

**Comments regarding the Pike and San Isabel  
National Forests Travel Management Draft ROD**

Kirk Bode, President, Colorado Springs Christian 4 Wheelers

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**INTRODUCTION**

I have been involved in our club, the Colorado Springs Christian 4 Wheelers, since 2009 and have served as president since 2018. We are a club that promotes responsible off-road recreation with full size vehicles and we currently have a membership of about 110 families. My family and I enjoy to recreate with our Jeep and ATV's all over the state of Colorado. These vehicles allow us to see the best scenery the state has to offer and they allow us to camp in places that most people don't get to see. Our club and our family need these public routes to be open for our preferred recreation opportunities. I trust that the following objections I have would be shared by all of our members as well as other motorized users across the State.

I am objecting to some of the same trails/areas that I commented on back in October of 2019 with the release of the DEIS.

**Area 1: The Gulches**

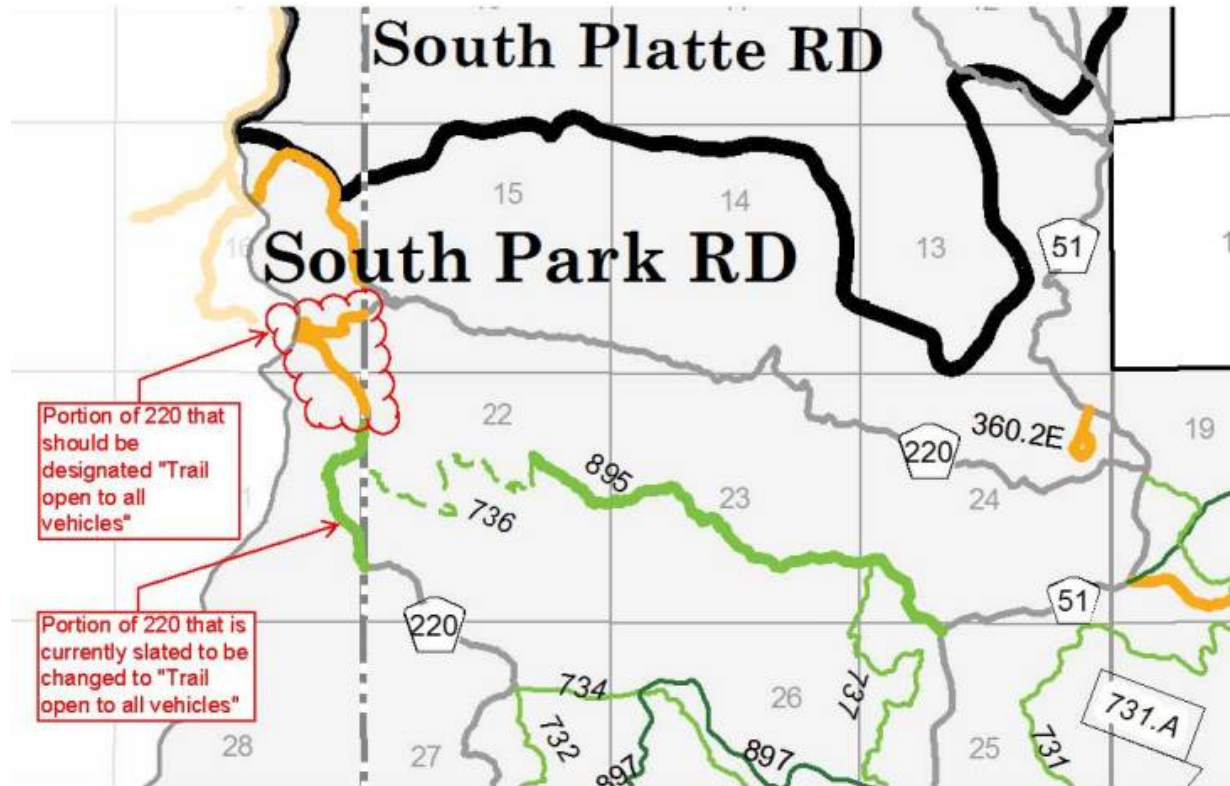
I object to the Draft ROD for the area known as "The Gulches", in extreme Northwest Teller County and extreme Eastern Park county along the South Platte River. This area includes public roads 220 and 221 within Teller County. Currently, these two roads are open to all vehicles on the Teller County side, but closed at the Park County line.

