitat along its entirety. Likewise route S1 would allow motorized trespass into the roadless Big Hole sub-unit.

Please deny the motorized route A1 as it to would allow trespass and disturb critical wildlife habitat into the roadless Big Hole sub-unit.

Please limit the impacts of motorized Trials Events to one section only in the Turkey Rock section of the Badger Creek sub-unit and please do not allow "open areas" in the Grand Canyon Hills and Texas Creek sub-units. Unrestricted access and open areas create too much temptation for motorized trespass. I have personally seen many examples of this trespass in Chaffee and Fremont counties.

The decision to close motorized trails from sub-divisions is a sound management policy. This prevents user-created routes which in turn protects area landscape and watersheds.

Please protect the High Mesas Grassland Natural Area by changing its designation to "closed to motorized use."

I have hiked the length of Badger Creek and encourage the BLM to protect the riparian areas/wildlife habitat of Badger Creek, Fernleaf Gulch, Maverick Gulch, Big Hole, Red Gulch, and East Gulch. Please close any user created OHV routes in these areas including maintaining prior road closures in the Crampton Mountain sub-unit.

Similarly please protect vital migration corridors which allow species migration and connectivity to habitat and other population centers of said species. By closing unauthorized user-created routes this will enhance fisheries.

FAXED

Please concentrate ORV in the Texas Creek Sub unit. Also protect the Mcintyre Hills WSA by reducing motorized access in the Road Gulch sub-unit.

Thanks for your considerations,

Michael Kunkel

218

July 26, 2007

JUL 30 2007

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main Street
Canon City, CO 81212

Re: Arkansas River Canyon Proposed Travel Management Plan

Dear Mr. Vieira,

Thank you for the opportunity to comment on the travel management plan for BLM lands west of Canon City along the Arkansas River Canyon. I use this area quite a bit and am strongly in favor of limiting motorized use to designated routes and protecting the area at a healthy and sustainable level. I would also like to comment on the following topics:

***Motorized use***
I support the restriction of motorized use to designated trails in order to protect natural resources and meet Public Land Health Standards.

Thank you for your (BLM's) innovative set of standards that must be met for adequate maintenance of high-use trail systems.

I support your (BLM's) decision to deny the S1 motorized route requested by the motorized community that would run outside the existing motorized use area, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit.

I support the use of seasonal closures and temporary wet weather closures as mitigation for all sub-units.

I support limiting the impacts of motorcycle Trials Events and practice to only one area in the Turkey Rock section of the Badger Creek sub-unit and denying the request for "open" areas in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice.

I applaud the BLM for protecting the watershed and lands by closing unauthorized, user-created routes which were never planned or engineered for sustainable recreation.

I ask that you (BLM) follow the USFS Pike-San Isabel's lead on eliminating the road buffer

***Wildlife, Fisheries and Sensitive Areas***
I support protecting the High Mesas Grassland Research Natural Area by changing its designation to "closed to motorized use."

I support protecting the vital riparian and wetland resources of Fernleaf Gulch, Maverick Gulch and East Gulch.
I support preserving the riparian, fisheries and wildlife values in Badger Creek sub-unit by closure of user-created routes.

I support protecting critical core wildlife habitat as well as those areas vital to migration and connectivity.

I support protecting rare and sensitive plant species that were being threatened by motorized use by closing a number of unauthorized user-created routes.

I support protecting important riparian and wildlife habitat by maintaining prior road closures in the Crampton Mountain sub-unit.

I support the draft plan's value of protecting high quality wildlife habitat, especially in the light of increasing development in the area.

I support your common-sense decision to safeguard public safety by closing two small areas to rifle shooting which border private housing developments.

***Quiet Recreation***
I support the conditional authorization of a bicycle trail system that is near Salida.

I support restricting bicycle use to designated trails in order to protect natural resources and meet Public Land Health Standards.

I support concentrating off-road vehicle routes in the Texas Creek motorized area, rather than spreading them into peaceful backcountry areas.

I support protecting important wildlife habitat and migration corridors while providing non-motorized opportunities for hiking, mountain biking and horseback riding in a quiet and remote setting in a section of West McCoy Gulch.

I support enhancing non-motorized recreational opportunities for hiking, mountain biking and horseback riding in the Grand Canyon Hills sub-unit.

***Wilderness***
I support protecting the McIntyre Hills Wilderness Study Area boundary by reducing motorized access in adjacent parts of the Road Gulch sub-unit.

I support preserving the natural character of Badger Creek, Red Gulch, Big Hole, and Sangre Foothills sub-units. Wild Connections and the Central Colorado Wilderness Coalition propose Badger Creek and Table Mountain, where Big Hole is located, for Wilderness.

Sincerely,

Gary Urie

Gary Urie

Thank you!

Mr. Vrchra

R.E. ~~the~~ proposed BLM travel Mgmt. plan:

I support anything that limits or stops motorized vehicle use on public lands.

thank you for coming up with this proposal and using the methods you did to come up with it. I'm referring to including public input.

Concerning the denial of trail access, limiting motorcycle events to one area, seasonal and wet closures, and restriction off designated trails, you were more than fair and more liberal than I would have been.

Sincerely Wm K Davies

JUL 30 2007

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COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

NAME: Dudley Fecht ADDRESS:
PHONE:
E-MAIL:

Comments thru 8/3/07

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT TEXAS CREEK

A place that has been dedicated to motorized. Yet the motorized people have asked for more trails and got zip. Ten miles of single track is not much when you consider the average dirt bike rider will ride thirty-five to eighty-five miles in a day depending on how technical the trail is.

I think that you will find that if you ask the motorized people to help build and maintain the trails, it will happen.

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

226

AUG 01 2007

Dick and Jan Scar,

July 30, 2007

Bureau of Land Management
Royal Gorge Field Office
Attn: Arkansas River Travel Mgt. Plan
3170 E. Main Street
Cañon City, CO 81212

Dear BLM Decision Makers:

We appreciate the comprehensive process that has been used to obtain public input for your use in making the important decisions affecting travel management for the Arkansas River Travel Management Plan (TMP) planning area. Our comments for the Arkansas River TMP follow:

General

We feel strongly that motorized Off Road Vehicle (ORV) users currently have far more area and miles of trail available to them than their numbers can justify. If the percentage of public land acreage and miles of trail opened to a particular use were allocated in proportion to the number of users by type, far fewer acres and miles should be open to ORV use than are now. We think that allocation of public land for recreational use based on the proportion of users by type is a truly fair way to manage travel. This assumes that no resource damage is occurring. If any type of use causes resource damage, that use must be stopped wherever the damage is occurring.

We also firmly believe that public land should not be allocated in proportion to users' speed over the land. High-speed vehicles would occupy the public landscape way out of proportion to their numbers if that were the case. All public land could conceivably be dominated or used exclusively in the future by ultra-fast "air scooters".

We think that public land is not appropriate for any and all uses. Many motorized vehicle users seek thrills on public land that are best sought at an amusement park, commercial attraction or on other private property.

We are opposed to any land being designated **Open** because we feel resource damage always occurs when motorized vehicles travel cross-country off of maintained roads and trails.

We strongly support the change in ORV route designations to a new system of **Limited to Designated Roads and Trails** because travel of a particular type would be allowed only if maps and signs indicated so. Signs showing where certain types of travel **are allowed** are much less likely to be destroyed or taken away than signs which show where travel **is not allowed**. We believe the new system will by much easier to manage than the previous system and will be more consistent with the policy on U.S. Forest Service lands.

We strongly support closing areas to target shooting where public safety is jeopardized.

Our choice among the Alternatives presented

We prefer the projected outcome of Alternative B because it provides reasonable recreation opportunities while preserving large core areas of wildlife habitat. We would recommend adding the analysis of all the Salida Mountain Trails Park Committee trail proposals for additional hiking and mountain biking trails in the Salida area primarily because there is a need for more non-motorized single track trails close to the city of Salida

The Proposed Action (Alternative C) would be our close 2nd choice because it protects considerable wildlife habitat and closely restricts resource-damaging motorized use.

We support denying the A1 motorized route because this requested trail a previously violated public health standards, would intrude into critical wildlife habitat and encourage illegal entry into the roadless Big Hole sub-unit.

We support the denial of the requested S1 motorized route from Parkdale to Wellsville because it would fragment wildlife habitat and also encourage trespass into the Big Hole sub-unit.

We support seasonal and wet weather closures to protect resources in all sub-units.

We support preserving riparian areas in Badger Creek sub-area by closing user-created routes.

We support protecting riparian and wildlife habitat in the Crampton Mountain sub-unit by maintaining prior road closures.

Sincerely,

Dick Scar

Jan Scar

Comments to the BLM Arkansas River Travel Management Plan
Date: 7/31/07
To: Plan Administrator
Ref: Pending Arkansas River Travel Management Plan

AUG 01 2007

Dear Administrator.

Your original information gathering program was useful in that it gave opportunity for the public to see your overall objectives and provide for input.

As public lands are used extensively for seasonal hunting in this study area, I would like to address access for hunters that are very young, very old and infirmed. I don't feel you have given sufficient consideration for motorized access for these people to these areas.

It appears your focus is to restrict the use of ATVs in general. By doing so you have limited the access to hunting to a large group of hunters unable to walk or otherwise access desirable hunting areas.

Your short comment period "without" public meetings appears you intend to run this program through without thorough public participation.

You should pick one of the alternatives, then hold public meetings to fine tune that alternative.

The DVD you supplied and the printed maps you provided were an insufficient medium to reflect the impact your decision will make. The DVD required electronic access and knowledge that many were unable to deal with. The printed maps did not sufficiently reference roads and highways as to be easily understood.

Your process is severely flawed and you should take a step back, show us your reasoning for your closure decisions, hold public meetings and let us respond.

You don't close a highway because of illegal speeders, you use enforcement to control their actions and punish those guilty of negligence.

I'm requesting you extend this comment period and change your approach to receiving public input. Anything less reflects negatively on your office and the BLM as a public land administrator.

Sincerely,

James B. Brooks

234

*Please mask personal identifying information if this letter is publicized.

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main Street
Canon City, CO 81212

AUG 01 2007

Mr. Vieira:

I'm writing in support of the Proposed Alternative because it appears to best protect the natural resources and wildlife habitat of this beautiful part of Colorado and to thank the BLM for its foresight and courage in developing a travel management plan that addresses recreational overuse of public lands.

I have hiked on trails west of Canon City in the Grape Creek, McIntyre Hills, Beaver Creek, and Table Mountain areas and appreciated the opportunities for quiet enjoyment and solitude I have found there. I plan to visit Badger Creek soon to experience what I've been told is a great backcountry experience.

The Proposed Alternative means that in future visits I will likely find the unique qualities of the Arkansas River Canyon undisturbed. I am very pleased that the plan limits ORVs to designated routes and in general supports public land health standards.

Finally, I would like to thank the BLM for the excellent process it followed in soliciting public input.

