

I am grateful to live in a place where the public is allowed to comment on the management of their lands. The USFS should be commended for their diligence throughout this process and for putting forth a proposal that has the potential to address many critical needs. I appreciate and respect the numerous considerations that must be evaluated when making decisions about how to manage public lands. The Option 1 and 2 framework is an elegant solution to simplify the possible options and provide clarity on the rationale for potential decisions. The decisions made through this process will have legacy impacts for the future. The experience we have on our public lands today will be unimaginable in the near future. When making final determinations I would urge the USFS to consider the multitude of changes that will impact the areas under consideration in the near future.

### **Specific Trail Comments:**

**#1 - Lake Irwin Road Parallel Trail: I support Option 2.** This option will provide a better user experience from the parking lot to Lake Irwin. The addition of this trail will reduce use on the Wagon Trail and it will eventually be informally decommissioned through lack of use, restoring wildlife and environmental impacts.

**#2 - Upper Upper to the Brush Creek Trailhead: I support Option 1.** Aligning the trail closer to the road will bisect research sites and encourage social trails between the trail and road for wildflower photos. A higher alignment will reduce human traffic on the road and avoid human-motorized conflict.

**#3 - Strand Bonus to 409: I support Option 1.** Motorized use (motorcycles and vehicles) is increasing (for trail and camping access) on the road and will continue to increase in the future. The section of the road that would be bypassed often sees high speeds from both mountain bikes and motorcycles. Option 1 would eliminate the potential for human-motorized conflict.

**#4 - Budd Connection - Ambush to Tent City: I support Option 1.**

**#5 - Deer Creek to Tent City: I support Option 2.** The rationale for Option 2 is valid.

**#6 – Teocalli Extension: I support Option 2.** This will increase the options for users to get off of the road and reduce human-motorized conflict.

**#7 - Reno Divide Road Parallel Trail: I support Option 1.**

#8 - Cement Creek Trail - Upper Cement Creek Trail to Crystal: **I support Option 1.** Option 1 provides a great opportunity to fulfill every need identified in the proposal. I ride this road ~10 times a year and encounter motorized users every time. Normally the motorized users go to the end of the road and then turn around so I encounter every motorized user twice. The road is long and loose and many sections of the road have poor site lines which drastically increases the potential for a rider/motorized collision. Increased use of this road by all users is inevitable along with the potential for a serious high speed collision. Environmental and wildlife concerns can be mitigated with proper trail planning and construction.

#9 - Cement Creek Trail - Lower Cement Creek Trail to Caves: **I support Option 1.**

#10 - Bear Creek Reroute: **I support Option 2.**

#11 - Dr. Park Reroute: **I support Option 1.** The current trail alignment is unsustainable. Option 1 will reduce fragmentation through decommissioning existing trails and enhance wildlife habitat.

Day Use Areas and Trailhead Parking Expansions and Improvement Additions: **I support Option 1.**