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Organization:
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Comments: Decision Makers:
There are several thoughts I would like to convey about this trail planning project and NEPA process and my thoughts all start with a P.

1.Possibility - I never thought this trail could be possible when it was conceived. However, after a decade of planning from feasibility to planning this trail I believe it is now possible. This process reminds me of leaders discussing the interstate road system, going to the moon, to the river trail in Grand Junction from state park (Island Acres) to state park (Fruita). All happened because leaders thought big picture and moved it in increments. This is what I believe should happen with this trail system. My suggestion is to build pieces in increments slowly and surely and make it Possible!

Decision makers, I encourage you all to follow your intuition and strongly consider allowing the trail to be built from Redstone to McClure Pass. This alternative is the best for the 3 P's; - planning, pay, and people. Montoring the success of this trail if allowed will be key. If you realize the possibility for this proposed Carbondale to Crested Butte trail, it will highlight the county, state, forest and nation's natural resource legacy. Moving forward with this trail is for the greatest good for the greatest number especially with the plan B design.

2.Planning - The trail alternative along the old road prism from Redstone to the top of McClure Pass is the best choice to initiate for this trail because it is the most sustainable. Sustainable design and planning for this trail in the economic, environmental, and human dimension balance realm is plan B. This will make the trail accessible and safe for all to enjoy and will make the trail economically feasible. Seasonal closures for wildlife will work because of the vigilance of PCOST with their direction and emphasis.

3.Pay - In order for this trail to be sustainable, it is key to balance the financials of building this trail and not build many bridges to accommodate the neighbors. Balance the financial costs with the environment (with seasonal closures) and provide an amazing accessible trail to the people. Outdoor recreation contributes greatly to the well-being of Americans - getting outside has been proven to have psychological, physical, social, and economic benefits. Understanding this proposed trail role in providing recreational opportunities and benefits is key. I am glad it is being thoroughly assessed and vetted however. I believe the new roles of RFMBA in providing help in trail maintenance on other trails will spill over to this trail as well for future needs. It is key to focus on utilizing the old roads and railroad grade except for the special Filoha interest area.

4.People - The "NIMBYism" for keeping this trail out of the alignment of the "best place" to put this trail needs to be examined and evaluated because of the people and pay aspect. Yes, it is true the landowners don't want this area open to all because they bought their piece of paradise and they are some of the toughest and most vocal folks I have ever encountered. However, the benefits for this trail in the old road alignment out way the risks.

I am aware there are wildlife sensitivities, yet wildlife uses our trails for transportation. I have also observed bighorn sheep adapting to people on trails and roads in numerous places examples include; Glenwood Canyon Georgetown Area with Hwy 70, and Poudre River Canyon. The sheep have a fungus from domestic sheep, and this is not the reason to close this door to the public. With careful design and purposeful management (of which POST is excellent at), I believe we can minimize negative impacts on wildlife. In actuality, the hunting system structure with CPW are way more impactful than an existing trail and railroad prism.

Start slowly with increments and this section is the best place to permit and monitor!

Happy Trails,
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