

Data Submitted (UTC 11): 10/30/2023 1:03:03 PM

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Comments: Please see the attached images.

My first objection concerns the fact that, in all 3 summer alternatives (Preferred, C and D) the designation of terrain as Semi-Primitive Non-motorized extends north across part of route 9420 (Deadman) and this needs to be corrected or, in future travel management plans, said errant designation could be used to substantiate closure of route 9420. Thus, the border of Semi-Primitive Non-Motorized in the summer alternatives must be revised to not extend north across route 9420. This is a new issue that I could not have foreseen and commented upon in my initial comments.

My second objection concerns a route which is actually in the Pike San Isabel National Forest, but I mention it here because other similar routes appear on your maps and the inconsistent treatment (in this case, omission) is the sort of thing that can result in routes going missing in time. I identified other issues in this vicinity in my comments, but this is new. You have the part of the trail that is in GMUG on your map, then it doesn't continue on your map, but Old Monarch Crest Rd is there, and that's what it connects to. See my Att 2 for a handdrawn approximation of what is missing. For clarity, the black line in my image is US 50, Monarch Pass is on the right side of the image and the missing route is handdrawn in blue. If you look around on your map, you'll see that other routes, ie those outside of GMUG, are shown and this one too should be.

My third objection was an issue I raised in my comments. Route 243.3E that runs N-S from Marshall Pass Road to 9486 is obliterated by the designation of the entire area as Semi-primitive Non-motorized in both the preferred summer alternative and summer alternative D. This should be corrected such that there is a motorized corridor for this road as it provides an easy and valuable route to the Continental Divide Trail vs the very rocky 7243.3H and the much lower down Tank 7 (9480)...or routes further west. The road in question provides a very valuable and easier route for less experienced riders to be able to get to the Vietnam Veterans Memorial via connecting from Marshall Pass Road to Continental Divide Trail, which then can be followed to Soldierstone. Absent this route, younger/less experienced riders will need to go way west to come up another way.