Sincerely,

I would like for you to protect the important riparian and wildlife habitat by maintaining prior road closures in Crampton Mountain subunit. I would like for you to enhance the non-motorized recreational opportunities for hiking, mountain biking and horseback riding in Grand Canyon Hills sub-unit. I would like for you to protect the important wildlife habitat and migration corridors while providing non-motorized opportunities for hiking, mountain biking and horseback riding in a quiet and remote setting in a section of West McCoy Gulch. I would like for you to protect the McIntyre Hills Wilderness study area boundary by reducing motorized access in adjacent parts of the Road Gulch sub-unit. I would like to support concentrating off road vehicles routes in the Texas Creek sub-unit rather than spreading them into peaceful backcountry areas. The bicycle trail system that is near Salida that routes as well as proposed routes meet safety and public resource protection standards and that the trail systems be require that adequate maintenance is provided. I would like to indicate it is important to concentrate high use bicycle trails in manageable locations especially near urban

centers. I would like to say the process
by BLM in soliciting public input including
public meetings, surveys and stakeholder
interviews an excellent, excellent process. I
would like for you to use seasonal closures and
temporary wetweather closures as mitigation
to all sub-units. I would like for you to protect
the watershed by closing miles of unauthorized
user-created routes that increase erosion. I
would like to protect rare and sensitive plant
species by closing a number of unauthorized
user-created routes that are being damaged.
I would like to protect critical core wildlife
habitat and as well as those areas vital to
migration and connectivity. I would like
to applaud the draft plan recognizes the value
of protecting high quality wildlife habitat especially
of the increasing of development in the area.
I also applaud BLM's decision to deny
the A 1 motorized route requested by the
motorized community that was previously
closed by the BLM due to violation of Public
Land Health Standards. This trail requested
would intrude into important wildlife habitat
and provide illegal egress into the roadless
Big Hole sub-unit. I also support
~~to preserve the natural character of Badger~~
Creek, Red Gulch, Big Hole, and Sangre
Creek Hills sub-units. I would like to have

by BLM in soliciting public
public meetings, surveys and stakeholder
interviews an excellent, excellent process. I
would like for you to use seasonal closures and
temporary wetweather closures as mitigation
to all sub-units. I would like for you to protect
the watershed by closing miles of unauthorized
user-created routes that increase erosion. I
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motorized community that was previously
closed by the BLM due to violation of Public
Land Health Standards. This trail requested
would intrude into important wildlife habitat
and provide illegal egress into the roadless
Big Hole sub-unit. I also support
to preserve the natural character of Badger
Creek, Red Gulch, Big Hole, and Sangre
Foothills sub-units. I would like to have
you protect the High Mesas Grassland
Research Natural Area by changing its
designation to close the motorize use. I
would like for you to provide adequate
maintenance for high-use trail systems
[illegible] set of standards that

must be met. I would like for you to restrict trail access to those designated and open ~~trail access to those designated~~ to the public while closing Private access to our Public Lands from surrounding subdivisions, but not foot or horse access. I also would like to restrict motorized and bicycle ~~usto~~ use to designated trails in order to protect natural resources and meet Public Land Health Standards.

Joe, I would like to congratulate everyone in the BLM for their uptempo plan that shows us the high level of responsibility you show in meeting the Public Land Health Standards. Thank you to all. Also, could you send me any and all additional information concerning this planning process.

With kind regards
Chris McCracken

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

244

NAME: Lynn Collins ADDRESS:

PHONE:

E-MAIL:

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

Hello, I spend approximatly 10-15 hours/wk riding horses in the sand gulch/Badger Creek area so I am very familiar withe the area. Alt. C sounds good with the exception of trials bikes on Turkey rock, I Believe if I had to choose I would rather have the shooting range. If you do open it to trials bikes I would highly recomend doing it on just a trial basis and maybe limiting it to weekends. It pretty much seems alot of ATV's go where they choose so without some manpower enforcement putting more signs up will only have a limited effect.

Thank You, Lynn Collins

P.S. I've noticed alot of the salt tamarisk on badger creek resprouting, you might want to deal with these again.

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

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THE BOARD OF COUNTY COMMISSIONERS
OF CHAFFEE COUNTY
P.O. Box 699
Salida, Colorado 81201
719-539-2218

AUG 03 2007

July 31, 2007

BLM Royal Gorge Field Office
Attn: Joe Vieira, TMP Feedback
3170 East Main St,
Canon City, CO 81212

Dear Joe

The Chaffee County Commissioners would like to thank the Royal Gorge Field Office for the good work that has been done during the analysis phase of the Travel Management Process. Our constituents and the Salida Mountain Trails group have let us know that they approve of the proposed action, Alternative C, as it applies to the Salida Sub-Unit.

As you know, the citizens of Chaffee County utilize and care for the public lands in our county. We are active, outdoor people. We see the public lands here as some of our greatest assets. We also know that much of our citizens' livelihood relies on the draw of recreation on our beautiful river and open land.

With the realization of Salida Mountain Trails' vision for a trails network, we are certain that our tourism season will be broader and deeper than ever in the past. The BLM lands in the Salida Sub-Unit tend to be warm and dry in the autumn and spring, which is just the time when tourism here in Chaffee County needs a boost. Thank you for your pledge to work with Salida Mountain Trails to enhance the trails resource on these lands.

We appreciate the proposed prohibition of shooting on BLM land in close proximity to Salida. We agree with the need to reduce motorized and mechanized travel in some of our beautiful and sensitive areas, such as Castle Gardens. However, we are curious about BLM's plan for enforcement of these new limitations. We realize that BLM's law enforcement personnel is very limited, and spread very thin. However, we are concerned about the potential for a sense of lawlessness that may be promoted by restricting these activities without retribution for violators.

Once again, thank you for all your hard work. We look forward to partnering with the Bureau of Land Management to keep our local public lands healthy and available for the citizens of Chaffee County and our visitors.

Regards

Jerry Mallett

Betsy Shade, M.D.

July 31, 2007

Bureau of Land Management
Attn: Arkansas River TMP
3170 E. Main St.
Canon City, CO 81212

AUG 06 2007

Dear BLM:

These comments are submitted for consideration on the draft travel management plan for the Arkansas River area west of Canon City. My brother-in-law visited your region during his Air Force duties. My six children (ages now 8 to 11) love wild country, and we all hope the magnificent lands of the Arkansas River will still be wild when they grow up and explore our beautiful land for themselves.

I want to commend BLM for the thoughtful plan presented in the draft Proposed Action because it takes constructive steps to prevent off-road vehicles from damaging the land and resources. ORVs have many miles of trails and roads open to them in Colorado. Lands with high values for wildlife habitat and public use need protection against the impacts of ORV traffic. BLM is wise to recognize that ORV traffic is increasing, and the impacts observed now will become worse with the passing years.

Specifically I support BLM's disapproval of ORV traffic on Route A-1, to protect wildlife habitat and prevent vehicles from approaching the proposed Big Hole Wilderness Area. I support BLM in disapproving Route S-1, to prevent damage to native plants and soils, wildlife habitat, and the solitude of the proposed Big Hole Wilderness. I favor BLM's proposed closure of Routes 431 and 433 to protect Canada lynx habitat and keep vehicles away from the Sangre de Cristo Wilderness.

I urge BLM to drop the idea of re-opening Route A-4 because ORV traffic on this route would damage the trail leading to the waterfalls in Fernleaf Gulch and harm the aquatic ecosystem by crossing and recrossing the stream.

Again, bravo to BLM for this systematic plan. Thank you for considering my thoughts.

Sincerely yours,

Betsy Shade MD

252

AUG 06 2007

July 31, 2007

BLM – Canon City
3170 E. Main Street
Canon City, 81212

Re: Proposed land use changes for Grand Canyon Hills, Texas Creek, & Turkey Rock

I strongly support Alternative A as proposed by the BLM for the Arkansas River Valley.

My wife and I are teachers in the Denver area, but we own a vacation home within a mile of Turkey Rock. We feel that the establishment of a trials motorcycle area is an excellent use for the area. The area is ideal for trials practice and competitions and has historically been used by trials riders. We have enjoyed past events as spectators and our ten year old son has expressed an interest in the sport.

While I don't object to the target shooting in the area, I understand the potential hazard of mixing target shooting and trials motorcycles. Other nearby areas could be designated for target shooting.

The other recreational improvements outlined in Alternative A seem like they would be excellent additions to the area. They will improve the outdoor recreational options and boost the local economy.

Our second choice would be Alternative C, and we do not support Alternative B.

Thank you for your consideration, regarding this matter.

Sincerely

James Skip Walker

Skip and Pat Walker

Pat Walker

AUG 03 2007

**Alan H. Robinson**

July 31, 2007

Roy L. Masinton
Field Manager
Royal Gorge Field Office
3170 East Main St.
Canon City CO 81212 Attn: Arkansas River TMP

**Note these mailed-in comments are also being submitted attached to an e-mail.**

Dear Mr. Masinton,

GENERAL COMMENTS

1. As a professional planner I am impressed with the thoroughness and detail demonstrated in dealing with this complex set of issues and subunits. Your staff has done a very good job of it.

2. A topic which I could not easily assess was interaction with adjacent public lands such as those managed by the San Isabel National Forest. I would like to be assured that actions being proposed so far as route status on BLM lands would not cause conflicts or inconsistencies where an adjacent connecting route is on Forest land.

3. A related question is to be assured that the US Forest Service and the State of Colorado have been consulted with concerning any consequences your proposed changes might cause in management of adjacent public lands,

4. I concur with your overall objective of changing from allowing OHV use on "existing" to "designated" routes; this is a major step towards better protection of the lands under your jurisdiction. I would however like to see the document (or regulations) make it clear that positive evidence of designation must be on the ground (for example a sign indicating acceptable uses) before the permitted user can proceed. This is to avoid the practice of a user removing a sign and proceeding with unauthorized activity and claiming that the agency failed to sign a route.

5. Similarly I agree with the reduction of the "300 ft from route" to "100 ft" rule for camping because I recognize that this has led to development of user-created OHV routes under the excuse of seeking a legal camping site; however I would like to have it clarified whether or not a user is within 100 ft if it is or is not

acceptable to create (new) resource damage; if it is not, then your rule would be a powerful tool to ensure that existing dispersed camping sites do not simply grow every year by the 100ft implied by your new regulation.

6. I also agree with inclusion of mountain biking as an activity limited to designated trails, thus ending the practice of cyclists either going cross-county on single use trips or of developing so-called "renegade" trails for repeated use without agency sanction. I think this is appropriate recognition that mountain biking indeed has resource impacts which, although they might differ in scale, are not unlike those of ATV or motorcycle cross-county use.

7. I would appreciate clarification on the issue of young drivers of OHVs. In particular I would like to know whether BLM regulations do or do not allow riders 10 years or younger to drive any type of OHV on BLM system routes (open to OHV use) regardless of whether or not they are accompanied by a motor vehicle-licensed adult. Further, is it true that young OHV riders age 10-15 must be accompanied by a licensed driver age 16 or older? If there is a prohibition on drivers less than 10 years old, how does that affect the use of OHVs (including downsized models of ATVs or motorcycles) in and around dispersed or formal camping areas? It has been my observation that this category of use by young riders is the most significant cause of campground resource damage and expansion in areas such as Fourmile.

SPECIFIC COMMENTS

1. I concur with the proposed closure of the High Mesa Grasslands to make its management consistent with BLM requirements for this category.

2. I take note and approve of the proposal's reference to closure (and restoration?) of user-created routes within the existing WSAs; I would appreciate seeing a statement that commits the BLM to taking necessary future management action to ensure such closures are respected.

3. Could you comment on if any new routes in the proposal outside the WSAs will have any effect on the WSAs (in particular the Upper and Lower Grape Creek or MacIntyre Hills WSAs) in the sense of increasing potential for trespass within the WSA, and what management actions would be taken if this is the case?

4. You explain how there are four WSAs within the planning unit but you also note that three of them (Upper and Lower Grape Creek and MacIntyre Hills) were not actually recommended for Wilderness designation (only Browns Canyon was). Can you clarify whether or not that finding has any effect on your obligation to manage these areas as if they were actually legislative wilderness?

