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Comments: I am writing to oppose the parking expansion at Loveland Ski Area. Based on the Environmental Assessment (EA) published by the Forest Service, the construction plans as they stand do not take into account the interests of users of the Bakerville-Loveland Trail, specifically cyclists, during the time of construction. Additionally, any expansion of parking will only contribute to the traffic and parking congestion that already exists.

The authors of the EA state that during construction of the parking area, trail users will be "relocated to the remainder of the trail" and that users will be required to park at the Bakerville trailhead. What the authors appear unwilling to admit is that this project will render the trail unusable during construction and make travel through the area impossible for anyone other than those in motor vehicles. I suppose it should be commended that accommodations will be made for events, like the Triple Bypass, that utilize the trail during the summer months. However, for those cyclists who do not want or are incapable of paying the \$200+ entry fee for the Triple Bypass, but would still like to traverse this part of the state, what will their option be during construction?

Anyone who has traveled through this corridor, or anyone who has looked at a map, will note that I-70 is the only road that passes through this part of the mountains. The idea of cycling on a four-lane highway, alongside motor vehicles piloted by drivers who often see the speed limit as the minimum, is not appealing. Nor is it safe. Nor, it seems, is it legal, per CDOT's cycling map (<https://www.codot.gov/programs/bikeped/information-for-bicyclists/colorado-bicycling-maps>).

It seems worth noting here that, nationally, traffic deaths rose in 2020, despite the fact that Americans actually drove less due to the COVID-19 pandemic. It was the same story here in Colorado. This should serve as a broader warning about the state of safety on our roads.

The construction of the Bakerville-Loveland Trail was undertaken specifically to address the needs of cyclists traveling through this corridor. Prior to the opening of the trail, cyclists frequently used I-70. Since 2010, because of this trail, cyclists have had a safe means of getting to and from Loveland Pass.

It is well understood by transportation planners that if you build more parking, you are going to get more drivers. Adding parking to Loveland Ski Area will not ultimately solve any issues of parking deficits, as it is supposedly meant to do. With more ski terrain will come more users, and with more parking will come more personal motor vehicles. This, on a part of I-70 that is frequently clogged with traffic year-round. Instead, the best solution for getting more people to Loveland should be to utilize alternatives to personal motor vehicles, such as shuttles.

It seems unconscionable to implement a plan that will punish cyclists who, by their choice to travel with two wheels, help to reduce traffic and parking congestion, as well as the other social problems associated with personal motor vehicle usage. At the very least, the Forest Service and Loveland Ski Area should come up with a clear plan to provide safe passage for cyclists if this expansion project is undertaken.