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Comments: I am a regular user of the Carbon River area and a USFS volunteer. Summit Lake is probably the most popular feature for hikers and backpackers in this area and as it is featured in social media, has become a "hot spot" destination. On some days, we can see upwards of 100 hikers on that trail, the parking lot is overflowing, and sometimes even the road is blocked by bad parkers. There is no toilet, so people deposit their waste on the ground around the forest around the parking lot.

We need to manage this access better:

- Move the "trailhead" for Summit Lake and the Carbon Trail down to the junction with the Copley Lake turnoff. There is a toilet there already, so what would be needed would be creating a parking area. Decommission or gate the remaining 1.4 miles of road and turn it into a trail to link with the existing carbon trail at the trailhead. No need to spend time and effort to create a new trail from Copley to link in to the current trail.

The area to the east of the Clearwater Wilderness (area around Martin Gap) was accessed from FS 75, but with the loss and now removal of the bridge, this has become unused. With an existing road network that then ties into the trail network in the Clearwater Wilderness, this has potential to become an extended "road to trails" conversion area. Consider turning this into a destination horse-back riding area-- similar in concept to Evans Creek for OHVs. This would require establishing a "horse ford" in the area where the West Fork White River was crossed by the now-removed bridge, but that wouldn't be a huge challenge-- in summer and fall, the water level drops enough that a human can ford the river-- a marked horse ford would be easy. The roads are becoming self-decommissioned already by saplings and creek washouts, so horse groups like Back Country Horsemen I think would jump at the chance to have a new, beautiful, and relatively back country area to ride in.