

#1 - Lake Irwin Road Parallel Trail

I am in support of Option 2. The road to Lake Irwin continues to get busier and dustier every year. Having a trail that keeps hikers and bikers off of the road is a no-brainer.

#2 - Upper Upper to the Brush Creek Trailhead

I am in support of Option 1. Brush Creek Road is another area that is very busy and dusty summer through fall with bikers, walkers, moto riders and vehicles. People have already created user trails all over from the road up to the meadows to get up close the wildflowers in the hillside. Having a well-built trail will get users off of the road and closer to the flowers so they don't have to tromp around to get close.

#3 - Strand Bonus to 409

I am in support of Option 1. It's always nice to have a trail option to get from one trail to another, and this would be a great addition to the Strand Hill network

#4 - Budd Connection - Ambush to Tent City

I am in support of Option 1. Having trails from camping/parking areas to connect with other trails makes sense, especially in this busy corridor.

#5 - Deer Creek to Tent City

I am in support of Option 2. Again, getting hikers and bikers off of the road and connecting camping/parking areas with trails is a great objective and this fits the bill.

#6 – Teocalli Extension

I am in support of Option 2. For safety reasons, extending the Teocalli Ridge trail makes sense.

#7 - Reno Divide Road Parallel Trail

I am in support of Option 1. Increased traffic from UTVs and other vehicles, along with the higher speeds they travel make Reno Divide Road seriously unsafe for bikers and anyone walking on the road. A trail paralleling the road would alleviate this issue.

#8 - Cement Creek Trail - Upper Cement Creek Trail to Crystal

I am in support of Option 1. Connecting a trail from one end of the drainage to the other is an incredible and appropriate recreation goal. Separating motorized and non-motorized users is a safety issue. This trail achieves both.

#9 - Cement Creek Trail - Lower Cement Creek Trail to Caves

I am in support of Option 1. In this very busy area, getting users off of the road is a real safety goal, and as a non-motorized user, the less time I have to be on Cement Creek Road the better.

#10 - Bear Creek Reroute

I am in support of Option 2.

#11 - Dr. Park Reroute

I am in support of Option 1. The original start of the Dr. Park trail has always been a mess. I have done trail work on this particular section of trail multiple times, and it is always reclaimed by the mud. Although I enjoy the spur trail, decommissioning it and building a sustainable trail on higher ground

between the spur and the original Dr. Park trail leaves the meadows untrammelled for the wildlife that grazes there.

Day Use Areas and Trailhead Parking Expansions and Improvement Additions

I am in support of Option 1 . For those that object to improving parking by saying “if you build it they will come,” I’m sorry to tell you that they are already here, and if there isn’t parking for them, they just make their own and park in meadows, or wherever they want. These trailheads have outgrown what little parking there is and there is a dire need for more. Along with people parking, hiking and biking, you need bathrooms for them. We’ve seen the results if there are not bathrooms provided—people go wherever they want and leave an unsanitary mess for someone else to clean up.