

Data Submitted (UTC 11): 4/19/2023 12:52:52 AM

First name: Jack

Last name: Morgan

Organization:

Title:

Comments: #1

I agree with option two for this item. In addition, I think that a higher priority action in this travel corridor would be to implement a trail parallel to CR 12 from Horse Ranch Park to the start of the Wagon Trail 606, off of CR 12 to the west of the Y. This section of road is very busy and many cars travel at excessive speeds, visibility is not great due to the winding nature of the road and there is a short section of one lane road with limited visibility for cars traveling west. While I agree with option 2 I believe that this action is more pressing due to safety concerns.

#2

I am indifferent between option 1 or 2 for this item, although I believe that this is an important trail to build regardless of the specific alignment. My comment on this item would focus on the importance of signage, fencing or rails to keep users on the trail. This area is frequently disturbed by visitors taking pictures and walking through the wildflower fields, as it is one of the first areas to bloom near the town of Crested Butte. Strong measures are needed to keep users from romping around at their leisure off of the trail.

#3

I am in favor of option 2 for this item. I do not think that there is enough motor vehicle traffic on Farris Creek Road to warrant a parallel trail, nor is there the demand from bikers to get from 409 to Strand Bonus 407. One thing that should be looked at in this area is a user created trail that leaves Farris Creek Road 736 just before the stream crossing, to its west just before campsite FC5 and the more established single track that shortcuts the road. This user created trail closely parallels the creek and is causing bank erosion in places, it also has a number of braids in it.

#4

I support option 1 for this item, my only input would be to possibly have the trail exit the Tent City Campground from the south end, instead of leaving from the north end and paralleling the campground the whole way.

#5

I support option 2 for this item, there is hardly any motorized traffic of any kind up FS-568 and it is a good enough climb and a fun descent.

#6

I support option 2 for this item. In addition to being a good extension of the Teocalli Ridge Trail it will also offer an alternate uphill route, instead of FS-738.

#7

I fully support option 1 for this item. If the parallel trail could be extended all the way to the 5 way, where Flag Creek 422 begins, that would be idea. OHV users are big problem in this area, they drive fast and are often not aware of where they are.

#8

I am in favor of option 2 for this item. While having the single track option out here might be cool, I think that the low usage, both by motorized and non-motorized, does not necessitate the construction of this trail. An argument for has been to expand beginner and intermediate trail access, however it is a very long ride to reach this area and I believe that few beginner or intermediate riders will be willing to put in the effort in to reach this area. This is a cool idea, but I don't think that it is worth the disruption to the landscape.

#9

I think this is a no brainer to support option 1. It would also help out folks in Crested Butte South if this trail could one day start somewhere around Blackstock Road to allow them to access the trail system while avoiding Cement Creek Road CR-740 entirely.

#10

I am in favor of option 2, this trail is sorely in need of a reroute and it will be nice to put it into the forest where there will be less erosion problems.

#11

I am I. Favor of option 1 for this item. The upper route is seldom used and the lower route is in need of a reroute, it has many drainage, erosion and braiding issues. Also, due to the immense popularity of this trail, likely second to only 401 in the north valley, there is a great need for maintenance and possibly reroutes lower down on the trail.

#12

I am in favor of all of the parking infrastructure improvements for this item, the Tent City and Brush Creek areas at least are sorely in need of improvements. I would really like to see more work put into the Gothic Corridor, from my work last summer this area, especially the section of road from the Judd Falls Trailhead to Rustlers Gulch, has the worst congestion and least parking access of any of the other drainages in the North Valley. This area should be the number one priority for parking infrastructure improvements. Every weekend there are hundreds of cars trying to park out here and very few real parking spaces along the entire road.