5. I do not object to the increases in new ATV and motorcycle routes in the proposal so long as they are subject to the "guidelines" you are developing (see next point). I am not familiar enough with the subunits to understand just where those new routes would be, but in looking at Appendix Map 5 *Requested CMTRA Trails* I am concerned that many of those being requested for reopening were previously closed. I assume there were documented resource impact reasons

for those previous closures, and would not like to see reopenings without positive pro-active redesign and an assurance that the BLM has the administrative capacity for supervising and maintaining any reopened routes. I encourage you to take advantage of volunteer effort by the motorized community to construct, maintain and monitor any new or existing routes.

6. I concur with the proposed Salida Bike trails developments, including the approach of requiring that such trails meet "guidelines" which your specialists have created or will create before they may be constructed. I appreciate the way in which you have been responsive to the requests of an important user group. In implementing these proposals I urge you to work closely with proponents so that your agency can take advantage of volunteer contributions in design, construction and maintenance, while still upholding the standards your guidelines may require.

7. I could not find a description of "individual activity plan(s)"; how would these be done (and what level of public input would be accepted) and is there concern that they could compromise the spirit of decisions made on the overall TMP?

8. I support reducing certain shooting areas near Salida in the interest of public safety, but would like to see commitment to more public education and enforcement on cleaning up targets and brass after shooting where still permitted.

Thank you for this opportunity to comment.

Sincerely,

Alan Robinson

Alan Robinson

Janice Swarm

I agree with the plan that BLM would like to put into to action. The Texas Creek area is ideally a great place for the OHV people. I specifically agree that the trail leading to Fernleaf Gulch not be open for their use. This is a very important riparian area.

One comment that I have regarding this area is; when horseback riding in the past there were a number of cattle using this area for drinking water. The damage they were creating was equally as bad as OHV use. Will this area be open for cattle grazing?

Also, horseback riders and hikers are able to use the areas proposed on the EA, but the parking situation for horse trailers, OHV vehicles and there trailers is not large enough to park and get turned around. Rocks have been placed in areas where horses could park in the past and there is just not enough parking for the number of vehicles using the area on weekends and holidays. A truck and trailer for either horses of ATV's is at least 26 to 35' in length and requires more space then you have allowed in the parking areas.

As we have always talked about, education of using and sharing the trails is very important of all recreational users, but we must protect our natural resources for future generations

Thanks to BLM for the many hours of research and putting together your first choice plan, which seems to be the most desirable choice with every group of users having some trails and areas for their own particular enjoyment.

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James E. Lockhart

AUG 03 2007

August 1, 2007

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main Street
Canon City, CO 81212

Dear Mr. Vieira:

I am writing in support of the Proposed Alternative (Alternative C) set out in the June 20th Arkansas River Travel Management Plan. Both the Proposed Alternative and Alternative B, the Low Use Alternative, appear to strike an appropriate balance between motorized recreation and protection of the environment from its impacts, unlike Alternative A, the High Use Alternative.

As an avid hiker and resident of Colorado for more than 20 years, I frequently hike and also occasionally camp in the area covered by the Arkansas River Travel Management Plan. At some time over the past twenty years, I have hiked in every one of the fourteen subunits covered by the Arkansas River Travel Management Plan. I am impressed by the amount of study and effort that has gone into the Travel Management Plan. To give just one example, in discussing Big Hole, on the north side of the Arkansas, the Environmental Assessment notes the difficult and dangerous access situation at Five Points Gulch, on the south side of the river, where people using a spur road to access a ford across the river have to merge back on to US 50 near a blind curve. This Plan is obviously the work of people who know the area well and have considered travel-associated issues in depth.

I am particularly pleased that the Environmental Analysis takes an ecosystem-wide approach to analyzing the travel management problem, looking not only at threats to isolated areas and particularly sensitive species, but also recognizing the need to protect "core interior" habitat areas throughout the planning area. These large tracts of undisturbed habitat are of equal value to wildlife and to species preservation wherever they occur, not merely when they coincide with proposed wilderness or officially-recognized wilderness study areas.

I support your decision to restrict motorized recreation and mountain bikes to designated routes and trails. Motorized recreation in particular is a high-impact form of recreation. There is simply no way that a person mounted on a wheeled vehicle weighing upwards of 600 pounds, traveling several times faster than a human on foot and covering several times the total distance, is not going to have an impact many times greater than a hiker. Motorized users simply cannot be given the same "open use" right of access that hikers, hunters, birdwatchers, and other foot travelers can enjoy. I also support your

decision not to allow motorized access from private lands onto public lands, for much the same reason. Here too, motorized access poses a particular risk of adverse impacts, but also creates an enormous enforcement problem and encourages trespassing on the private lands. I likewise support a reduction in the distance which motorized users can travel to dispersed campsites or for purposes of game retrieval. The current 300 foot rule encourages the creation of spur routes and allows unnecessarily extensive off-trail vehicular impacts.

I likewise support the position taken by all Alternatives that any future additions to the motorized route system would have to meet high minimum standards, and that the means would have to be there both to add to the motorized route system and to maintain the existing system. One of my concerns is that, given the likely size of BLM budgets in future years, expanding the length of the motorized route system might make it unsustainable, even in light of non-BLM funds dedicated to motorized trail maintenance, and unenforceable, given BLM available staff.

I also support closure of the Turkey Rock and Salida areas to target shooting under Alternatives A and C. Target shooting is inappropriate in these areas if other recreational use continues at current levels or is increased. I would also suggest that even if the low-use Alternative B were to be adopted for BLM lands, increased use and occupation of private lands would justify the closures.

Although I support Alternative C in all of the subunits, I would like to comment particularly on the Texas Creek subunit. I think that the heart of the travel management plan is what to do about motorized recreation in the Texas Creek area. I support your Proposed Alternative for Texas Creek over either Alternative A or Alternative B. It is appropriate to allow and concentrate off-road motorized use in the area, which has a history of motorized use and where the trails are designed primarily for that use. It is also appropriate to create some additional trails and routes to handle increased use where this does not unduly impact the land. However, I see no reason to believe that the 1998 environmental assessment for the Texas Creek Trail Construction and Maintenance Project (CO-057-98-127 EA) was flawed or inaccurate. Rather, I feel that the closure of a number of trails which resulted from that assessment was appropriate, based on the environmental impacts which that study identified. During the current travel management process, the Colorado Motorcycle Trail Riders Association has proposed to have many of these closed trails reopened, but I am not aware that any data has been produced to suggest that the 1998 EA incorrectly identified the need for the closures. The Texas Creek motorized use area contains sensitive montane riparian forests and other riparian areas which are rare and particularly valuable in one of the most arid portions of east slope Colorado. One of the CMTRA-proposed trails, A-1, would follow a route through one of the most significant riparian corridors in this subunit, East Gulch, for more than a mile. Another, A-3, would follow a sandy wash, creating what the 1998 EA identified as unacceptable impacts, not only within the wash itself, but also downstream in Fernleaf Gulch, another significant riparian corridor which presently has motorized impacts only in the vicinity of a private parcel of land. A third, the S-2 motorcycle route would cross Fernleaf Gulch and would be located almost entirely outside the existing open OHV area boundary, thereby creating a motorized human presence in an environmentally important area which does not presently receive these impacts.

The CMTRA proposal would also add a motorcycle route, S-1, which I think is inappropriate, and perhaps unfeasible. The lack of current information supporting this proposed addition is evident. As initially proposed, the S-1 motorcycle route seems to have been planned simply by following the contour lines from an existing spur route, identified as Segment 9 on Map 16. As noted in Appendix 6, when BLM personnel attempted to reconnoiter this route, they found it unfeasible due to steep slopes and even cliffs. When the proponents actually went out and attempted to flag a route, they flagged a significantly different route for only a short distance. I think that the EA has correctly concluded that it has not yet been demonstrated that such a route is even feasible, much less that it is desirable. I am concerned that such a route, located outside the existing OHV open use area and over a ridgeline from existing trails, would bring motorized impacts into an entirely new drainage, significantly impacting the ability of the Big Hole subunit to act as a core area. The substantial impact of S-1 in this respect is visible by comparing Core Area Maps 22 and 24.

I feel that I must address one point raised in public comments during the public participation project. A number of motorized users suggested that motorized recreation activities within the area covered by the Travel Management Plan should be expanded to minimize the impact of recent increases in motorized recreation. They suggest that closing existing trails will displace users onto other, unclosed trails, creating greater congestion and conflict, as well as increasing erosion and other environmental damage on these remaining routes, whereas adding routes would reduce this impact. I have to strongly question whether adding more motorized routes is a solution to the vehicular erosion problem. Since the worst impacts can be expected to occur near trailheads, it can be questioned whether adding more mileage elsewhere in the system will dilute the impact where it is most severe.

This is particular true of proposals to create a long distance motorcycle or ATV route extending the length of the Arkansas Canyons area. Although not part of any of the analyzed alternatives, this was suggested in public scoping comments and is not ruled out by the proposed travel management plan. I suspect that you will receive comments suggesting this, and feel that it is appropriate to respond accordingly. I hike frequently on an existing long-distance motorized route, the Rainbow Trail in San Isabel National Forest, in order to reach various hiking trails. I have not noticed extensive motorized use of the more remote parts of that trail, and indeed am not sure whether the recent proliferation of off-road vehicles has caused a significant increase of use of these particular segments in recent years. I therefore suspect that although creating a long-distance through-route in the Arkansas Canyons area might increase total use of Texas Creek by giving it a higher profile, the primary effect would be to increase impacts on the trails and segments close to the existing trailhead parking areas, since these are most accessible to more casual users. In short, it would exacerbate rather than alleviate the crowds of users in the areas that are presently most crowded.

Motorized users are certain to be unhappy that the total length of motorized routes decreases under the Proposed Alternative. However, this in large part is an inevitable consequence of closing user-created routes. The more of these routes that have been created and the more that are identified, the more a policy of closing them will result in an apparent reduction of total route mileage. It appears that most responsible motorized

users recognize this, since they can see from the tables accompanying the Environmental Assessment that their basic route system has been preserved.

As I note above, I am a long-term resident of the region and I am very familiar with the need to manage recreational activities. I have seen the impacts which increased population and recreational pressure and reduced public funding have had on public lands in Colorado, and have felt these impacts upon my ability to recreate on them. I recognize that even hiking can have serious adverse impacts, particularly above timberline and in sensitive wetland areas, and I am not of the opinion that hikers such as myself can claim to have no impact on public lands. However, I have never been of the opinion that my right to recreate took priority over protection of the land, or that I should not be willing to modify my own use of the land where that was necessary in order to protect the land. Much less have I ever been of the opinion that if I could somehow bring more hikers into already heavily-impacted areas, this would somehow give me the right to demand greater access to the increased detriment of the land itself. I think that it is ironic and unfortunate that a significant portion of the class of recreation users whose activities are most impactful should also be the ones who are most insistent that they have vested rights and that their recreational use should be allowed to continue unaffected by the population and public use pressures which have significantly affected, and often reduced, other recreation on the public lands. I feel that Alternative C is simply asking the motorized recreation community to do what all other recreational users have been willing to do, by putting their own past, personal recreational practices in second place behind the need to protect the land.

Sincerely,

James E. Lockhart

James E. Lockhart

256

# George & Frances Alderson

AUG 06 2007

July 30, 2007

Royal Gorge Field Office, BLM
Attn: Joe Vieira
3170 E. Main St.
Canon City CO 81212

Re: Arkansas River TMP

Dear Mr. Vieira:

Please include this letter as our comment on the draft Travel Management Plan for the Arkansas River planning area. We saw this area on a vacation trip earlier this year, and one of my friends retired to Buena Vista.

