Data Submitted (UTC 11): 9/15/2025 10:11:49 PM
First name: Jack
Last name: Carpenter
Organization:
Title:
Comments: Comment 1: There is no estimated cost for the trail construction. Several bridges cross the Red River There needs to be an estimated cost for each bridge, related items such as the abutments, design criteria, cost for the engineering for the bridges. A table would be a minimum requirement.

Comment 2: The trail as noted in the scoping document, and the information given to the public indicates a soft surface trail. Since the trail does not enter the wilderness areas as per the scoping map a surfaced trail would be more beneficial to those needing ADA equipment for trail use. The meeting of the current ADA requirements must be shown in the environmental document with associated costs.

Comment 3: The soils in this canyon along with Cabresto canyon are somewhat unstable. They are correctly noted as hydrothermic soils. Water infiltrating these soil may and often have contributed to landslides or other soil movement. The scar north of the Red River highway is an example. These soil also allow percolation of toxic minerals into the Red River above the now closed mine. The Environmental document needs to show how the trail, if constructed, will contribute to these minerals entering the Red River.

Comment 4: The implication from the scoping and other provided information is a multiuse trail. This would, as I understand, include motorcycles, ATVs, UTV, horses, hikers, and bicycles either electric or muscle power. I ask each of the analysis team to take a hike on a motorized trail and face an motorized vehicle. What construction techniques will be employed to minimize the speed of the motorized vehicles? The list and effectiveness should be indicated to the public.

Comment 5: The scoping and comment documents indicated the need to have MOU's with either local governments or private entities such as hiking clubs. The assumption being made by the federal government is these agreements (MOUs) will occur after the environmental document is complete. The entities and at a minimum draft MOUs should appear in the environmental document as an appendix or within the document itself. The public not having this information give the feeling that these MOUs will be an after thought.

Comment 6: Why here and why now? The analysis has been going on for some time. But question of why here and why now is not answered. I expect some detail on the answer to that question.

Comment 7: The trail may preclude some activities if it is implemented. I expect there to be some of discussion on future multiple use activities which could be made more difficult. There are stands of merchantable timber on the general south facing slope of the canyon. The trail due to possible visual impacts could impact use of these resources. Detailed discussion on future impacts such as timber harvest should be discussed.

Comment 8: The proposed trail traverses an area where Limber pine and Southwestern white pine exist. These two trees are interbreeding. What are the anticipated impacts to the area where the interbreeding is occurring? The impacts need to be discussed and displayed in the document.

Comment 9: There are several campgrounds in Red River Canyon. The trail may enter the campgrounds or pass in close proximity to the campgrounds. The impact of hikers, motorcycles, ATVs, UTVs, horses, or other trail users should be noted and explained in the document with anticipated mitigation measures. Many campground users have used these campgrounds for numerous years. Were these users contacted or informed about the proposed trail through items such as fliers, and posters at the campgrounds. Please show the poster/fliers as an attachment to the environmental document.

Comment 10: The proposed trail location avoids the wilderness area. Please document where the Carson Nation Forest has proposed to the US Congress a possible slight change in the wilderness boundary to reduce the need to cross the Red River via a bridge.

Comment 11: The proposed trail crosses the Red River to Questa state highway. What safety measures are part of the proposal? There is a cost to the safety measures. What is proposed to insure the US Government is not liable for possible injuries or death by crossing the highway? Construction of bridges adequate for a multiple use highway crossing may make the project costs increase. The Carson National Forest in the past has been named in lawsuits due to injuries at highway crossings with trails.

Comment 12: The alternative trail locations need to be shown and explained with the same rigor as the proposed trail location. The no action alternative should be explained and document with the same rigor.