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Title: Owner

Comments: Thank you for considering trail improvements in the Crested Butte area. I would like to voice support for the North Valley Trails Project in general. But, I would ask that you consider additional routes from CBMBA's 5-year Riders off the Road plan which was vetted by CPW and HCCA, even though STOR did not adopt all of that proposal. STOR lacks a defined process and bylaws, so a single no vote can cause an otherwise sound and well-vetted trail proposal to get dropped. The USFS should use STOR as a resource, but not an end-all-be-all filter. Consider a few examples approved by CPW and HCCA:

- 1) A bypass of Cement Creek Road between Upper Cement Creek Trail and Crystal Creek - this trail is very desirable route to complete the vision for a non-motorized trail from Crystal Pass to CB South which avoids wildlife problems by aligning it to the south side of Cement Creek. The Master Plan identifies this area as recreation emphasis, and this is a rare chance to create a low-impact, long-distance route which reduces rider conflicts (up or down valley).
- 2) Eccher Gulch access to Hwy 135 - this mechanized route in Travel Management planning, which needs completion. Undoubtedly the issue was muddled by user-created spurs, which likely will continue until a recognized and approved route is built. Hunting groups request this not get completed to protect the wildlife, but not shooting the wildlife might protect them more.
- 3) Doctor Park - rerouting the muddy area at the top. Please allow CBMBA to fix this long-standing problem. If the local outfitter want to continue to use the muddy route in the late season to access their camp that's fine, but given the huge volume of people on Doctor Park, routing the traffic through wet soils promotes resource damage. Using a drier-soil alternative is a win-win.
- 4) Snodgrass reroute - move this trail off Allen property to avoid a seasonal closure for this important close-to-town route. Connect it from the trailhead in Mt. CB to the Mt. Man Rendezvous campsite in Washington Gulch to help people use bikes, not cars.
- 5) Connect Judd Falls (401) to Mt. CB. This route could dramatically reduce the volume of cars on Gothic Road by providing a pleasant alternative to either driving out to Gothic or having to mix bikes and cars on the road.
- 6) Lake Irwin / Wagon Trail cutoff - again, please consider this route as it's a simple way to get bikes off a high-traffic backcountry road.
- 7) Connect the Tent City campsite at the West Brush Creek fork to the Deer Creek Trail. Again, this encourages dense camping at a designated area without using vehicles to access trails.
- 8) Us CBMBA and RMBL's alignment for the Upper Upper to Brush Creek Trailhead. The currently proposed alignment next to the road bisects a longstanding RMBL research site, and places more pressure on the cattle potentially forcing them into the roadway. Reduce the user conflicts and move the alignment a couple hundred feet off the valley floor to avoid research impacts, give the cattle more room, and make a better rider experience.

Thank you for your consideration,

Ben Pritchett