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Organization:

Title:

Comments: I am commenting to two entities. First to Scott Fitzwilliams and second to Pitkin County Open Space and trails.

To: Scott Fitzwilliams, Forest Supervisor,

As the Supervisor of the most visited forest in Colorado you should not allow the proposed natural surface trail through forest service land from Hayes Creek Falls to McClure pass summit.

This section of trail will be used almost exclusively by non-road bikers. If the proposed trail along the existing Ragged Mountain Trail is not completed then the proposed trail to the McClure pass summit will be a dead end trail. Their design and approval process need to be done in conjunction with one another, even though they are each in two different forests, and personally I think they need to both be denied. If both sections are completed to Crested Butte the trail will become a very popular bikepacking route. As soon as it hits websites like Bikepacking.com. the flood of bikepackers will be predominantly tourists. Since you and your staff are overwhelmed with the recent flood of visitors to the most popular forest in the state, how are you planning for another flood? You simply don't have the manpower to manage and police it. Why do you want more use in your already overused forest?

If you don't approve this segment of trail, then Pitkin County will be forced to build the trail along Highway 133, where it belongs. At the point where the trail turns to steeper grade natural surface is where the road bikers are forced back out onto the highway, defeating the purpose of the trail.

To: Pitkin County Open Space and Trails,

You need to not approve the Redstone to McClure Pass Summit trail section and you need to abandon it as proposed. By changing the trail surface to non pavement and steepening the grade at the Hayes Creek area you are forcing road bikers back onto Highway 133. The original idea of a trail to connect Colorado was to do just that...connect Colorado by trail. Why are you not doing that but instead throwing up a road block, or trail block in this case, to sever the route across Colorado? Is it because it is a much cheaper alternative, and if done the way you proposed, a quicker way to complete the project? You need to build the trail along Highway 133 to the summit of McClure Pass so it actually connects Colorado.