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Organization:

Title:

Comments: To Whom It May Concern:

Last November I submitted a letter and this is a follow up to urge the Forest Service to keep these area open for public use:

1) FSR 10.A HANGING TREE This road is recommended to be decommissioned under the proposed alternative. This road is heavily used by our local community for hiking, biking, cross country skiing, and snowshoeing. It also allows for USFS access to Loveland Mountain and connector trails to FSR 192 and 450. We urge the USFS to maintain this as a system trail for non-motorized use. We also recommend that the parking/ pull off from CR 10 be maintained as a parking area for this heavily used forest access.

2) FSR 184 RIDGE road in Beaver Creek is proposed to be decommissioned. MRHI currently holds a special use permit to use this road for our annual mountain bike and cross-country ski events. This is a very important trail for our local community and is heavily used by both the motorized and non-motorized community. We recommend this road be open to All USERS. We understand that this road crosses Beaver Creek in two locations and recommend that these crossings are partially hardened to prevent trail widening and resource damage. As an alternative please consider conversion to a non-motorized trail rather than full decommissioning.

3) FSR 192 TABOR and 450 LOVELAND are proposed to be changed to special use permit only and to be decommissioned. These roads are heavily used by the local community as both motorized and non-motorized year-round access to the Loveland ridgeline. These are important connector roads between Buckskin Gulch (CR 8) and Mosquito Gulch (CR 12) and have been in use for over 100 years as a pass between the two drainages. These roads are very important to our locals and are used for skiing, hiking, hunting, mountain biking, equestrian use, as well as motorized use. FSR 192 and 450 are also important winter trail used by snowmobiles, snow cats, skiers, and for snowshoeing. We recommend these roads be open to ALL USERS. As an alternative please consider conversion to a non-motorized trail rather than full decommissioning.

4) Road 196 SILVERHEELS CREEK this is a 2 track that ascends the ridge from the Gold Dust trail toward Trout Creek, this would be part of the trail system that would connect the 747 trail (Beaver Creek boardwalk) all the way to Boreas Pass, there is currently no motorized access to this trail. Please consider conversion to a non-motorized system trail rather than full decommissioning. This is a critical connector trail from Trout Creek to the Gold Dust trail, it will allow for non-motorized recreation from the Beaver Creek drainage all the way to Boreas Pass, please do not decommission.

5) FSR 407 HOOSIER PASS OVERLOOK This road is set to be decommissioned under the proposed alternative. This is a heavily used area for recreation including skiing, snowshoeing, hikers. We recommend this trail be kept as a non-motorized system trail.

6) FSR 437 LINCOLN The proposed action for is to keep this road open to all motorized users until mile 2.74 then the road is proposed to converted to admin use only. This road intersects with riparian or alpine vegetation communities. If this road is currently open to all motorized use then arbitrarily closed at mile 2.74 unintended social trails are likely to develop bypassing the closure. The closure location is above timberline and will be difficult to maintain. We recommend this road be open to highway vehicle use only, if the road is closed to public use, we recommend investigation into an alternative closure area to prevent unintended damage to the sensitive tundra resources.

7) FSR 450 LOVELAND we recommend this road be open to all users; alternatively please convert to non-

motorized trail rather than decommissioning. See comment above regarding the importance of this road in connection with FSR 192.

8) FSR 787 DOLLY VARDEN This road is recommended to be added to the USFS system for all vehicles. This road allows for motorized access to fragile alpine tundra. It is important that the addition of this road as open to all motor vehicles does not result in increased natural resource damage. Therefore, we recommend that the maintenance schedule for this road be increased to a minimum of every 5 years and monitored closely to ensure the alpine tundra is protected.

Thank you for your consideration,

Bonnie Paffenroth,  
Alma Foundation, Executive Director