We congratulate BLM on this draft plan. We have seen the impacts of ORV traffic in many places throughout the West. It is alarming how those vehicles have invaded wild lands that were unspoiled 30 years ago. The impacts of ORVs are obvious, and they are growing with the expanding population of vehicles. It is essential to adopt reasonable travel plans that steer ORVs onto routes that can withstand the impacts of present and future traffic, and that are not in sensitive wildlife habitat or proposed wilderness areas.

In general we support BLM's Proposed Action. The proposal is right to close routes on which ORV traffic would create unacceptable impacts. In particular we support BLM's conclusions on these specific routes:

- **Motorized route A-1** – should be closed to prevent vehicles intruding into high-value wildlife habitat. The closure will also keep vehicles away from the roadless area known as the proposed Big Hole Wilderness. It is wise to close routes that approach such areas, so riders won't be tempted to violate closure regulations.
- **Motorized route S-1** – should be closed to keep vehicles from degrading soils, native plant communities and wildlife habitat, and to keep vehicles away from the proposed Big Hole Wilderness.
- **Routes 431 and 433** – should be closed to give better insulation to Canada lynx habitat both in BLM public lands and in the adjoining Sangre de Cristo Wilderness. Here again, the closure should keep vehicles far back from the boundaries of the Wilderness and away from the lynx habitat area.

**Trail A-4** - We are opposed to BLM's idea of re-opening Trail A-4 to the Fernleaf Gulch waterfalls, which BLM closed several years ago. ORVs should be kept off this segment. Vehicle riders would undoubtedly deviate from the trail and cross the stream, leaving damage to the aquatic and riparian ecosystems. We have seen this

happen in other BLM locations. Lacking a strong enforcement presence, opening a trail along a stream to ORVs simply invites violations and promotes impacts against a rare and sensitive habitat area.

Except for trail A-4, we support the Proposed Action and look forward to its implementation. It will go a long way to protecting the public lands of the Arkansas River for public enjoyment in the decades to come.

Thank you for considering our views.

Sincerely,

George + Frances Alderson

George & Frances Alderson

259

July 31, 2007

AUG 03 2007

Re: Proposed Changes for Turkey Rock Area

Mr. Joe Vicari
BLM Royal Gorge Office
3170 E. Main
Canon City, CO 81212

Dear Mr. Vicari

I live just below the Turkey Rock/Sand Gulch area on County Road 45 and would like to express my opinion on the BLM proposed changes for this area. The Alternative C as described in the Mountain Mail article in the June 22, 2007 issue deemed "the proposed action" is the right choice in my opinion.

I would like to see the 52 acres of rock in the Turkey Rock area open and available for OHV motorcycle/Trials bike riding and events. And for safety reasons it makes good sense to eliminate target shooting in this area although I use it for sighting my rifle. I hope another location in this area will be designated for this use.

I use my ATV on roads only and would like to continue to have access to the Power Line road via the Sand Gulch road. I hope this road is in the 181 miles of motorized access routes as described in the above mentioned article.

Thank you for the opportunity to express my opinion on this matter.

Sincerely Yours,

Bill Byrd

Bill Byrd

July 31, 2007

AUG 03 2007

Re: Land Use

Regarding Alternative A in Grand Canyon Hills, Texas Creek and Sand Gulch Areas. I feel as a taxpayer that bicyclers and motorized bikes should be allowed. The trials events that have taken place in these areas has been a group that is impressive in the care they take making sure the ground is taken care of at the event. More bicycle areas are needed around Salida to keep cyclers safe and give them a variety of riding locations. I vote Yes on Alternative A.

Thank You
Joyce Sanchez-Soli

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

259

NAME: LELAND KERRISON ADDRESS:

PHONE:

E-MAIL: NONE.

Comments thru 8/3/09

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

Dear Sirs

I am a 62 year old citizen that can only enjoy my BLM land by motoring on my ATV. I do this respectfully & consider your closeing off any motorized trails as an unnecessary & inconsiderate act against many seniors my age whom have worked and paid taxes all our lives. Leave all these motorized trails open and quit being so predjudice to my age group. Thank you for your time.

Leland Kerrison

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E Main Street
Canon City, CO 81212

AUG 03 2007

August 3, 2007

I think the BLM has done an outstanding job in producing the Arkansas River Travel Management Plan Environmental assessment. Scopings with GIS information and BLM personnel to answer questions was informative and open. I would hope that the public will understand that it is the responsibility of the BLM to manage the LAND and conserve the resource for posterity. If all uses are allowed there will be no more LAND to manage.

The proliferation over the past 30 plus years of mechanized and motorized use on public lands makes it absolutely mandatory for the BLM to change from existing routes to designated routes. People have to understand that management and rules cannot be as they were 50 years ago. There are just too many people loving the resource to death. All uses are not compatible with protecting and preserving the resource. I think the BLM has proposed a fair and balanced compromise with user's needs and the need to protect the land in Alternative C.

I was recently hiking with a friend in the Texas Creek area on a week day. We only saw one other Jeep on FCR 27 during our trip. We were going to try to go to Fernleaf Gulch to hike, but I was reluctant to try to get up the final leg of 6020 without a companion vehicle. We went up Reeses Gulch until we decided we did not want to risk bogging down in the marsh. Not far, but the bottom of the gulch has braided trails that go to where they can't climb farther. This needs to be blocked off so vegetation can regrow. No way a motorcycle trail should go up Reeses Gulch. They have Tucker trail which probably has to be monitored to make sure spurs aren't created. The CMTRA proposal (S2) to get over to Fernleaf Falls should not be allowed. They can get very close on 6035.

You denied A1 with good reason in 1998. This small loop would adversely effect wildlife and I am glad you do not include it in Alternative C. It appears that the reasoning is the same on A3. Thank you.

If you do reopen A5, be sure there is funding for all the mitigation and patrolling needed.

S1 would run outside the current OHV area and would possibly encourage illegal entry into the Big Hole subunit. Save the Big Hole. I support denying private property owners motorized access into the Big Hole which I have seen from the highway, but never been in.

Thank you for not including S2 in the Alternative C. It's outside the OHV area and would cause impact to wildlife. My friend and I also hike on South Fernleaf Gulch Road 6140. I realize we could have 4 wheeled up there, but the walk was peaceful. We saw no one, but we did hear strange noises at one point, maybe coyotes and a couple of human like screams which could have been a wildcat. ATV's go on this road as can be seen from some incursions up a check dam.

The ATV staging area at North Texas Creek needs more signage and boulders to stop the ATV's from going up over the hill to get to FCR 27, 6026, and 6020. I was confused as to how to get over to the roads in an empty parking lot. I can imagine what it is like on a busy day. You have done a good job in the bottom meadows with signage and boulders. With all the rain, I have never seen it so green and flowered.

I don't know much about the Sangres Foothills sub~~mit~~unit as I have not been up there in many years, but I support your proposals to close spur routes that end at private property and braids that duplicate. The Rainbow Trail is ver near and motorized can use that to view the scenery. Intermittant, seasonal closures may have to occur to protect elk migrations and herds. I support your proposal to close BLM routes 714, 495, 52 and part of 72 in the Road Gulch subunit. I think the McIntyre Hills WSA needs to be protected from possible illegal entry.

I think what the public and the motorized public has to understand is a historical comparison. In, let's say, 1907there weren't many automobiles. They could go where they wanted, without licenses, rules, and traffic devices and were limited only by the technology of the vehicle. As autos increased, it became necessary to have laws to govern where they went, who could drive and how to drive. We now live in a complete car culture and must agree to the rules for the privilege of driving

In 1967, there were not that many motorcycles, very few ATV's and definitely fewer people using motorized access to the public lands. Now in 2007, we have so extremely increased motorized/mechanized use that public lands have been degraded. To protect the resource we have to restrict motorized/mechanized. We have a few sacrifice areas that can remain, as they cannot be brought back to health. If people want to extreme ATV or motorcycle, private parks should be built to give people the challenges they want. BLM and the public is up against a huge industry which believes it needs public land to tear up. (I cut out a full page ad for Fremont Motorsports showing an ATV trashing a riparian area, but I have misplaced it.) Let private industry handle this "need". Anyone who can spend the amount of money needed for ATV's, motorcycles, OHV's, trailers and RV's has enough to pay an entry fee at a private park. I thought you did a great job in the scoping of showing all the motorized /mechanized routes outside the ARTMP. There is enough opportunity if people obey the rules.

I support closing Turkey Rock and South Salida to target shooting. I am saddened that the NRA thinks this is a restriction. Target shooting is open wherever it is safe but closed to where it would be likely to kill people. Turkey Rock has trails riding. South Salida has adjacent homes. Target shooting is not compatible. I support the BLM's

attempts to work with private and governmental entities to establish target ranges rather than have some of the dumps where people bring out their cans, appliances ect. to shoot at. (We saw an old rusty dump shoot area in 6140.) I think BLM should do an outreach to local chapters of the NRA and maybe they can convince national of the need for closures.

I support your protection of Special Management Areas from travel routes and motorized/mechanized use. People need to have more information of the special resources that need protection in the Arkansas Canyonlands, Browns Canyon, Grape Creek, and Droney Gulch ACEC's, and High Mesa Grassland RNA/ISA, and Upper Grape Creek, Lower Grape Creek, and McIntyre Hills WSA's.

Motorized game retrieval should be limited to designated routes. Dispersed camping should have vehicles only a car length from the road where it is safe to do so. Sometimes it may be necessary to restrict dispersed camping to protect the resource.

I apologize for going on over long, but I commend the BLM for doing a great job of compromise on Alternative C of the SRTMP EA. The motorized/mechanized community needs to understand that closures of routes that are spurs and some user created routes is necessary. Private property access by motorized should not be allowed ( they can still walk in).

The responsibility of the BLM is to protect public land health and I think you are trying to do just that. As Front Range population pressures increase, we must agree to more restrictions and cooperation. Thank you BLM.

Donna Murphy

261

7-31-07

AUG 03 2007

To: BLM

In regards to land use alternatives in Grand Canyon Hills, Texas Creek and Sand Gulch areas. As a concerned tax payer I feel alternative A would be the most fair selection for bicyclers and motorized use. Turkey Rock has been used for years by trial motorbikes and this group is impressive in their care and concern for the ground they use. As there is obviously alot more bicycleists in and around Salida than Texas Creek, (I am a bicyclist myself) it seems very sensible and logical to have bicycle trails closer to Salida. My vote would support Alternative A.

Thank You
Jeff Cover

RE Alternative land use

7-31-07 262

AUG 03 2007

To whom it may concern:

Regarding the land use alternatives in Grand Canyon Hills, Texas Creek and Sand Gulch areas.
I support alternative A for use by trial motorcycles.

Thank you
Ave Martin

263

# Pikes Peak Group

522 N. Royer Street
Colorado Springs, Colorado 80903
Information & messages: 719.559.2790
On the web at: www.rmc.sierraclub.org/ppg/

SIERRA CLUB
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Explore, enjoy and protect the planet

July 30, 2007

AUG 03 2007

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main Street
Canon City, CO 81212

Dear Mr. Vieira:

I am writing on behalf of the Pikes Peak Sierra Club Group in support of the Proposed Action (Alternative C) set out in the June 20th Arkansas River Travel Management Plan. The Pikes Peak Group represents Sierra Club members in the Colorado Springs area, plus parts of Teller, Park, and Elbert counties in Colorado, many of whom recreate in the area covered by the Travel Management Plan. We strongly recommend adoption of the Proposed Action. It allows for some increase in recreational travel, but would protect particularly sensitive areas which in some cases, would not be protected by the High Use Alternative (Alternative A) due to its allowance of significantly greater motorized recreation. The Proposed Action also appears to provide for a network of routes which can realistically be maintained, given limited funds and staffing and the likelihood that these limitations will continue for the foreseeable future. We feel that it represents the largest system that realistically can be maintained, given current BLM budget constraints and limited staffing for enforcement.

