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Comments: I sincerely appreciate the time and effort put forth by the US Forest Service to develop the North Valley Trails Environmental Assessment (EA) based on the Crested Butte Mountain Bike Association's (CBMBA's) Short-Term Trail Plan: Riders off the Road proposal. I am a resident of Mt. Crested Butte and frequently ride the trails described in this EA. The existing trails in the northern Gunnison Valley are extraordinary in their arrangement and design. This network is truly world class. However, to retain the outstanding user experience; upgrades, re-routes, and other trail maintenance is needed. Providing new and/or better options for bikers and hikers to further avoid roads increases safety and allows for a better outdoor experience for all users. I fully support the detailed and thoughtful comments (and Option 2 compromises) to this EA provided by CBMBA.

In addition, I offer the following trail-specific comments:

Upper Upper to Brush Creek Trailhead Extension. I strongly support Option 1, as it provides benefits in multiple areas: (1) greatly improves safety by allowing users to avoid the highly trafficked Brush Creek Road, (2) improves the user experience by adding singletrack trail, and (3) better protects the natural environment by routing the trail above and out-of-sight from the existing RMBL research area.

Dr. Park Re-Route. I wholeheartedly support Option 1, as this re-route is sorely needed. As you are well aware, this trail is extremely popular and heavily used. For better or worse, it is "famous" and people from across Colorado, the country, and the world travel here to ride this trail. For many non-residents, it provides a first impression of our trail system. The current alignment is unsustainable and continues to degrade year after year, despite the seemingly endless maintenance work performed on the initial 1+ mile stretch of trail. Moving the trail start uphill to drier ground will ensure a vastly more sustainable trail, provide a better user experience (and first impression), and require much less maintenance in the longer term. Decommissioning the current initial stretch of trail (424) and Spur (424.1A) is a nice trade-off and will better protect the existing natural resource by reducing overall trail density in this area.

Thank you again for all of your efforts in preparing this EA.