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Organization:

Title:

Comments: To whom it may concern,

I am filing this objection to the Pike & San Isabel National Forests Motorized Travel Management proposed project, Environmental Impact Statement (EIS), draft Record of Decision (ROD) and Forest Plan Amendment, noticed November 6, 2020. Diana Trujillo, Pike & San Isabel Forest Supervisor, Responsible Official.

I wrote comments during scoping as well as for the draft EIS, but my comments on the draft were a couple days late and I never received a confirmation that you received them. While I understand that might mean that I am not able to object, I have to still send in these comments because I found significant issues with your map. In particular it was the decommissioning of motorized roads that are important mountain bike routes, many of which are even published in the "South Park Mountain Bike Trail Guide" by Gary Nichols who worked for the Fairplay Ranger District. I hope that rather than decommissioning these roads, you change the designation to non-motorized. I will refer to ride numbers in the book which list the following routes as part of the ride.

FAIRPLAY SOUTH

Off Fourmile Creek Road

(Ride #8, "Tiehack Trail") - your map shows FS 182 as decommissioned. The FS constructed a beautiful parking lot at the bottom of FS 182. 182 is the main access to the Tiehack singletrack loop. This should be changed as open to non-motorized.

Also in Ride #8 Tiehack Trail, the route uses 423.A and 423.B, or the Thompson Park Road and the Sacramento Old Wagon Road. These are still popular with mountain bikes yet the MVUM shows these roads as only open for special use permit. A new singletrack (not on your map) was built which connects to the Thompson Park Road and is used as a loop. I am not sure if this special use permit means non-motorized use is allowed, but please clarify if this is still open to non-motorized. These are great additions to the Tiehack ride.

FAIRPLAY NORTH

Off Beaver Creek Road

In the guidebook, please refer to ride #9, Beaver Creek Area. FS 184 is part of this ride yet the MVUM decommissioned this route. Please consider leaving it open to non-motorized. Also, the FS recently rebuilt and improved a trail which connects to FS 183 and onwards to Trail 747. You have decommissioned 183 yet this is a major bike connection over to the Crooked Creek area. Please consider opening 183 to non-motorized.

Off Crooked Creek Road

In the guidebook, please refer to ride #10, the Crooked Creek Area. On the MVUM, road 669.2B is decommissioned. This road is a key connector to the singletrack 748. Please consider leaving this open to non-motorized. Without it this loop is now impossible.

Also in this area is ride #11, Fairplay to Como. You have decommissioned the key connector route over to Como, FS 194. While this road is difficult, it is only a short hike a bike to the summit and necessary for connecting to the Gold Dust Trail. Please consider re-opening FS 194 to non-motorized.

HOOSIER PASS

Just south of FS 2, you have closed a route that has no number but on some maps is referred to as FS 188. You have this road in purple stars, or "decommissioned as a non-public road." While I do believe this road crosses a mining claim it has been a favorite amongst locals for thirty years as an escape from the crowds on Hoosier Pass. It is a little technical rough (from motorized use) at the top, but fun to descend on a bike and just delightful to bike or hike as a loop with FS 2. It is a favorite road for Alma/Fairplay locals. Please consider turning this into a

system non-motorized trail or at least just signed as closed to motorized. Hoosier Pass has become incredibly busy with hikers and bikers on FS 2 as well as motorized traffic and we need to disperse use in this area. This trail already exists and no maintenance is needed. It is absolutely gorgeous in wildflower season.

SOUTH MOSQUITO GULCH

We have written the county, the FS and the town of Alma about the conflicts with road closures up South Mosquito Gulch on CR 696. New ownership of the London Mine has created controversy. Eventually CR 696 turns into FS 696 according to USGS maps but not on your MVUM map. It does enter USFS land at higher elevations. It connects to the Mosquito Pass Road. This is a wonderful bike, hike, dirtbike, ATV loop. The MVUM map does not show the section where it becomes a FS road, but it has always been one. Also CR 696 does go through some FS land lower down, but the new landowner has a gate below this FS land, at the bottom of CR 696 saying it is private property. The loop on FS 696 has been utilized for thirty years. It is incredibly rough but one can bike down it. It is a wonderful ski loop and I know dirtbikers enjoy it as well as an occasional ATV. Please make sure access is allowed where CR 696 turns into FS 696. Closing off this to public access is ridiculous for it would close a huge amount of public lands to all of us.

LACK OF WINTER TRAVEL MOTORIZED MANAGEMENT

Please, San Isabel/Pike National Forest, you need a winter travel management plan. In scoping, I wrote extensive comments on winter travel. Unchecked winter motorized use is rampant all around the Fairplay/Alma/Buffalo Peaks area.

Wildlife and non-motorized winter users need your help! Please address these issues soon.

Hoosier Pass is one of the top priorities for eliminating winter motorized use. It rarely sees any winter travel and also the northern half of this zone in the White River National Forest is all non-motorized. This border though is not signed as non-motorized and over the years we have seen occasional snowmobile use. Hoosier Pass is very busy these days in the winter and all the users I have seen are non-motorized. It is popular for backcountry skiing as well as Nordic and snowmobile use doesn't mix well with these user groups especially with the limited amount of snow and terrain. It really isn't a great destination for snowmobile use and I do believe that easy access areas should be non-motorized, while snowmobiles are given areas that are too long for non-motorized users.

Please, I know this MVUM is focusing on summer, but Hoosier Pass needs to be addressed. Please, make it easy on yourself and manage Hoosier Pass just as the White River National Forest has done and close it to winter motorized. You are basing the management of this area on a 1984 Forest Plan. Times have changed. Please go up there on the weekend and see for yourself how busy it has become. The last couple weekends have had two avalanche classes, folks snowshoeing, backcountry skiing, walking etc.

We also could use a toilet up there. Town of Breckenridge is willing to chip in for this.

The snowmobile terrain is limited to a road which crosses an avalanche path and open bowls popular with non-motorized riders. Half of these bowls also fall into the White River National Forest winter management which is all non-motorized. It would be a lot simpler to just close the whole area to motorized than post signs halfway up every bowl and road where the WRNF terrain is to the north, and action is needed soon since there is very little snowmobile use up there. About once a year I see tracks. I ski up there 1-2 days a week.

There are so many other areas of winter conflict - Buckskin Gulch for instance, where you allow snowmobile use just on the road, but we are seeing a lot of off road winter motorized travel. Mosquito Gulch, Sacramento, Fourmile, Beaver Creek, Crooked Creek all need attention. We need to balance the needs of backcountry skiers with motorized since the two user groups are in conflict.

Thanks for your time.