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To Damon Doumlele <Damon_Doumlele@nps.gov>

cc Johnny Limbaugh <johnny.limbaugh@dot.state.fl.us>

Subject Comment for ORV Committee members and Committee Web site.

At the Dec. 1, 2009 FACA ORV Committee meeting the idea of moving the Monroe North ORV designated access sight to Monument Lake was presented to the committee by head ranger Ed Clark. I appreciated ranger Clark's sincere request to the committee to bring forth other ideas they may have as NPS has limited time to develop diverse alternative strategies regarding this idea.

To reiterate, I expressed serious concerns as to this NPS ideas harmful financial impact upon Trail Lakes Campground due to unfair competition it would impose from such improvements if integrated with additional specially designed ORV campsites (e.g. Burns Lake) that are currently adversely impacting this small business.

The NPS handout at page 2, 1st paragraph mentions that they have often heard from the ORV community that communal camping at a jumping off point is desired. I believe attitudes have changed with the recognition of the Gladesmen culture. Many Gladesmen now understand the importance of buggy parking at Monroe Station as part of the culture and do not support the idea of **not** seeing buggies parked at Monroe Sta. Some I've discussed this with feel the culture would be further endangered by buggies not being seen parked there.

Committee member Manley Fuller had a marvelous cost effective idea of his own at the meeting that I would agree is a good one. That idea was to approach Fl. Dp't. of Transportation (FDOT) to have blinking lights and signage installed to alert motorists to be cautious in this area. Having recently worked with (FDOT) regarding a blinking lights issue 10 miles West of Monroe Sta. I learned that it costs about \$10,000 dollars apiece for these type signs possibly including installation (personal comm. Johnny Limbaugh FDOT 2009).

There is also \$500,000 dollars in the FDOT District One 5 year plan originally conceived to be used for design of a double underpass project on US 41 that may be modified to save many dollars for the taxpayer. Collier County is considering a resolution soon to try to keep those dollars in the county. If they succeed possibly some of it could be applied at Monroe Station to enhance safety if required. This should be acted upon by NPS immediately if they can since the next FACA meeting is not until February 2010.

Hopefully Mr. Fuller's good idea will be given serious consideration and eventually recommended by this committee to be adopted by NPS as their preferred alternative to remedy their concerns.. Doing this would definitely improve safety, save hundreds of thousands of tax dollars, enhance Gladesmen Culture survivability and preserve existing designated ORV trail constructed at great taxpayer expense.

We all should also thank and commend NPS for bringing this subject to the attention of this committee.

Frank F. Denninger