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Comments: The CCB trail as proposed, including the Redstone to McClure Pass segment, will come with a substantial cost, both financially and environmentally. A full four and a half miles of this seven plus mile segment of the trail will leave the highway right-of-way. The Forest Service has failed to fully consider all impacts that the trail will have even on this one segment. As well, the segmented approach is not consistent with the National Environmental Policy Act, which requires agencies to consider past, present, and reasonably foreseeable future actions to appropriately assess the cumulative impacts. This piecemeal approach is deceiving and preventing the public from making an educated response. It is important that the trail impacts be considered not in portions but in their entirety. The impact to wildlife that travel the entire corridor cannot adequately be considered by the EA alone. If species are displaced by construction and increased use of this section, the further impacts to them as other sections are built will surely be detrimental and is not considered here.

In addition, building this trail will literally pave the way for future sections of the CCB that residents along 133 have adamantly opposed. The negative impacts of increased parking along the highway and to neighborhoods along the trail have not been adequately planned for or anticipated. The parking allotted is likely to quickly become insufficient, causing safety concerns for travelers and residents.