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Comments: Hello, thank you for allowing me to comment. I've been a resident of Crested Butte for 38 years and I'm an avid outdoorsman that engages in the many mountain sports that the area offers. Although I support CBMBA in its diligence and work to create and maintain a sustainable trail system in the area, I feel that given the increased user numbers and the consequent encroachment and detriment of wildlife habitat and flora in our area, we need to prioritize on the health of our environment and my decision making reflects that.

I applaud CBMBA's educational outreach and the maintenance work they do on the extensive network of trails we already have, but building new trails, specially those that reach further out into previously untouched areas should be avoided or at least given very careful consideration. An example of unintended impacts, to me, was the construction of the " Point Lookout" trail, between Cement Creek and Brush Creek. We already had trails in place in that area but the LookOut trail, painfully snaked and meandered through prime wildlife habitat and visually scarred a previously untouched area. Of course, I do ride my bike on that trail, proving the truth of the old adagio "build a trail and people will follow", but in retrospect I wish it had never been built.

In reference to "connectors", I see more and more prevalent the, in my eyes, snobbish attitude that mountain biking should only take place on single track and that dirt roads are just a grievance to ride. In some cases in which there is a high traffic problem I can understand the preference to ride single track, but in most instances I don't see the need to built a separate trail with the sole intention of avoiding riding on a mostly empty dirt road for less than a mile.

More on the specific projects:

-#1 Lake Irwin Trail. I think it's a good idea. Kebler Pass Rd is a high traffic artery and extending the Wagon Wheel trail to reach closer to the existing trail further West shouldn't poise too much impact in an already impacted area.

-#2 Snodgrass reroute to avoid private land. Snodgrass Mtn. never ceases to amaze me. The forest is beautiful and often I have seen, deer, elk and moose during my excursions. I truly think that is good for its healing and renewal to have a yearly trail closure in place, even if it is for cattle grazing. Another trail above the existing one would push away wildlife and create more impacts than benefits. Keep it as it is.

-#3 Rustler's mudbog. I don't see a problem with that one.

-#4 Upper-Upper to Brush Creek Connector. The southern exposure on that slope makes for great flower habitat. The trail would go through a very scenic meadow that would be diminished and scarred. Brush Creek Rd is fairly busy but it's only .5 miles to the Brush Creek parking area. I don't think it's worth putting a new trail.

-#5 Strand Bonus to trail #409 connector. The Farris Creek Rd is hardly used and it's no sweat to ride on it. It should go ahead only with the ranchers approval of placing a trail through the heavily used pastures.

-#6 Ambush/Budd connector to tent city. Makes sense so that campers can access the trail system with less fuzz.

-#7 Deer Creek/Brush Creek extension. It seems like an obvious one but I don't like the idea of cutting through some rich flower meadows and as I recall some wetlands, just because it would be more fun. Deer Creek is plenty long and fun and this extension could create unintended impacts.

-#8 Teo extension. It's not long and there are some already existing cow trails. That section of Rd is steep and treacherous too!

-#9 405.2a and 405.3a. adding easier grades would be nice for users and create less erosion. This is a good idea.

-#10 Reno Divide parallel road. Seems like a good idea to avoid the heavy motorized traffic on the road. Being a motorized trail might ask for some regulations to avoid accidents. Directional?

-#11 Upper Cement: The road is a bit of a grinding baby head climb in places, but I am against a singletrack here due to fragile alpine environment and springs that come out in a few places on the side of the valley. Possibly there are rare plants here and boreal toads (I have heard of them being seen here but no confirmation). There is a lot of wildlife in here, increasing use from a singletrack will increase pressure. Maybe a short section or two along the road only and not getting into the springs or fragile areas would be ok.

#12 Lower Cement to Caves: This would be high priority to get riders and hikers off this very busy section of road. I also think flashing speed signs should be used here all summer and cameras to catch the high speeders too.

#13 Eccher and Granite Basin. Every time I've ridden that trail I've admired it's remote, adventurous feeling. It feels wild in there. I think there is a need for hard to get rides where only a few folks venture. This is one of them. If you make it easier and more accessible and that balance between wild and tame will be broken.

#14,15. Bear Creek and Dr Park reroute: Moving trails out of wetlands and bogs a good idea generally.

Thank you!