

Data Submitted (UTC 11): 3/28/2022 6:07:24 PM

First name: Stig

Last name: Somme

Organization:

Title:

Comments: To Whom it May Concern.

I support CBMBA's mission and their great work which extends far beyond building trails for mountain bikers. CBMBA has created a thoughtful list of trails that will greatly improve the experience for all users. Please see below.

CBMBA's work to clean up the garbage and report on misuse of the public land is valuable to everyone in the north valley.

I also would like to see more involvement from the forest service in trying to decrease motorized traffic on the roads in the north valley. During the busy part of summer, in particular weekends, there are too many cars, trucks, MPVs etc speeding up and down the valleys.

Is it possible to limit the number of vehicles?

Ban vehicles on weekends on all or certain roads?

Please consider these comments:

Thanks for your attention

Best,

Stig Somme

General Comments

? Providing trail users options other than motorized roads and connecting trails is a vital trail that improves the user experience and is desired by trail users.

? I request a clear and transparent process that incorporates multiple use interests over special use interests.

? The Snodgrass Public Trail and Eccher Gulch deserve a process to hear public comment and input.

? The "removed from consideration" trails should be placed back into the NVTP.

? Subjective review in the "need and purpose" analysis has superseded public comment and is worthy of review and public scoping.

#1 - Lake Irwin Road Parallel Trail

I support the Northern portion of the trail, but request that the USFS reconsider the southern portion of CBMBA's alignment that was labeled "Removed from consideration", which runs from the parking lot at the "Y" to where it intersects with Forest Service Road 826.

? The current trail is not beginner friendly and contains steep grades, while the road is easier and takes you where you want to go.

? Currently, riders bypass this existing section of the Wagon Trail because it's not an enjoyable experience.

? If CBMBA's proposed alignment in this area is not implemented, users will continue to bypass the Wagon Trail by taking the road, thus defeating the purpose of the trail.

? The alignment that CBMBA had originally proposed is more appealing to riders and encourages users not to ride on the road.

#2 - Upper Upper to Brush Creek Trailhead

? I do not support this proposed NVTP alignment and believe the original CBMBA alignment should be reconsidered, while also implementing a seasonal closure in the late summer/fall for existing ranching and grazing.

? The NVTP proposed trail close to the road will go up and down at unsustainable grades and will traverse

more sensitive terrain.

? The proposed trail will not be used, and will encourage more braided trails and access from the road.

? The CBMBA-proposed trail is located above research (not through it), is sustainable and has better flow, and discourages user-created routes closer to the road.

#3 - Strand Bonus to 409

? I support this trail connector as proposed.

? This trail will improve non-motorized, seamless trail connectivity and enhance the user experience.

#4 - Budd Connection - Ambush to Tent City

? I support this trail connector as proposed.

#5 - Deer Creek to Tent City

? I request that the northern portion be added back into the plan for consideration.

? The portion removed from consideration (the entire section north of FS 738.2A) was removed before the public was given the opportunity to comment. This would be a valuable addition to Crested Butte's trail network.

? I support the southern portion of the trail from West Brush Creek Road to Tent City.

#6 - Teocalli Extension, #7 - Reno Divide Road Parallel Trail, and #10 - Bear Creek Reroute

? I support this trail as proposed.

#8 - Cement Creek Trail - Upper Cement Trail to Crystal

? I disagree with the NVTP finding and request that this trail is reincluded in the NVTP.

? Riders of all levels currently enjoy using the entire Upper Cement Creek Trail rather than the road, and I disagree with the rationale that an extension of the trail would not be used.

? By extending the Upper Cement Creek Trail, it would increase the length of a well-used out-and-back beginner trail or longer loop option for more advanced riders.

? This area is designated as a recreation corridor, which means it is an ideal place for trails to connect.

? Motorized use to and from Aspen and Tilton continues to increase, thus leading to increased danger for human-vehicle collisions if hikers and bikers are forced to travel on the road.

? CBMBA specifically worked with CPW and wildlife advocates to relocate the proposed trail from the west to the east side of Cement Creek Road to decrease fragmentation of wildlife and mitigate wetlands impacts.

? The initial proposal was supported by the Gunnison County STOR Committee.

#9 - Cement Creek Trail - Lower Cement Trail to Caves

? I support this trail as proposed.

#11 - Dr. Park Reroute

? I strongly urge the USFS to reconsider the opportunity to remedy this poorly-aligned trail with known drainage issues that was not designed for the high traffic and extensive use that it currently experiences.

? The current trail is unsustainable and through a low, wet, forested area. The trail should be rerouted to a higher point, and I support exploring other trail alignment options that don't impede on the outfitter's basecamp.

? I support building long-lasting, sustainable trails that can stand up to traffic rather than keeping a trail that requires extensive maintenance and continuous band-aids.

Day Use Areas and Trailhead Parking Expansions and Improvement Additions

I support the Day Use Areas and Trailhead improvements. Lasting infrastructure improvements will help manage and maintain forest resources for the future.