We support the proposal, under all three Alternatives, of going from an open use to a designated route system. As the Environmental Assessment adequately demonstrates, such a change is necessary in order to deal with the proliferation of motorized recreation and the myriad of user-created routes produced by an open, undesignated system. We therefore support the redesignation of current "OHV Open" areas in the Grand Canyon Hills, Texas Creek, and Sand Gulch to "OHV Limited to Designated Roads and Trails." We also support the closure, under all three Alternatives, of public lands to motorized access from private lands across which the public has no right of access. As the Environmental Assessment notes, this is appropriate under existing policy, since it is necessary to protect private lands from motorized trespass along user-created non-routes, and would be done even if a "no action" travel management alternative were selected. However, given the transition from open to designated route use, such a policy is particularly appropriate, since routes lacking a viable means of public access are necessarily "non-system."

The Proposed Action seems to recognize the need to protect sensitive riparian areas, migration routes, areas containing sensitive or threatened species, other biologically unique areas, and core habitat

areas. We are impressed by the amount of effort that has been made to identify these areas, using such tools as Division of Wildlife data on specific species, the Colorado Natural Heritage Program list of potential conservation areas, and the BLM's own identification of wilderness study areas, potential research natural areas, and areas of critical environmental concern. As the Environmental Assessment recognizes, the greater focus on recreation represented by Alternative A would have significant impacts on wildlife and ecosystem connectivity, effectively accepting a higher environmental cost as a trade-off for additional recreational opportunities. We feel that this is not necessary or appropriate, and that the Proposed Action not only better balances environmental and motorized recreational activities, but also better balances motorized recreation against the BLM's limited ability to mitigate environmental impacts due to budget and staffing constraints.

We strongly question whether motorized recreation impacts can be mitigated by designating more routes, effectively attempting to solve the problem by dilution, as some supporters of a more expansive motorized road and trail network have suggested. This would inevitably lead to a transferring of these impacts to other areas which are currently unimpacted, and in many cases are more sensitive. In order to significantly reduce the human impacts on existing motorized routes and trails, recreational use of the new routes and trails would have to be fairly extensive, thereby causing fairly extensive impacts. As the Environmental Assessment recognizes, habitat fragmentation is a concern, since wildlife in general do better in large, undisturbed blocks. A significantly enlarged motorized system would also greatly increase the BLM's management and enforcement burden by increasing the system that must be maintained and patrolled.

Supporters of a more expansive motorized road and trail network have suggested that increasing numbers of motor vehicles on a more limited route system will cause greater erosion and other impacts to existing trails. While this is undoubtedly true, we feel that the proper solution lies in more frequent and intensive maintenance of existing routes rather than in exposing more routes to these impacts -- a solution which diverts some funds from remediation to new construction and spreads the remaining funds over a larger route system. It effectively defers dealing with the existing problem, while encouraging explansion of the activity is the source of the problem.

We support the decision, under all three Alternatives, to reduce the maximum distance of allowable travel for parking, camping, and game retrieval from 300 feet off of "existing" routes to 100 feet off of "designated" routes. An off-route travel rule based on an "existing" route definition is unenforceable, since frequent travel beyond a present travelway will eventually create a new "existing" route, thereby leading to route-creep and a proliferation of user-created spurs. Reducing off-route travel to 100 feet is more than adequate to allow users to park or camp without blocking the existing route. Indeed, the BLM should consider whether allowing even this degree of essentially unrestricted off-route travel may lead to an unnecessary and environmentally damaging proliferation of dispersed campsites in a particular area. The hunters who would be adversely affected on a consistent basis by this reduction of off-route travel distance would necessarily be those who hunt primarily within 300 feet of existing routes, or who take advantage of the essentially unenforceable nature of the existing rule to travel considerably farther than

300 feet to retrieve game, and therefore would seem to represent a small proportion of the total hunting public.

We support the Proposed Action recommendations for the following specific areas, which we feel are of particular environmental concern.

Salida

We support the limited allowance of additional mountain biking trails under the Proposed Action. The Alternative seems to strike a reasonable balance between allowing increased recreation and minimizing its impacts by locating routes in less environmentally sensitive areas. The community of Salida is attempting to promote mountain biking as an attraction for tourism, making it particularly important that this be done in an environmentally aware manner and also making it appropriate that mountain biking opportunities be concentrated in the immediate vicinity of the town.

Badger Creek

All three Alternatives would close duplicate, damaging, and user-created routes in the Badger Creek subunit, and thereby protect the large roadless area located at the northern end of the subunit and extending onto Forest Service land. This area is presently suffering significant impact from motorized use on user-created routes. Badger Creek has been the subject of extensive efforts to control upstream erosion and to improve water quality and limiting motorized use is an appropriate step toward this goal.

We agree that it is appropriate to limit the impacts of motorcycle Trials Events and practice by allowing them only in the Turkey Rock section of the Badger Creek sub-unit and to deny the request for additional "open" areas. Of the three areas proposed, Turkey Rock, Grand Canyon Hills and Reese's Gulch, allowing this activity in the Turkey Rock area would have the least impact. However, we note that the allowance of open motorized use is contrary to a general policy of limiting motorized travel to designated routes only, and could encourage other users to travel off designated routes. off-route travel. Though it would be preferable to disallow any "open" motorized use designations, the Turkey Rock location has the least impact on natural resources and wildlife habitat of the three requested areas.

Texas Creek and Red Gulch

We feel that the limited additions to motorized routes within the Texas Creek motorized use area are appropriate in light of the environmental impacts that addition of more routes would have. The Proposed Action would open some new routes which would have minimal environmental impacts, but, more importantly, would leave closed a number of routes which have been identified as having unacceptable impacts.

In particular, we feel that it is appropriate not to authorize the A-1, S-1, S-2, and A-3 routes requested in the CMTRA proposal. The S-1 motorcycle route would involve entirely new construction in a drainage outside of the current Texas Creek Motorized Area, east of the ridgeline which at present defines and contains motorized impacts. It would therefore bring human presence and noise impacts into what is identified in Map 24 as "Core Interior Habitat." The A-1 route is undesirable because it would traverse wetland and steep terrain beyond the existing closure point north of the Nulph Cabin at

its eastern end and would impact a substantial length of streamside riparian area in its central and western end. Opening this route to motorized use could also create an enforcement problem, since it would enable motorized trespass farther north along East Gulch, and even to areas east of it near the Big Hole subunit boundary. The S-2 and A-3 routes would both impact wetlands and riparian areas in Fernleaf Gulch and, in addition, by forming a connecting link between the Texas Creek and Red Gulch areas, would bring a disproportionate amount of new motorized use into this sensitive area. The A-1, A-3, and S-2 routes were closed as a result of impacts identified in the BLM's 1999 environmental assessment (EA) of the area for the Texas Creek Trail Construction and Maintenance project (CO-057-98-127 EA), and we believe that closure continues to be appropriate.

We support the denial of the request for an open trials bike practice area in the Reese Gulch portion of the Texas Creek area. As noted above, we believe that allowing this activity in the Turkey Rock area would have fewer environmental impacts. We also feel that allowing any group to engage in "open" off-trail recreation is particularly inappropriate in the vicinity of a concentration of other users who are expected to remain on-trail, since this could encourage violations, either unintentional or deliberate, by the other users.

Big Hole

We support the administrative closure of roads and routes within the Big Hole subunit, as proposed under all three Alternatives. These routes were never open to motorized use by the public, since they originate on private land lacking public access and, in most cases, cross what until recently was a substantial tract of private land in the center of the Big Hole subunit, only recently acquired by the BLM.

We also support the proposal, under all three Alternatives, to add High Mesa Grasslands to the areas currently closed to OHV use. This change is appropriate in light of the unique and sensitive vegetation in the area.

Grand Canyon Hills

We agree that the current OHV Open designation is inappropriate and support its elimination under all three Alternatives. As the EA notes, this area is poorly suited to motorized recreation because routes are relatively short and seem to cause more problems, such as trash dumping, than they provide recreational opportunities.

Grape Creek

We support the closure, under all three Alternatives, of user-created routes in the southern portion of the Upper Grape Creek WSA portion of this Subunit, together with the closure of administrative routes and the closure to motorized use of the one-mile route south of Temple Canyon in the Lower Grape Creek WSA portion. Here again, there seem to be more problems than recreational opportunities. We note that the Proposed Action does not propose closure to motorized use of the Bear Gulch Road on the boundary between the two portions, as is proposed under Alternative B. This could create enforcement problems as a result of motorized trespass into the WSAs, and at the least, will create a need for creation and continued maintenance of effective barriers at the end of this road.

McIntyre Hills and Road Gulch

All three Alternatives would close some routes in the Road Gulch Subunit which currently extend to the southern edge of the McIntyre Hills Wilderness Study Area and which have a history of use for purposes of motorized trespass within the Wilderness Study Area. However, the Proposed Action would put the closure points farther from the Wilderness Study Area, and is therefore preferable to the High Use Alternative, which would prohibit motorized use on some, but not all of these routes. The routes which would be kept open to ATV use under the High Use Alternative add only a short loop and a length of trail dead-ending at a private subdivision boundary.

Sangre de Cristo Foothills

We support the Proposed Action in its closure of a spaghettiwork of spur and user-created motorized routes in the Kerr Gulch area, particularly along the lower part of Fremont County Road 101A, which would be closed or kept closed under Alternative C, but would be open under Alternative A. The Environmental Analysis notes that this proliferation of routes is causing resource damage and also notes that County Road 101A is among the county road not currently being maintained, an impact that can only be increased by intensive motorized use. As the Environmental Assessment notes in its Recreation analysis, this proliferation of spur routes would be reduced, but not eliminated, under Alternative A. Alternative A would leave open or reopen certain routes, 212 and 422, that dead-end on private property, and would also reopen or keep open several routes, 210, 430, 431, and 432 in the close vicinity of the Sangre de Cristo Wilderness boundary and in an identified elk winter concentration and migration area. It makes little sense to encourage extensive motorized use of the relatively narrow band of BLM lands when the upslope National Forest lands are largely wilderness, with the single significant exception of the motorized Rainbow Trail. We note that some lynx habitat in the Kerr Gulch area would be protected under the Proposed Action, which proposes to continue designation of routes 210 and 430 for administrative use, since this habitat could be impacted by the noise and human presence resulting from reopening of these routes.

Sincerely,

Jane Ard-Smith, Chair
Pikes Peak Group
Sierra Club

August 1, 2007

BLM Royal Gorge Field Office
Arkansas River TMP comments
Attn: Joe Vieira
3170 E. Main Street
Canon City, CO 81212

AUG 07 2007

Dear BLM,

I am writing to let you know that I support your travel recreation plan for the Arkansas river in general, for the following reasons:

1. It protects habitat and natural areas/resources, and provide for sustainable use for various types of recreation. I think that the restrictions on wheeled recreation are appropriate

2. I applaud the BLM's preliminary approval for a sustainable system/plan of quiet use non-motorized trails adjacent to Salida. This system will be an asset to the community because it concentrates quiet routes near population areas, where they will receive the most use.

3. I support BLM's decision to deny the B1 motorized route requested by the motorized community that would run from Parkdale to Wellsville. I don't think that a motorized route cutting across vital wildlife habitat and roadless areas should ever be authorized as it would damage the damage soils and plants, fragment wildlife habitat, negatively affect the solitude of thousands of acres of our public lands.

