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Comments: Thank you for the opportunity to provide feedback on the Southern Tenmile Recreation Access Plan.

I appreciate the effort that has gone into balancing visitor demand, environmental stewardship, and community needs.

That said, I respectfully ask that the Forest Service and partner agencies consider a system that prioritizes local residents in parking access. A first-come, first-served parking system for locals, paired with a shuttle requirement for visitors, would provide a more balanced and efficient approach.

Residents of Summit and Park Counties have chosen to live, work, and recreate here year-round, fostering a deep connection to the Southern Tenmile region. These trails and trailheads are not weekend destinations-they are integral to our daily lives and our community's identity. Requiring locals to reserve shuttles or parking well in advance diminishes our ability to enjoy the mountains spontaneously, in the way that drew many of us here in the first place.

I also want to note that the current Quandary summer parking system has already impacted my ability to recreate. While we can enjoy Quandary access freely in winter, summer constraints have disrupted that pattern-expanding similar restrictions across Southern Tenmile would further limit locals' enjoyment of our own mountains.

From a practical standpoint, it would be simpler and more cost-effective to limit visitors to a shuttle system rather than invest heavily in expanding parking infrastructure. Breckenridge already has a parking structure that is underused in the summer and could serve as a central shuttle hub, with Breck Park managing operations. A vehicle registration-based access system-requiring up-to-date registration tags-would allow locals to maintain spontaneous access without reservation stress or extra cost.

This approach is field-tested and effective. At Ha?ena State Park on Kaua?i's North Shore, Hawai?i residents are allowed free access without reservation, while non-residents must book entry, parking, or shuttle passes in advance. Since implementing this reservation-and-shuttle model in 2021, visitation has been capped-smoothing traffic, reducing overcrowding, and dramatically improving road safety. Revenue from these fees supports local nonprofits, invests in electric shuttle vehicles, and funds infrastructure improvements-without relying on tax dollars.

Adopting a similar model here-one that ensures locals enjoy unfettered access and preserves open-access recreation while effectively managing visitor impacts-would be both responsive and sustainable.

Thank you again for your work on this important plan, and for valuing the perspective of the residents who live here year-round.