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Comments:

First off I'd like to thank the USFS for taking the input from the prior comment period and applying it to their analysis. The current plan looks better to me than what was previously put forward.

Before I comment on the individual trail proposals, an overall theme I've seen in the plan is a feeling of not wanting new trails due to underfunding and creating additional maintenance. I've seen personally how much the people of this valley care about our trails and how much they will turn up for them. The more the forest service works with CBMBA, CBCC, and other conservation organizations in the valley the more will get done. If you point us at trails that need work, we'll get out and work on them. You don't need money for that, just a little coordination.

Lake Irwin Road Parallel - Option 2 sounds good to me. This sounds like a great compromise from what was originally proposed by CBMBA.

Upper Upper to Brush Creek Trailhead Connection - I still feel Option 1 is the better solution here. All of the reasons given for moving the trail closer to the road are the same ones I would give for moving it further. Consolidating the impacts will multiply the impact. Leaving a safe space between the trail and the road for animals to feel safe in makes the crossing that much less stressful for wildlife and livestock.

Strand Bonus to 409 Connection - I'm in favor of option 1 here as well. If there is already evidence of recreation trail use through that area it proves the desire for a trail there separate from the road. Connecting the disparate trail systems not only keeps the bikers off the road, but puts fewer motor vehicles on the road because bikers don't have to drive to a trailhead they might otherwise bike to.

Budd Connection: Ambush to Tent City - Option 1 looks good to me.

Deer Creek to Tent City Connection - I still prefer option 1 here, though option 2 does look like it would solve most of the issues I see when riding the road between tent city and Deer Creek trail.

Teocalli Extension - Option 2 is good.

Reno Divide Road Parallel - I'm not super familiar with this trail so I will withhold judgement, but I'd likely defer to keeping bikes and motor vehicles separated.

Upper Cement Creek to Crystal Connection - I am in favor of Option 1 here. I don't see how you can say this doesn't meet the Need for Proposal. There are several popular routes on MTB Project that follow the road through that section. I also see heavy OHV use out there. There aren't many better candidates for improving safety than this trail.

Lower Cement Creek to Caves Connection - Option 1 is good

Bear Creek Trail Reroute - Option 2 is good

Dr. Park Reroute - I don't see why the forest service would not want Option 1. It reduces trail impacts and creates a more maintainable trail. The outfitter will continue to have access to their basecamp. I feel the fear of the old trails not actually being decommissioned is overblown, especially when considering how hard they are to

maintain. Without maintenance I don't think anyone would want to ride them even if there were no alternative put in, and I love that trail.

Brush Creek Trailhead Parking Expansion, Tent City Enhancement, Walrod Parking Expansion - I think more parking in these areas is great.

Thanks,
Bruce Nation