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Comments: I will limit my comments to opposing the proposed decommissioning of the Gordon Pond Trail below its intersection with the pond spur.

This trail has considerable history, it provides the sole access from the Pemigewasset side of the mountains to Gordon Pond and various peaks on and off the Kinsman Ridge, and it has some very nice sections after the first crossing of the power line easement. It is a comparatively low use trail but that is a major part of its charm.

I would support alternative accesses from the current one off Rt. 112 and the decommissioning of the trail below whichever is chosen. From a map it looks like decent access could come from Sundance Road, Reservoir Rd or even Parker Rd. There has been talk that landowners along these roads may oppose parking and I would too without seeing a good proposal that would limit use and essentially not increase traffic. I'd say the same for other uses, such as utility access. Parking should be limited to keep use low to preserve low use values and not trouble any neighbors. Reservoir Rd looks like a particularly good approach since the parking and trail would be on USFS land. It does pass through private land but it looks like it is already used to access the Reservoir and perhaps USFS land for logging?

In addition to those options it looks like there are two other options. I have attached a simple map that covers both.

1. Work with the Fay State Forest to create a small parking lot and a trail to connect with the existing snowmobile trail and use that trail get to the current hiking trail. Sections of the current trail below that point could then be decommissioned. I have attached a simple map showing some possible paths that I generated using Google Earth imagery and/or the LiDAR hillshade looking for old roads which might be used. I have not been on the property to see if any of these are candidates for vehicle access and then trail use. But if none of these make sense then new access and trail could be created.

2. Use the current Georgianna Falls parking and TH to reach the snowmobile trail and use that until it reaches the current hiking trail. Sections of the current hiking trail below that point could then be decommissioned. If #1 is feasible but not immediately fundable, then perhaps this could serve as a temporary solution.