I would like to see Road 220 (Hackett Gulch), continued past the Park County line down to the South Platte river then re-connect with 220 and trail 736 at the Park County line just South of there to create a loop trail. (Specifically trail 220 from BMP 3.9 to EMP 4.74)

Currently under the Draft ROD, the portion of trail 220 within Park County (BMP 4.8 to EMP 5.55) is slated to be "Converted to trail open to all vehicles" under Alternative C. If that is the case, then why would the small segment of trail mentioned above not be changed to the same designation? By not connecting these two routes, this creates a gap in legal trails and blocks off a great loop opportunity. Currently, 220 is a one-way trail stopping at the Park County line. Due to this, it sees over use since all users need to travel back over the same route to exit. If it were changed to a loop trail, it would greatly lessen the impact users have on it.

To be clear, I object to the portion of trail 220 (BMP 3.9 to EMP 4.74) within Park County being decommissioned. If this were designated "Trail open to all vehicles" just as trail 220 (BMP 4.8 to

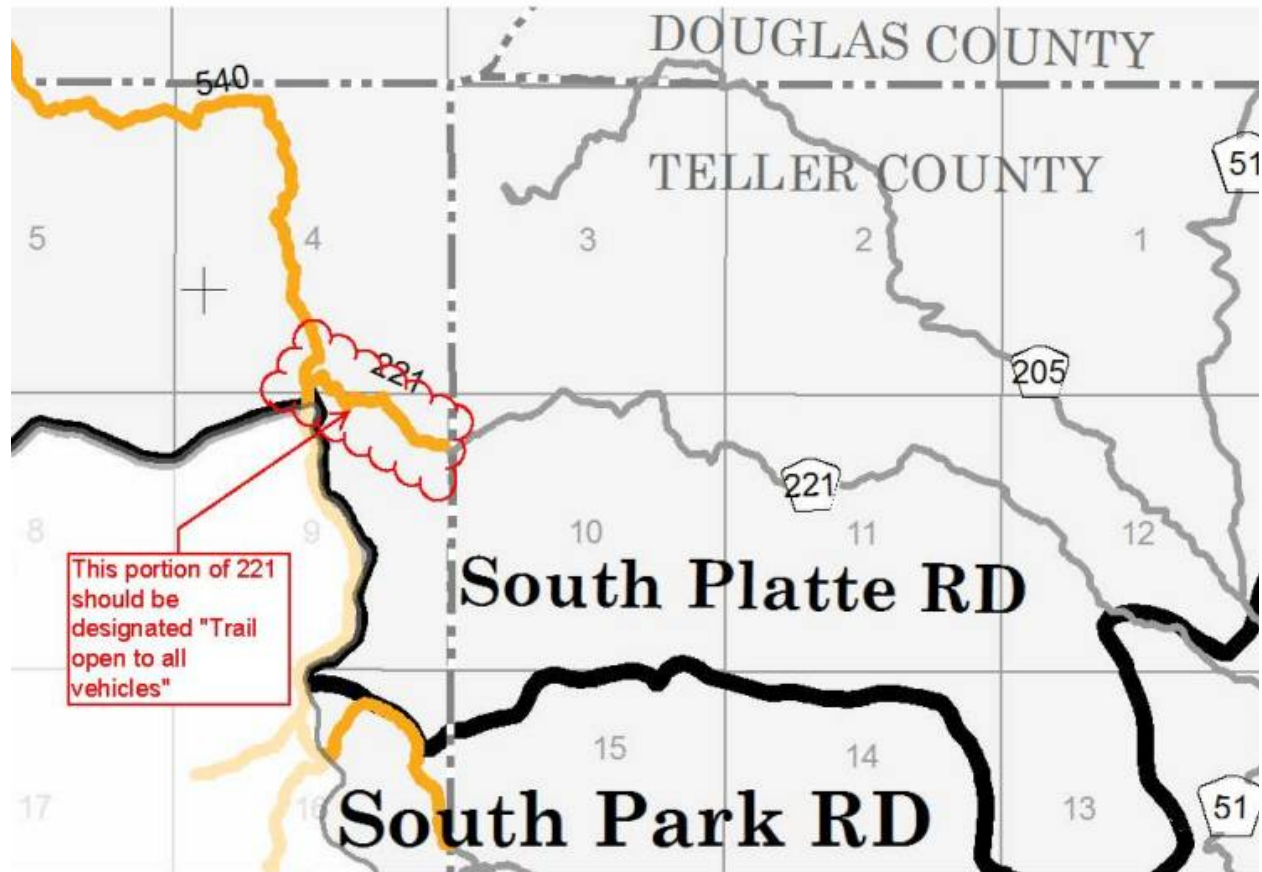
EMP 5.55) is under the current Draft ROD, this would allow users a great loop opportunity. See detail picture below.



