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First name: Ralph

Last name: Wanner

Organization:

Title:

Comments: I think a far better plan would be to keep the trail next to HWY 133 for the entire length until the junction of Kebler pass road, then keep it next to that road to Crested Butte. Wildlife impact will be minimized and it will be accessible to road biking, making it more accessible to the public. Public impact will remain in the highway corridor. As I've commented before and have seen by past public comment records, the public does not want this trail configuration but Pitkin County chooses to ignore that. Granted, the configuration that Pitkin County wants is much cheaper than my suggested route but it is not what the people want, and in reading the EIS, it's apparent the Forest Service agrees.

I don't know how aware you are of the huge increase in bikepacking, but if this trail is put in as a mountain bike route it will become a very sought-after route and will be overrun with bikepackers from around the world, yes, around the world (I've done more bikepacking than anyone that will comment on this plan....this route will become extremely popular). I have asked the Forest Service if they have a plan to regulate camping along the route and they do not have a plan. With no plan, the route will quickly be overused and abused, destroying it's natural character.