

Data Submitted (UTC 11): 2/15/2022 5:59:17 PM

First name: BENJAMIN

Last name: GRAVES

Organization:

Title:

Comments: I am in full support of Alternative 2, building an off-highway non-motorized trail from Redstone to McClure Pass. I frequently recreate on McClure pass and use the old McClure Pass road as an alternative to climbing 133 on my gravel bike. Hwy. 133 is dangerous due to rockfall and distracted drivers. We need to provide alternatives to get hikers and bikers off the road. Even though I often align myself with Wilderness Workshop and other env. groups, I disagree that NEPA should be completed on the full CB to Carbondale alignment. This trail is going to need a piece-wise approach given the multiple jurisdictions and complicated land ownership.

My only suggestions include building the entire trail to a class 4-5 standard to accommodate the eventual increase in users and accommodate more diverse user groups. I'm afraid that a trail built with a narrow more "singletrack feel" will not accommodate users with accessibility issues or children. We have enough "singletrack" in both the Gunnison and White River NF and the primary users of this trail will be users looking for more of a through-route. I personally would like to see this route paved so it can be accessible to children and road bikes. Since this route will be in the hwy 133 corridor it will already have a more "developed" feel. For that reason I think it should be paved and fully accessible.

I also believe the FS should analyze the impact of allowing e-bikes on the full route. It will be impossible to enforce an ebike closure on the south end. Therefore I believe the trail should be designed and built to accommodate ebikes on the full route.

I am ok with the seasonal closure for wildlife. I do worry that we don't have seasonal closure for vehicles... so why should trail users be any different? That being said, dogs are a real issue to elk so we should do our best to enforce seasonal closures.