4. I appreciate your decision to deny the A1 motorized route near Texas Creek. The trail requested by the motorized community would intrude into important wildlife habitat and provide the possibility of illegal ingress into the roadless Big Hole sub-unit. Protecting the resource by denying this trail is the right decision.

5. I support the BLM's decision to make non-hunting recreational shooting illegal on land near Salida residential areas. This is important for safety and also to maintain relative quiet near the urban/wildland interface.

6. I oppose re-opening the A4 motorized route in Texas Creek area because it is damaging to this riparian area. This route is right in the gulch and it would risk motorized incursions right into the stream.

7. I support closing private motorized access to our public lands from surrounding subdivisions because this will protect the resource. Private access to public lands should follow the same rules as public access.

Once again, thank you for your efforts to care for the resource and provide for sustainable recreation in the Arkansas River recreational area.

Yours truly,

Alan Heald
Denver, CO (4th generation Chaffee County land owner)

August 3, 2007

Sent via email to: rgfo_comments@blm.gov

Bureau of Land Management
Royal Gorge Field Office
3170 E. Main Street
Canon City, Colorado 81212
Attn: Joe Vieira, Arkansas River TMP Comments

**RE: Arkansas River TMP and Environmental Assessment**

Dear Mr. Vieira:

We appreciate the opportunity to provide comments on the Arkansas River Travel Management Plan (TMP) and Environmental Assessment. American Hiking Society is a long-time partner and advocate for the Bureau of Land Management (BLM). With a strong membership base of individual hikers and hiking clubs, American Hiking Society promotes and protects foot trails and the hiking experience. We are proud to serve as the voice of more than 75 million Americans that hike.

We applaud the efforts of the BLM Royal Gorge Field Office in crafting yet another TMP that conforms with its directives for "Comprehensive Travel Management," as described in the BLM's *Land Use Planning Handbook* (H-1601-1, revised March 2005). Specifically, we appreciate the fact that the TMP addresses a variety of resource and recreational uses and their accompanying modes and conditions of travel on public lands. Like the Gold Belt TMP issued two years ago by the Royal Gorge Field Office, the Arkansas River TMP represents an excellent example of a plan that is both thorough and forward-looking. It contains benchmarks by which progress can be measured toward the achievement of Desired Future Conditions. As such, the TMP stands in sharp contrast to many contemporary BLM TMPs that focus primarily on off-road vehicle (ORV) activities and are devoid of clearly defined management goals regarding the condition of public land resources and the provision of a range of quality recreational opportunities.

The Proposed Alternative found in the TMP appears to have been well vetted with the public and the BLM has been creative in its various methods of public outreach. It is clear the TMP has been crafted in order to provide the public a wide range of recreational opportunities in the planning area. We support the following actions as outlined in the Proposed Alternative:

- Creating designated trail systems for both mountain bike and ORV use in order to protect resources while prohibiting damaging cross-country travel.
- Restricting the number of motorized access points from private lands onto public lands in order to minimize the number of redundant and unauthorized routes.

- Creating innovative standards for the maintenance of high-use trail systems.
- Enacting area-wide closures to motorized use where such use would contradict resource protection goals (e.g., closure of the High Mesas Grassland Research Natural Area).
- Emphasizing the natural character of landscapes where low-impact recreation and "natural quiet" prevails (e.g., Badger Creek, Red Gulch, Big Hole, Sangre Foothills and Grand Canyon Hills sub-units).
- Protecting important riparian and wetland resources (e.g., Fernleaf Gulch, Maverick Gulch, and East Gulch sub-units).
- Closing user-created trails and maintaining existing road closures in the Badger Creek and Crampton Mountain sub-units in order to preserve riparian, fisheries and wildlife values.

We support the BLM's decision to maintain or enact motorized closures in order to retain relatively unfragmented wildlife habitat, migration corridors and non-motorized recreational opportunities like hiking throughout thousands of acres of the planning area (e.g., portions of the Big Hole, West McCoy Gulch and Grand Canyon Hills sub-units). Accordingly, we support the Proposed Alternative's inclusion of concentrating ORV routes in some areas (e.g., the Texas Creek sub-unit) versus an approach that would spread ORV use into relatively quiet and remote backcountry areas. We also support the intent of the BLM's Proposed Alternative to minimize motorized intrusion along the boundaries of the McIntyre Hills Wilderness Study Area by directing motorized access away from portions of the Red Gulch sub-unit.

As a result of the often damaging nature of motorcycle Trails Events, we support the Proposed Alternative's establishment of only a single area where motorcycle Trials Events can occur (e.g., the Turkey Rock section of the Badger Creek sub-unit). Similarly, we support the BLM's denial of a request for "Open" area designations in Grand Canyon Hills and Texas Creek sub-units for motorcycle events and practice ("Open" areas, by definition, are where unrestricted and often damaging motorized cross-country travel is allowed). Such designations would not be in keeping with the BLM's new policy of limiting motorized travel to designated roads and trails.

Thank you for the opportunity to comment on the Arkansas River TMP. We believe that the Royal Gorge Field Office has produced another quality TMP that will serve as a model among both the BLM and U.S. Forest Service in how to effectively plan for and manage the variety of travel and recreational uses occurring on public lands.

Sincerely,

*RPRasmussen*

Randy Rasmussen
Recreation Policy Specialist
American Hiking Society
946 NW Circle Blvd. #145
Corvallis, Oregon 97330

COMMENT FORM
ARKANSAS RIVER TRAVEL MANAGEMENT PLAN EA

NAME: Cathy Scarbrough ADDRESS:
PHONE:
E-MAIL:

PLEASE SPECIFY THE SUBAREA WHERE YOUR COMMENT APPLIES. THIS WILL AID THE BLM IN IDENTIFING AND PRPOPERLY ADDRESSING YOUR COMMENT

Re: Badger Creek – Turkey Creek Fremont County

I live in Howard & hike & bike in the Turkey Rock, Sand Gulch area at least twice a month year round. This past winter I snowshoed, too.

I am in favor of BLM plan Alternative C. You have done a very thurghtful & admirable job on this Alternative.

Because I rarely see trial bikes in the Turkey Rock area, I do not support extending the amount of time / dates open to trial bikes in the Turkey Rock & Sand Gulch area. I can see Turkey Rock from my home in the Acres of Ireland subdivision in Howard & hear bikes. It seems to me there may have been some exaggeration of the need for more open dates for trial bike / motorcycle activity.

Thank you so much for all you are doing to protect the beautiful & unique area between Badger Creek & Texas Creek. It is very dear to me & plan to go there often for many years for hiking & bicycling.

Cathy Scarbrough

ATTACH ADDITIONAL PAGES IIF NECESSARY AND MAIL TO ADDRESS ON BACK OR FAX TO 719-269-8599

ARKANSAS VALLEY
AUDUBON SOCIETY

P.O. Box 11187
Pueblo, Colorado 81001
August 3, 2007

BLM Royal Gorge Field Office
3170 E. Main Street
Canon City, CO 81212

REF: Arkansas River Travel Management Plan Draft Environmental Assessment

Dear Roy Masinton,
Please accept the following comments on the Arkansas River Travel Management Plan (TMP) draft Environmental Analysis (EA) submitted on behalf of Arkansas Valley Audubon Society, Front Range Resource Advisory Committee member Aaron Clark, Front Range Resource Advisory Committee member Donna Murphy, Central Colorado Wilderness Coalition, Quiet Use Coalition, San Luis Valley Ecosystem Council, Great Old Broads for Wilderness, Audubon Colorado, Rocky Mountain Recreation Initiative, Southern Rockies Ecosystem Project, The Wilderness Society, Western Resource Advocates and the Center for Native Ecosystems. These organizations and individuals speak for the tens of thousands of citizens that they represent who are concerned with protecting our natural resources.

We want to thank you for the opportunity to make these comments. We sincerely appreciate the public meetings and many other opportunities you have provided for the public to provide input into this travel management plan. We believe that the Royal Gorge Bureau of Land Management Office sets an example of public agency best management practices by not only hosting public meetings but actively soliciting the input from all the stakeholder groups.

We found that the draft EA for the Arkansas River TMP reflects a generally thorough analysis of public land resources, travel routes including recreational trails and the opportunities they provide, as well as the impacts of travel on public land resources. We further found that the Proposed Alternative C provides a good balance between recreational uses and meeting the Public Land Health Standards that have been adopted by the Front Range Advisory Committee and the Colorado BLM. Re-opening routes listed in Alternative A that were requested by the Colorado Motorcycle Trail Riders Association would increase sedimentation into the Arkansas River, have negative impacts on wildlife, riparian & wetlands, and on the proposed wilderness area in the Bighole Sub-unit. That would be inconsistent with the BLM's Mission that includes sustaining the health of the public lands under it's stewardship.[1] We will begin with some general comments then follow with comments on specific sub-unit routes.

[1] From BLM website: http://www.ntc.blm.gov/leadership/leader_blm_mission.html

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1 BLM website: http://www.ntc.blm.gov/leadership/leader_blm_mission.html

## *General Comments--*

**Restricting motorized use to designated trails:** We strongly support restricting motorized use to designated trails as this is the first step in gaining control of current unsustainable cross-country motorized travel and the proliferation of unauthorized user-created trails. The designated trails policy is essential in protecting natural resources and working to meet Public Land Health Standards and Desired Future Conditions for each sub-unit. This is also essential in reducing the large amount of sediment that is draining from adjacent BLM lands into the Arkansas River, damaging fish habitat and impairing the quality of this river that provides water for municipal, industrial, agricultural, recreational and environmental use for well over a hundred thousand people downriver. In order to protect the watershed all motorized routes must be planned and engineered for sustainable use.

**Re-defining the "Limited" designation category:** The EA defines the "Limited" designation for ORVs to include limited to designated routes and limited to certain types of travel (EA, pp. 1-2). The EA then applies this designation only to the Turkey Rock area, to create an area that is "limited" only in the sense that only trials motorcycles can travel cross-country in the area ( EA, p. 30). This definition and application of the term "limited" for ORV use is misleading and should be corrected. While we support making specific management decisions on specific routes by vehicular type or mode of travel, this type of limitation or restriction is traditionally applied to specific designated routes rather then an area for cross-country travel.

As a preliminary matter, we want to emphasize that we do not support the designation of Turkey Rock as essentially an "open" area for trials motorcycles. Since the EA's proposed action states that OHV will be limited to Designated Roads, Trails and vehicular types and nowhere does it mention "areas", it is misleading. Further, the EA's use of the term is inconsistent with the directives of Instruction Memorandum (IM) CO-2007-020, which states clearly and unequivocally: "There will be no motorized cross-country travel in areas designated as limited or closed." Rather, per IM CO-2007-020, for an area designated as limited for purposes of ORV use, "you should identify the designated routes and modes of travel." (emphasis added). We sympathize with your situation and your desire to manage Turkey Rock appropriately, but seriously question the need to accommodate cross-country travel by trials bike in this manner. Further, by creating an area that allows cross-country travel under the "limited" category, no matter how small, sets a poor precedent for other Field Offices (FOs) to establish large expansive cross-country travel areas under the guise of the "limited" category and could create an undesired and unintended loophole in the "limited" category.