Road 221 (Longwater Gulch) was also closed on the Park County line after the Hayman Fire. I would like to see it re-opened from the Teller County line down to the South Platte river on the Park County side. (Trail 221 from BMP 3.93 to EMP 4.63) This would allow users to access the river and enjoy the scenery and fishing opportunities.

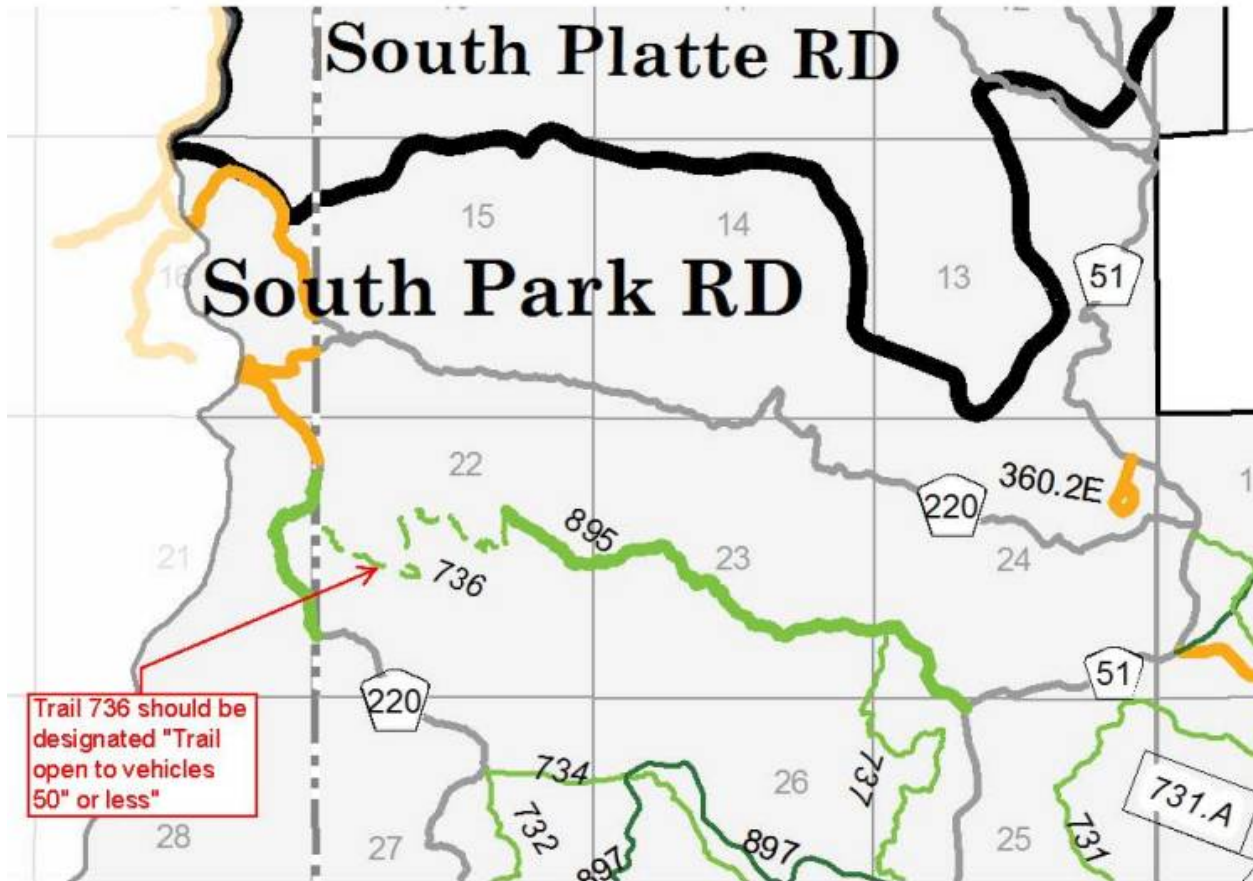
I object to the portion of trail 221 from BMP 3.93 to EMP 4.63 having a designation of “Decommission” under Alternative C. I would like it to be changed to “Trail open to all vehicles”. See detail picture below.

