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Comments: Thank you to the Gunnison Ranger District for undertaking the NVTP process. I sincerely appreciate your service to our country and community under challenging circumstances, and I genuinely wish the USFS was much more generously funded. In this regard, I believe politics starts at home by accurately assessing the will of citizens. I see many more comments for the NVTP than against it.

It is my understanding that USFS nonmotorized trails receive limited funding. The Crested Butte Mountain Bike Association (CBMBA) and the Crested Butte Conservation Corp (CBCC) professional trail crew deserve much credit for stepping up and filling a vital service gap for our community. I believe that CBMBA and the CBCC have become indispensable public lands partners without whom we'd have inferior trail experiences and much more resource damage. I also think they and their incredible volunteers have gone above and beyond, doing their best to judge the will of our community and working towards outcomes that are balanced between all the stakeholders.

I appreciate the opportunity to comment.

#1 - Lake Irwin Road Parallel Trail

I support option 2. It achieves the aim with less adverse effects on wetlands. I ride Lake Irwin Road often. The roads get dusty and wash-boarded because people drive too fast, making it difficult for drivers to see bikers. I have been forced off the road twice.

#2 - Upper Upper to the Brush Creek Trailhead

I support option 1 for the reasons I supported it during the first comment period.

Looking at the map, one might assume that the user experience will be equal between an alignment far away from the road and close to the road. They won't be equal. Users want to be separated from the road, not adjacent to it. Second, I don't think I've ever seen a cow on the side of that hill in all my years riding and driving out Brush Creek Road, so I don't understand how option 1 might affect grazing. Plus, I believe seasonal closures were offered to mitigate grazing disturbances. Third, any trail alignment will cross a watershed, so the watershed disturbance assumption appears to be a wash. Fourth, a modified alignment might run through a RMBL research plot. RMBL is a valued community partner, so it's hard to imagine how our community will build a trail that negatively impacts RMBL. Fifth, the trail would run through an existing designated recreation corridor. The scales should tip in favor of a better recreation experience, especially after conceding so many other trails in the area to ranching interests. This project has significant potential for separating the nonmotorized and motorized users and benefiting desirable recreation experiences. I would like to see the original alignment get approved because it will meet the needs and purpose better than an alignment close to the road. In addition, our community strongly desires to ride trails from town to major trailheads and trail networks.

#3 - Strand Bonus to 409

I support option 1. Of all the proposed trails, this may be the least hazardous from a riders off the road perspective, but it's a small connector that would be a significant experiential improvement.

#4 - Budd Connection - Ambush to Tent City

I support option 1. Most of the trail already exists; why not make it official so camping people can easily access the Strand Bonus trail via a trail donated by the Budds?

#5 - Deer Creek to Tent City

I support option 2.

#6 - Teocalli Extension

I support option 2.

#7 - Reno Divide Road Parallel Trail

I support option 1.

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

I support option 1. No drainage in the north valley has a contiguous trail from a trailhead to a mountain pass. From a user experience point of view, this is my top pick in the whole plan. Plus, while it may be true that the upper sections of cement creek road are not as dangerous as the lower sections, why should we assume this to be true in the future? I was almost run over by a razor last summer riding in front of my son in the first big curve as cement creek turns to 4WD north of the Deadman's trailhead. The fear I experienced that he may be hit as I was holding on to the bitter edge of the road was the strongest I have felt in many years.

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

I support option 1. This is a total no-brainer.

#10 - Bear Creek Reroute

I support option 2. Also, I'll add that this trail is in need of general maintenance.

#11 - Dr. Park Reroute

I support option 1. As I mentioned in the first round of comments, I participated in a CBMBA trail workday to repair the wet areas and digging pits to fill in turnpikes. I was incredibly disheartened by feeling that all our hard work was for naught during my next ride on the trail. The trail is irreparable, and all the repair work represents sunk costs, and I'm not motivated to sink more volunteer time into an unsustainable trail.

Day Use Areas and Trailhead Parking Expansions and Improvement Additions

I fully support option 1. Almost all our trailheads need major improvements.