If the BLM must identify special management for a specific area, then a more narrow approach should be used. We recommend the approach taken by the Rio Puerco FO of the New Mexico BLM. The Rio Puerco FO has designated an area as closed to off-road motorized vehicles except for the special use permitted to the New Mexico Trials Association that uses the area for practice and competitive events. Management decisions of this nature have multiple benefits for the public and the managers. Granting a special use permit helps clear public confusion regarding why one vehicle type is allowed special status versus other vehicle types. A Special Use Permit (SUP) also provides the BLM management leverage to control the future use of trials bike use and the resource condition of the permit area. In this situation, a "trials" riding organization such as Rocky Mountain Trials Association will have to apply for a SUP and in site specific NEPA would be performed in order to determine if such a permit would be granted. A SUP also allows more for future adaptive management without undergoing a NEPA process and avoids making controversial changes and interpretations to the "limited" category definition. Therefore lacking further adjustments to the proposed alternatives, we support and select Alternative B as it pertains to Turkey Rock and OHV limited to Designated Roads and Trails.

**Minimizing impacts of Motorcycle Trials Events:** We continue to raise our concerns regarding the proposed action regarding motorcycle trials riding, practice and/or competitive events. We request that the Royal Gorge FO reconsider the assumption that, because the area of Turkey Rock consists of rock outcrops, allowing unlimited cross-country motorcycle riding there is appropriate. It has been proven that the area is difficult to manage and the impacts to the surrounding non-rock areas have been severe. One look at the rock and anyone can tell that the surface has not eroded naturally. The tire treads have cut grooves and gullies into the rock and have denuded the base of the outcrops to the point where vegetation cannot survive in the path of the trials riders.

Step further back and view the area from Hwy 50 and it is evident that motorcycle trials riding has significantly altered the landscape and is an eyesore to the natural beauty of the surrounding area. Much of Turkey Rock has been pulverized into fine dust, the thin layer of soil churned up, and the vegetation uprooted. Compared to the surrounding area, the color of Turkey Rock is unnatural. The lead-up trail to the area is eroded; due to the extreme nature of trials riding, we doubt whether an appropriate trail can be built, especially when a trials rider is not in search of a trail in the first place. The makeshift staging area, aside from being difficult to contain within a limited area and experiencing unnecessary erosion, will continue to invite off-trail use as this is the intentions of the riders visiting the location. Because few, if any, designated "open" areas are easily contained, especially when located on wide open terrain such as Sand Gulch, the message that is sent to the public by the agency in turn helps determine the activities, whether legal or not, that will take place on these lands in the future.

Currently, the capability of trials bikes is far greater than trials bikes from just a decade ago and the gap is growing with every year. It is a misconception that the BLM could satisfy the desires of the trials riding community by creating a year-round practice area at Turkey Rock or any other area in the Royal Gorge Field Office. Skills and technology will soon conquer, yet again, the practice area and the search for a new challenge will lead to illegal cross-country use in another location. This trend is evident all over our nation's public lands; it should be halted before widespread and irrevocable damage consumes these special places.

We recommend the Royal Gorge Field Office formally discontinue the policy of allowing areas of the Royal Gorge public lands to be used for year-round practice of motorcycle trials riding in the Arkansas River TMP. The BLM should refrain from making decisions that are known to cause damage and management strains simply because there is a constituency, albeit extremely small, that desires to be exempt from the rules that apply to everyone else.

We believe that the BLM should direct trials riders to the numerous established trials courses/areas already open to year-round use through private property owners and business establishments. The liability and management burden should fall on the private sector and riders themselves rather then on the public taxpayer. We urge the BLM to work with municipal, private and non-governmental organization partners to find a good location for this activity off the federal public estate to ensure that the BLM pubic resources are managed in a sustainable way. We would be inclined to support a grant proposal to the state OHV program for the creation and maintenance of a Trials course on non-federal land contingent upon the proposal being environmentally sound and agreeable to the conservation community. We believe this makes a lot of sense as it relieves the BLM of the financial burden for providing a recreational use by only few individuals, identifies a long term funding source for this use and it is consistent with the BLM management policy of restricting motorized use to designated roads and trails.

We support changing the current OHV Open designations of the Grand Canyon Hills and Texas Creek areas to OHV Limited to Designated Roads and Trails. However, while we support the intentions of

limiting the areas designated for motorcycle Trials Events and year-round practice to the Turkey Rock area instead of spreading those impacts across the three areas requested by the Trials event group, we continue to oppose designating the Turkey Rock portion of Sand Gulch as an OHV Limited area where cross country motorized travel is allowed by users of trials bikes. Therefore, we recommend the BLM select Alternative B as it pertains to OHV use in Sand Gulch. Again and as stated above, if the BLM must identify a special management for Turkey Rock area, then we recommend the approach taken by the Rio Puerco FO of the New Mexico BLM. The Rio Puerco FO has designated an area as closed to off-road motorized vehicles except for the special use permitted to the New Mexico Trials Association who uses the area for practice and competitive events.

**Identifying and designating appropriate sites for dispersed camping and day use:** The EA sets out a uniform approach to permit off-road motorized travel within 100 feet of existing roads for dispersed camping and parking and not permitting off-road motorized travel for game retrieval. At the outset, we want to acknowledge the improvement from the current policy, which permitted travel within 300 feet of existing roads for dispersed camping and also permitted game retrieval. However, permitting motorized travel for dispersed camping will have substantial impacts as recreational use and demand continue to increase. As repeated travel-to-camping locations can and will create a lasting track on the landscape, leading to even more use and, ultimately, significant cumulative impacts. Additionally, as history has proven, precise distances are difficult for the public to determine and therefore for the BLM to enforce. Consequently, 100ft quickly turns into 200ft and so on and will continue to creep deeper and deeper into the backcountry as routes are worn into the ground surface. We recommend that the BLM not adopt a policy generally permitting off-road motorized travel for dispersed camping.

The EA also acknowledges that the BLM is considering adopting a policy on dispersed camping that is consistent with the Forest Service rule (EA, p. 10). In this context, we would highlight the Special Order (Urban Front Country Initiative; Order No. UFC-01-06) governing the Pike-San Isabel-National Forests and Comanche-Cimarron National. Grasslands, Arapaho Roosevelt National Forests and Pawnee National Grassland, and White River National Forest, which requires these forest to determine locations where dispersed camping would be restricted, due to sensitive areas, and to identify those areas on a map. This approach is more consistent with the recent guidance issued by the Colorado BLM (Instruction Memorandum CO-2007-020), which provides for identification/designation of "spur roads and other routes that lead to significant and appropriate sites for camping and day use," but does not provide for generally permitting off-road use for dispersed camping. Rather, IM CO-2007-020 provides that a plan "may include the limited use of motor vehicles within a specified distance of <u>specific designated routes</u>, and if appropriate within a specified time period" and identifies this approach as "is consistent with the policies of the United States Forest Service [TMP] Rule." [emphasis in original]. Accordingly, if the BLM believes it is necessary to permit off-road motorized use for dispersed camping in this TMP, then those determinations should be limited to specific routes where a need has been identified.

**Concentrating off-road vehicle routes:** It is important to concentrate off-road vehicle routes so that they are not spread through quiet backcountry areas. We support the concentration of off-road vehicle routes in the Texas Creek sub-unit in this TMP and restricting them to the current off-road vehicle use area.

**Restricting mechanized use to designated trails:** We also support restricting mechanized use to designated trails as mountain biking has increased significantly, with concomitant increases in cross-country mechanized travel and the proliferation of unauthorized user-created trails. The designated trails policy is essential in protecting natural resources and working to meet Public Land Health Standards and Desired Future Conditions for each sub-unit. In order to protect the watershed all mechanized trails must be planned and engineered for sustainable use.

**Concentrating high use mechanized trails in manageable locations:** It is important to concentrate high use mechanized trails in locations where the use can be managed and especially near urban centers whenever possible. We support the conditional approval of trails in the Salida area for mountain bike utilization pending rigorous evaluation and meeting the conditions set forth in Appendix 7 of this EA as required before they are approved for construction or re-construction.

**Guidelines and conditions that need to be satisfied before the construction of new or re-opening of old trails:** We applaud the Royal Gorge BLM Office for their innovative set of standards that must be met for maintaining existing trails to acceptable standards before construction of new trails or re-opening of old trails will be authorized. We especially support the requirement that the proposed new or re-opened trails furthers the Desired Future Conditions and the requirement that the approval of the trail is authorized by a "site-specific EA that analyzes the environmental effects of the proposal."

**Seasonal closures and temporary wet weather closures:** We support the use of seasonal closures and temporary wet weather closures as mitigation for all of the sub-units in order to reduce trail damage, associated damage to natural resources and increased sedimentation as a result of these damages. This is essential in mitigating the erosion and increased sedimentation of roads and trails that damage wetland, stream and river resources.

**Disallowing exclusive motorized access from adjacent private subdivisions:** We applaud the Royal Gorge BLM Office for not allowing the exclusive motorized access to our public lands that has been occurring from many subdivisions that are adjacent to the lands in the Arkansas River TMP. This access is not in the public interest as the public is not allowed to use them and they result in additional proliferation of motorized trails that damage natural resources and conflict with other non-motorized use of public lands.

**Protecting high quality wildlife habitat:** We strongly support the protection of high quality wildlife habitat, especially the essential blocks of core interior habitat that the Proposed Alternative C provides. The loss of habitat previously provided on large ranches now being subdivided and the addition of global climate change impacts increase the importance of public lands in sustaining wildlife that is highly valued by most Coloradoans. Core interior habitat is vital to migration and connectivity of wildlife use areas, especially for genetic diversity. In addition to sustaining the quality of life that wildlife provide to the citizens of Colorado, it is important to the economy since wildlife-related activities (wildlife watching, fishing & hunting) are major contributors to the economies of not only the state but also many counties and municipalities in Colorado. The October, 2004 report, "The Economic Impacts of Hunting, Fishing and Wildlife Watching in Colorado", that was commissioned by the Colorado Division of Wildlife found that the statewide impacts of hunting and fishing in 2002 added up to a "total estimated impact of just over $1.5 billion." (section III, page 3) while wildlife watching in 2001 "yielded a total estimated impact of $940 million" (section III, page 5)

**Protecting the High Mesa Research Natural Area:** The thoroughness of the analysis conducted by BLM staff is exemplified by their discovery that the High Mesa Research Natural Area was previously designated as an Instant Study Area, requiring that it be managed in accordance with the BLM's *Interim Management Policy for Lands Under Wilderness Review,* and designating it as an OHV closed area per policy. We complement the Royal Gorge BLM staff for their research that resulted in this discovery and protections now afforded this unique public resource in Alternatives A, B & C in this plan.

**Protecting rare and sensitive plant species by closing unauthorized, user-created routes and areas at risk:** Several rare and sensitive plant species have been threatened by both motorized and mechanized use on unauthorized user-created routes and/or off-road use in areas at risk. We support the proposal to close off routes that would further impact and jeopardize these species, some of which are endemic to Colorado and some that are restricted to the Arkansas River watershed. Since one main

trail as well as a county road and a primary BLM access road run near the location where the Brandegee wild buckwheat plants are located in the Castle Gardens area, it is recommended that fencing be placed between these routes and the hillside on which the plants are located to reduce the risk of off-trail damage.

**Minimizing impacts to riparian habitat:** The EA underestimates the impact of the proposed alternative on riparian areas. In Table 6-3, which compares the alternatives' impacts on riparian zones, the EA identifies increased mileage of routes within 100 feet of riparian zones and increased mileage of routes directly impacting riparian zones, then presents a decrease in total acres of riparian zones "directly impacted" by routes. While these numbers may be accurate, the omission of a calculation of indirect impacts renders the analysis within the Proposed Alternative incomplete. The National Environmental Policy Act obligates the BLM to assess direct, indirect and cumulative impacts of the proposed and other actions (40 C.F.R. § 1508.8). One of the most damaging indirect effects of routes is fragmentation of wildlife habitat [2](see The Wilderness Society's Science and Policy Brief, "Habitat Fragmentation from Roads: Travel Planning Methods to Safeguard BLM Lands") In the context of riparian zones, indirect effects of routes include enhanced erosion, stream sedimentation and storm run-off altered flow regimes, water temperature regimes and diminished riparian quality downstream that would likely increase if there are more miles of routes. As a result, the EA must identify and take into consideration the indirect effects of the increased route mileage. The BLM is also required to take additional care to protect the riparian zone resources. *See*, Executive Orders 11998 and 11990. As currently presented, the EA discounts the actual impacts on the riparian zones from the proposed action.