If the Forest Service is concerned about the maintenance of these portions of trails, there are organizations (such as Predator 4WD) that have in the past, and would continue to, help with the maintenance of these trails. Other clubs or organizations such as CORE, CSC4W and Bighorn 4X4 would probably love to help with this as well, but since those portions of trails are currently closed, they are not allowed to help with any of the needed maintenance or signage.



Also, in this same area, trail 736 (which is at the West end of trail 895) is currently designated as a single-track trail only open to motorcycles, etc. While I agree that this trail should be open to motorcycles, I don't agree with its designation. On the ground this trail is clearly wide enough to be used by ATV's as well. If an ATV user is traveling West down trail 895, they would be forced to turn around at an ambiguous place and not be able to complete a loop with trail 220 and trail 732 just South of that point.

I object to the current designation of trail 736 and would like it to be changed to "Trails open to vehicles 50" or less". See detail picture below.

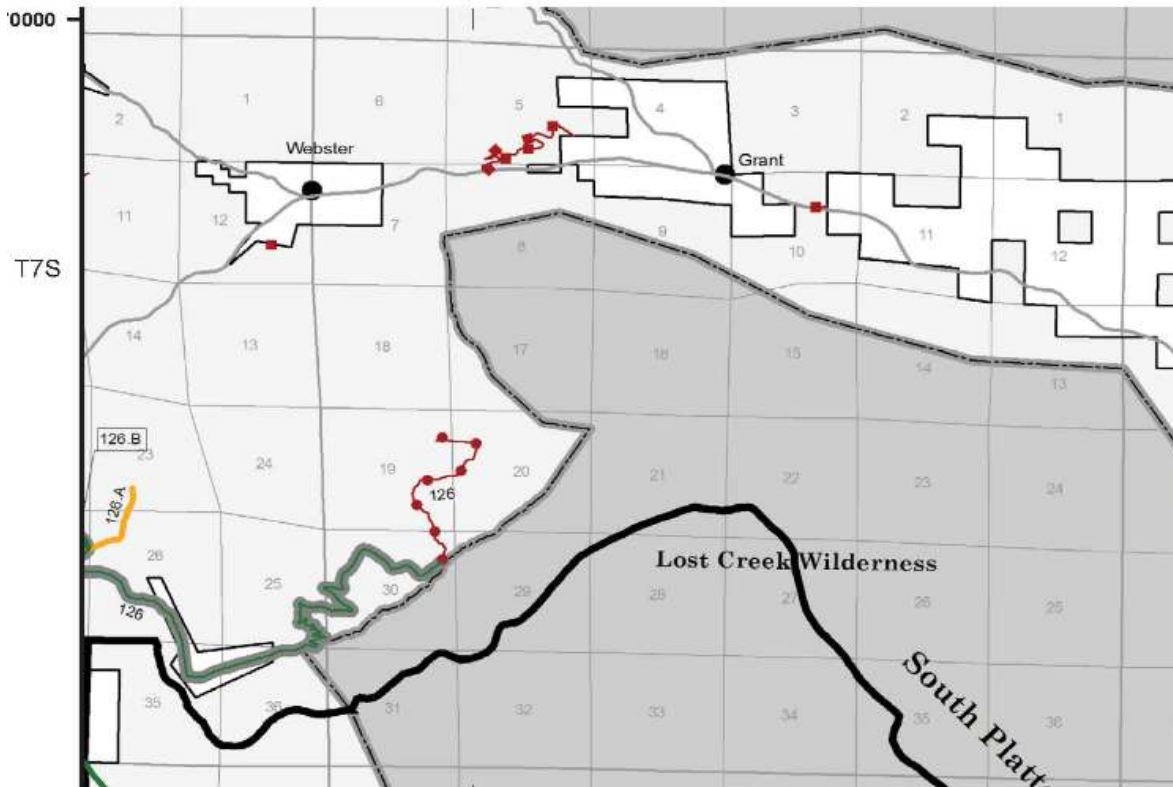


### **Area 2: Twin Cone (126)**

Another trail designation I object to is the upper portion of Twin Cone (FSR 126) near Kenosha Pass South of Webster. (BMP 5.63 to EMP 7.37) This is a great trail for motorized use. It is very scenic, has a lot of challenge, has great camping nearby and is relatively close to Colorado Springs. While the beginning of the trail is currently open, the upper portion of the route is proposed to be changed to "Administrative use only" under Alternative C. I feel that this is unacceptable. This has been a legal motorized route for many years and if this upper portion is closed, it would essentially eliminate the best portion of that entire route. Our club and other motorized users would lose the opportunity to enjoy the challenge and scenery of that portion of the trail.

The lower portion of this trail is slated to have a seasonal designation, which I'm fine with. Couldn't the upper portion of this route have the same designation to be closed during the winter months? Also, in chapter 3 of your Environmental Analysis, the environmental impact of this trail was very low so why close the upper portion of this trail? This does not make much sense to me.

I object to the proposed designation of this trail as “Administrative use only”. Please consider having a designation of “Road, open to all vehicles” open seasonally. OR, change it to a designation of “Trail, open to all vehicles” open seasonally.



Also, trail 126.A (near the start of 126), is proposed to be decommissioned under Alternative C. This is also unacceptable. There are great camping spots all along this short trail, and this allows us as a large club to plan camping for our groups. We as a club need the additional camping spots that are there to better plan our scheduled trips to Twin Cone. The other two campgrounds that are nearby are usually filled with other non-motorized users that are hiking on the Colorado Trail. Having an alternative spot to camp is of great benefit to us.

