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Organization:

Title:

Comments: Overall, I appreciate the thorough analysis and context for each of the trails included in the proposed action. I believe the 14.3 miles of proposed trails, and 5.8 miles of decommissioned trail will have a positive impact on the resource.

There are many concerns and comments around 'safety drivers' on some of the proposed trails. I do not agree with the findings of 'no safety driver' around the Upper Upper to Brush Creek Trail, Strand Bonus to 409, Teo Extension, Reno Divide, and Upper Cement to Crystal Trails. Increased use, specifically in regard to UTV's and higher motorized speeds is very much a growing and increasing concern for non-motorized users. Proper planning and separation of uses is an immediate safety driver and we hope that looking to a growing population, increased use, and higher speeds will be considered as a 'need for the proposal'.

TRAIL-SPECIFIC COMMENTS

I appreciate the opportunity to comment on the North Valley Trail Project, and would like to see the Plan move forward with the following modifications on a trail-by-trail basis, as proposed in the "Refinement of the Proposed Action":

#1 - Lake Irwin Road Parallel Trail

I'm in support of Option 2. I believe the access to this trail directly from the 'Y' trailhead will be of the best use and service. I support the 'flexibility' of the new trail alignment in order to minimize impacts. I agree that future parking, perhaps on the north side, will also be of great service and set up this proposed action for the best long term success.

#2 - Upper Upper to the Brush Creek Trailhead

I support Option 1 in order to minimize impacts to research, viewshed, wildflower meadows, and noxious weeds. I appreciate the 'flexibility zone' of the proposed action, however I believe the original proposed alignment, as identified here in the proposed action, will:

- * Avoid sensitive riparian areas closer to the road (flatter terrain),
- * Will prevent the use of 'social trails' easily accessed by the road to get to wildflower meadows easily,
- * Avoid historic research areas and keep them out of sight,
- * Prevent pushing livestock onto the road - as it's slightly further from the road. (Would not happen at all if a seasonal closure was established)
- * Improve the viewshed by providing a trail to the flowers instead of the user created 'maze' of social trails that establish due to the close proximity to the road.

#3 - Strand Bonus to 409

I support Option 1. Connectivity, and the seamless connection of network trails is a highly sought after experience. Although the existing road is not highly used, the 'need for proposal' (p. 6) specifically justifies the need.

#4 - Budd Connection - Ambush to Tent City

I am in support of Option 1.

#5 - Deer Creek to Tent City

I am in support of Option 2.

#6 - Teocalli Extension

I support Option 2.

#7 - Reno Divide Road Parallel Trail

I am in support of Option 1.

#8 - Cement Creek Trail - Upper Cement Creek Trail to Crystal

I adamantly support Option 1 on this particular trail proposal. There is not a better example of a more needed trail in the network that fulfills the 'need for the proposal', minimizes impacts (specifically with the shortening of the proposed trail before it hits the major riparian area near NFST 583/Crystal Peak Trail), better prevents habitat fragmentation (moving the trail to the East side of NFSR 740), and not only gets 'Riders Off the Road', but is the final piece of trail connectivity from one end of the Cement Creek drainage to the other.

#9 - Cement Creek Trail - Lower Cement Creek Trail to Caves

I support Option 1.

#10 - Bear Creek Reroute

I support Option 2.

#11 - Dr. Park Reroute

I support Option 1.

Day Use Areas and Trailhead Parking Expansions and Improvement Additions

I support Option 1 - the Day Use Areas and Trailhead improvements at Brush Creek Trailhead, Tent City, and Walrod Parking expansion. I appreciate the Gunnison Ranger District looking to make lasting infrastructure improvements that will help manage and maintain forest resources for the future. These areas are already overcrowded and limited in capacity. These improvements will not only prevent resource damage, but serve existing uses and needs, as well as provide for 'hubs' to encourage proper use and access. They also serve to provide for kiosks and information, along with bathrooms.