**Safeguarding public safety by closing two small areas to target shooting:** The Royal Gorge BLM Office should be commended for the common-sense decision to close the target shooting near Salida where residential areas have grown nearby and at the Turkey Rock Trials Events area where increased usage by motorcycle riders makes target shooting a public safety risk. To do otherwise would be a violation of the public trust.

**Additional bicycle use trails:** We support the conditional approval of additional bicycle routes in the Salida sub-unit as provided in the Proposed Alternative.

**Brown's Canyon Proposed Wilderness Area (WSA) and Area of Critical Environmental Concern (ACEC)**—We support your authorizing in Alternatives A,B & C only non-motorized and non-mechanized recreation within the WSA, and restricting motorized access in the ACEC to the county road that accesses Hecla Junction and Hecla Junction Recreation Area . Brown's Canyon Proposed WSA is a magnificent public resource that must be protected from damages intrinsic to motorized activities. It is essential that unauthorized motorized ingress, from the Turret Road on San Isabel National Forest lands or any locations, be stopped. We insist that the WSA remain non-motorized and non-mechanized as required by the BLM's *Interim Management Policy for Lands Under Wilderness Review.*

**Additional equestrian trails:** We support the increase in trails for equestrian use in the Proposed Alternative. It is important that BLM provide access for the non-motorized users that make up the majority of public lands users.

**Need for additional hiking trails:** There is a need for additional hiking trails in the Arkansas River TMP area. The Proposed Alternative C provides only 1.4 miles of foot trails, a paltry amount for the substantial numbers of non-motorized recreationists including fishermen, hikers, bird and wildlife watchers that access these public lands. The BLM lands in the Arkansas River TMP area are included

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2 Report available on the internet at http://wilderness.org/Library/Documents/upload/TravelBriefFinal.pdf

in or are adjacent to the Arkansas Headwaters Recreation Area, which experiences high visitation and also heavy foot traffic in some areas. This creates a need to build trails to protect the resource, as well as the opportunity to provide an enhanced experience to visitors of the Recreation Area.

## ***Comments on specific sub-unit routes--***

**Sangres Foothills Subunit—**

**BLM routes 1276, 1296, & 1269**: We support the closure of these routes under the Proposed Alternative C. Some of these are duplicative, some are short spurs, and the sum of all these routes together would increase sedimentation that runs into the Arkansas River, especially during storm events. If these were added to the few routes that are authorized in the Proposed Alternative the density of routes would not be sustainable.

**BLM route 212**: We support the closure of these routes under the Proposed Alternative C. BLM route 212 is short route and it dead-ends at private property. This route is adjacent to elk winter habitat and allowing this route to remain open can have negative impacts on these ungulates especially during severe winters when motorized disturbance can chase elk from this lower elevation habitat. Additionally this route crosses a large sand gulch that already experiences considerable use from motorized vehicles. The current use has caused damage to soil-holding emergent vegetation, especially from those making "donuts" and otherwise just playing in the sand. Leaving this route open would risks incursions onto private property in the area, increases sedimentation due to damage to vegetation, and have negative consequences for elk that winter in this area.

**BLM route 422**: We support the closure of these routes under the Proposed Alternative C. This route runs right through elk winter range and would have negative impacts on these ungulates especially during severe winters. This route would also dead end at private property, risking incursions onto that private property. This risk is even greater since BLM route 212 is a short distance across that private property, tempting riders to trespass in order to ride a longer length loop.

**BLM routes 430 & 210**: We support the designation of these routes in the Proposed Alternative C for administrative use only. These routes have been restricted to administrative use in the past and should not be opened for public motorized use. Route 430 is basically a duplicative route just east of another route that is designated for all-motorized use. Route 210 is a short spur route. Opening these routes would result in a proliferation of motorized use close to the Sangre de Cristo Wilderness that should instead serve as a buffer between the wilderness area and areas with increased motorized use.

Also this route is near lynx habitat in this subunit that was identified in the draft EA. Opening it to public motorized use would risk disturbing this species that is listed as Threatened under the Endangered Species Act (ESA). As there is no research cited to indicate otherwise, it must be expected that the noise from motorcycle use would impact potential lynx use of this area. Additionally these routes are located in an elk winter concentration and migration area. Opening this area to public motorized use would have negative impacts on elk that can find food and some shelter in this area that higher elevation Forest Service lands cannot provide during winter especially during severe weather. Also this would be harmful to elk that are trying to move to lower elevations through this area.

**BLM routes 431 & 433**: We support the BLM's decision to close these two routes that would be very near to lynx habitat on BLM lands and in the adjacent Sangre de Cristo Wilderness risking disturbing this ESA listed species. Also these routes are located in an elk winter concentration and migration area. The cumulative impacts of these routes and the motorized Rainbow Trail that is nearby would have negative impacts on elk that are trying to move to lower elevations through this area, especially during harsh winters.

**Texas Creek Sub-unit:**

**Proposed CMTRA route S-1**: We support the BLM's decision to deny the S1 motorized route requested by the motorized community. This proposed new route would be constructed outside the existing OHV use area, cutting across vital wildlife habitat and roadless areas on the northern edge of this sub-unit. It should never be authorized as it would damage soils and plants, fragment wildlife habitat, as well as negatively disturb the solitude of thousands of acres of our public lands by providing the opportunity for illegal ingress into the roadless Big Hole sub-unit. Since constructing the 7.6 miles of this proposed trial would involve significant surface disturbance on steep slopes, there would be increased sedimentation. This would most likely require a Phase II Storm Water Permit because the surface disturbing activity would total more than the minimum 1 acre that triggers this level of permit. And it would increase the amount of sediment that enters the Arkansas River from BLM lands, negatively affecting the beneficial uses by water users who would have to do increased maintenance water developments.

**BLM routes 871, 875, 1537 & 1538/CMTRA proposal S2**: We support the continued closure of these routes under the Proposed Alternative C. This trail was closed as a result of the BLM's 1998 EA because it would provide motorized access into an area with important wildlife habitat that includes bighorn sheep lambing and important riparian areas. Additionally these routes would cross Fernleaf Gulch, which is a unique perennial stream that is a major tributary to the Arkansas River, and risk motorized incursions into the riparian area and adjacent wetlands that are rare in this area. Furthermore this would expand off-road vehicle use into the adjacent Red Gulch subunit thus creating a longer-distance long loop trail system that would attract more off-road vehicle use. That would possibly appeal to a different type of user from more distant parts of Colorado than currently use this area, and would produce significantly increased impacts.

**BLM route segments 201, 1629 & 127/CMTRA route A1**: We support the BLM's decision in the Proposed Alternative C to deny the A1 motorized route requested by the motorized community. These routes were was previously closed by the BLM due to violation of Public Land Health Standards. This requested trail would intrude into important wildlife habitat and provide the possibility of illegal ingress into the roadless Big Hole sub-unit. Additionally there is no research cited to show that the A-1 route will not damage the soundscape of the adjacent Big Hole subunit that has been proposed for wilderness designation by the Colorado Central Wilderness Coalition.

**BLM route 596/CMTRA route A3**: We very strongly support the continued closure of this route under the Proposed Alternative C. This trail was closed as a result of an 1998 EA by the BLM because 1) it is routed through an important riparian area in Maverick Gulch 2) it is outside the OHV open area and 3) it would negatively impact wildlife including intruding into bighorn sheep lambing area. There are two springs here-Maverick Gulch Spring #1 that runs intermittently into Maverick Gulch which is a tributary of the Arkansas River and Maverick Gulch Spring #2 that runs intermittently into an unnamed tributary through Fernleaf Gulch, a unique perennial stream that is a tributary to the Arkansas River. Re-opening this 1.2 mile trail would significantly increase sediment from BLM lands into the Arkansas River which is already a significant problem. Since Maverick Gulch receives only intermittent flows, opening it up to motorized use will reduce the establishment of vegetation which would increase erosion and result in additional sediment movement into the Arkansas River. As this trail would have to be reconstructed, it would cause significant disturbance to soils. It would most likely require a Phase II Storm Water Permit since the surface disturbing activity in the reconstruction would total more than the minimum 1 acre that triggers this level of permit.

**BLM route 290/CMTRA route A4**: We support the continued closure of this trail segment under the

Proposed Alternative C because it leads to the waterfalls on Fernleaf Gulch. This route was closed as a result of the 1998 EA by the BLM that found that it was damaging to this riparian area. This route is right in the gulch and it would risk motorized incursions right into the stream.

**Road Gulch Subunit**—

**BLM routes 714, 495, 52 & part of 72**: We support the decision in the Proposed Alternative C to close these routes to motorized use. These routes would be limited to horseback use, or closed to all use, under the Proposed Alternative C. This complex of trails is near to the McIntyre Hills Wilderness Study Area. Motorized intrusion into the WSA would be risked by placing a motorcycle trail near to a horseback trail that enters the Wilderness Study Area. And routes 495 & 52 would dead-end at private property risking intrusion onto this private property.

Thank you for considering these comments. We look forward to resolution of the issues identified above that are of concern to local, regional and statewide conservationists. If you have any questions, please do not hesitate to contact me or any of the undersigned individuals.

Sincerely,

SeEtta Moss, Conservation Chair

Arkansas Valley Audubon Society

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# Arkansas River Travel Management Plan Environmental Assessment

## Comment Letter 310

## 423 form comment letters with following content received at rgfo_comments@blm.gov

## 7/20/2007 - 8/3/2007

Dear Mr. Vieira,

I am writing to show my support for the Bureau of Land Management's Environmental Assessment for the Arkansas River travel management plan.

Your decision on this plan will affect citizen proposed wilderness areas, the tranquility of the area for nature-based
quiet recreation, and many species of wildlife including bighorn sheep, Golden Eagles and even a small area of lynx habitat. The Proposed Alternative developed by the BLM in the draft plan will provide significant protections for these public natural resources.

- I support the BLM's decision to disallow the motorized route A-1 because the trail would intrude into important wildlife habitat and provide the possibility of encroaching into the roadless Big Hole proposed wilderness area.

- I support the BLM's decision to deny the S-1 motorized route because it would damage soils and plants, fragment wildlife habitat, as well as negatively affect the solitude of thousands of acres of our public lands by providing the possibility of encroaching into the roadless Big Hole proposed wilderness area.

- I support the BLM's decision to close routes 431 and 433 because they would be very near to lynx habitat on BLM lands and in the adjacent Sangre de Cristo Wilderness risking disturbing this species that is listed as Threatened under the Endangered Species Act.

- I oppose the BLM's proposal to re-open route A-4 that leads to the waterfalls on Fernleaf Gulch. This trail segment is located directly in the gulch and it would risk motorized incursions into the stream -- such incursions are what prompted BLM to close the route to begin with.

Thank you for your consideration of this letter. The overall plan is very good, and I strongly encourage you to consider implementing the specific recommendations in this letter to ensure that the sensitive resources in the planning area are protected and recreation is better managed.

Sincerely,

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Frances Tan
Christine L. Bogan
FCO JAVIER PECHIR

Carolyn De Mirjian
Wayne Kelly
Ellen Krauss
Anita Fung
Tiffany Chen
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Ronald Rizer
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