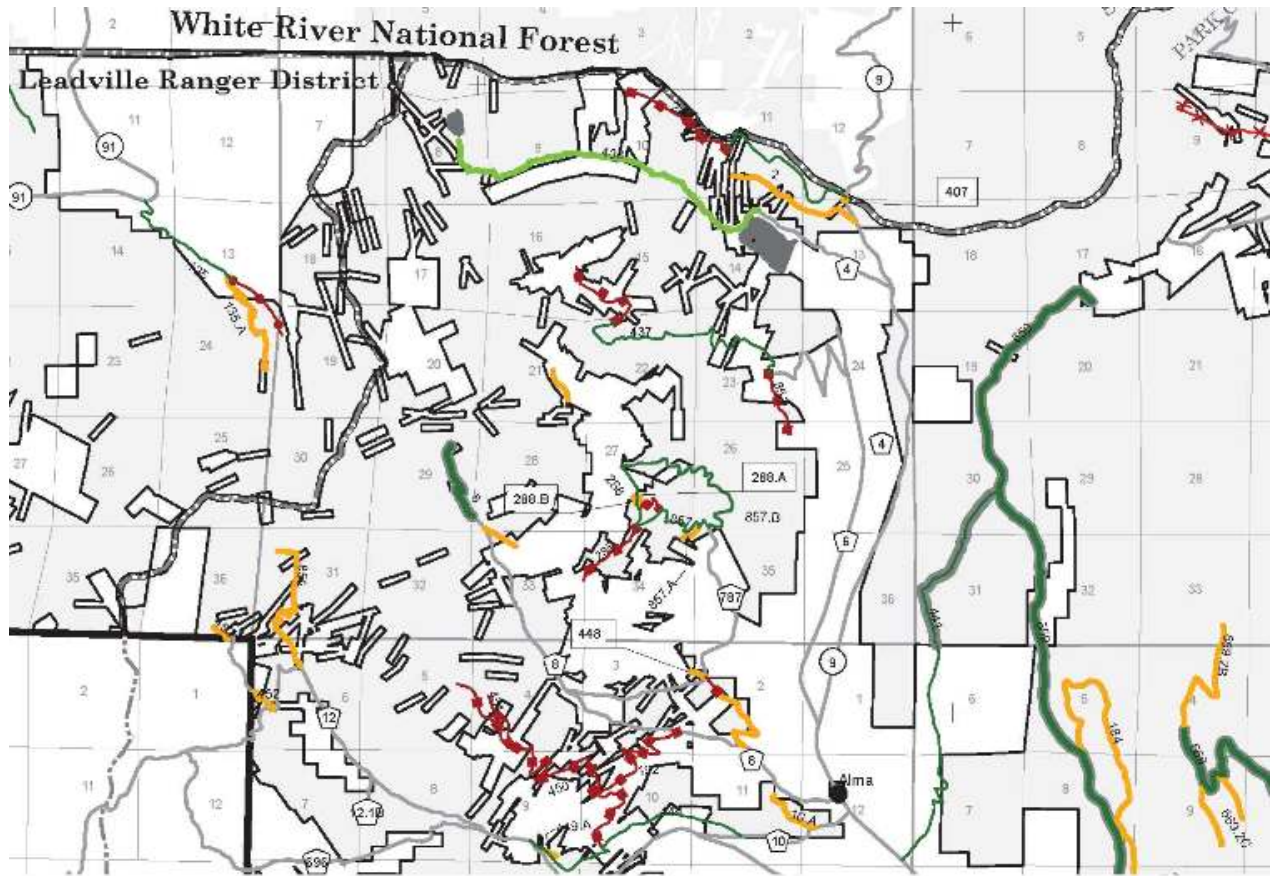
I object to the designation of “Decommission” of trail 126.A. (BMP 0.22 to EMP 0.9) Please consider changing it to a designation of “Road, open to all vehicles” simply for access to primitive camping.

### **Area 3: Alma and Fairplay Routes**

I object to many of the routes near the towns of Alma and Fairplay in the South Park Ranger District being decommissioned or having their designations changed to “Special permit use only”. These routes include FSR 10.A, 450, 451, 856, 452, 192, 285, 184, 183, 669.2B, and 194. Alternative C plans to convert some of these routes to special permit use only and some to be decommissioned entirely. I feel that this is unacceptable not only to motorized users, but to the



communities of Alma and Fairplay. There would only be one good motorized route left in that entire area which is FSR 408 (Wheeler Lake).



While I agree with Alternative C's proposal to convert trail 408 to a "Trail open to all vehicles", there would be almost no other viable motorized routes in this area. This area has the highest concentration of route closures under Alternative C, leaving the public with no way to legally access amazing scenery, historic mining sites and hunting. I feel that the communities of Alma and Fairplay will suffer economically due to these proposed closures. Please consider leaving these routes unchanged or change them to a designation of "Trail open to all vehicles".

### **CONCLUSION**

Overall, I agree with Alternative C as the preferred choice, with my previous comments taken into consideration. I trust that my sentiments would be shared by all of our club members and many more motorized users around the State. Thank you for taking the time to read my comments and thank you for your consideration on this matter.

Kirk Bode