

Crested Butte Mountain Bike Association's (CBMBA) initiative to get "Riders off the Road" is important for safety as the roads and trails become busier. I reviewed the determinations for the eleven trail segments discussed in the proposed action summary. I also reviewed CBMBAs comments and responses for the north valley trails plan. I fully support CBMBAs comments, especially the points that they made when the IDT's proposed actions included modifications or removal of trails. There are two specific areas that I would like to further comment on.

- **Snodgrass** - While I understand that Snodgrass was not part of the scope of this document I think it is critical that the Forest Service continue to work with stakeholders on this trail. Currently, this trail is subject to closure from a private landowner for part of the riding season because a small portion of the trail is on private property. The private landowner does allow public access on Snodgrass in the summer but that access is subject to change at any time without notice. Preventing a single user from restricting access to a trail on public lands should be the number one priority in the future. There are many new campsites in Washington Gulch and having a trail connection on Snodgrass for longer in the year would be a major asset and reduce campers riding down Washington Gulch to access trails in other parts of the valley. Please consider keeping the current route as well as adding a reroute that gets this trail off of private property so that the public can enjoy Snodgrass as long as riding conditions exist and can connect people from the Washington Gulch campsite to the Mount Crested Butte trail system.
- **Inconsistent decision-making framework for Parallel Trails** - Trails that parallel roads were proposed for six different trail sections:
 1. Lake Irwin Rd. Parallel Trail
 2. Upper Upper to the Brush Creek Trailhead Trail
 3. Deer Creek to Tent City
 4. Reno Divide Road Parallel Trail
 5. Cement Creek Trail: Upper Cement Creek Trail to Crystal
 6. Cement Creek Trail: Lower Cement Creek Trail to Caves

Parallel trails are great at helping to get "Riders off the Road" and to connect existing trails. Finding opportunities to implement parallel trails should be a priority given the increases in motorized users on roads and the potential for rider/motorized collisions. The IDT is inconsistent with determinations related to parallel trails. Certain descriptions for a road (e.g. "highly used" or "busy") are used to support implementing a parallel trail.

- Lake Irwin Rd. Parallel Trail
- Upper Upper to the Brush Creek Trailhead Trail
- Reno Divide Road Parallel Trail
- Cement Creek Trail: Lower Cement Creek Trail to Caves

Other descriptions for a road (e.g. "not busy" or "low use") are used to support not putting in a parallel trail.

- Deer Creek to Tent City
- Cement Creek Trail: Upper Cement Creek Trail to Crystal

If there are data or metrics available to support these “busy” or “not busy” descriptions that would be great but using opinions as to the how much motorized activity a certain road has is not useful to this process. Motorized vehicles may drive faster in certain areas. All it takes is one motorized vehicle to hit a rider regardless of how busy a road is. We know motorized use is going to increase so now is the time to manage those impacts and implement parallel trails to prevent future collisions. Keeping the riders off the road and away from off road motorized vehicles is essential for safety.

Another inconsistency in the IDT decision process related to parallel trails is the interpretation of “user experience”. Enhancing user experience was listed as a reason why some of the parallel trails were accepted.

- Lake Irwin Rd. Parallel Trail
- Upper Upper to the Brush Creek Trailhead Trail
- Deer Creek to Tent City
- Reno Divide Road Parallel Trail
- Cement Creek Trail: Lower Cement Creek Trail to Caves

Alternatively, for the parallel trails that were not accepted it was noted that they would provide “no gain” or “not add much” to the user experience.

- Deer Creek to Tent City
- Cement Creek Trail: Upper Cement Creek Trail to Crystal

I disagree with IDTs comment on the potential user experience or why a determination is even being made on user experience prior to public comment. I can say that my user experience would be enhanced by a parallel trail from “Deer Creek to Tent City” and “Upper Cement Creek Trail to Crystal”. I am not an experienced rider and I feel less threatened on a non-motorized path that motorized vehicles are not sharing with me. Please “keep the riders off the roads” to increase the user experience and reduce potential accidents with motorized vehicles.