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Comments: I am a Nordic skier and mountain biker and a regular user of the Frisco Nordic Center and the surrounding trail network. I am writing to support the proposed trail improvements while opposing the construction of the overnight hut.

The new trail connection between Summit High School and the existing FNC network makes sense. It fills a real gap, gives high school athletes a practical training loop, and takes some pressure off the Dillon Recreation Pathway. I have no objection to those projects moving forward.

The hut is a different matter, and my concerns span both seasons.

In the winter, my concerns are specific to what overnight hut traffic will mean for groomed Nordic trails. The proposal identifies Buzzsaw as the primary access route for both hut construction and overnight guests. Buzzsaw is a groomed skate ski trail, and groomed surfaces are fragile. A single person walking across a freshly groomed skate lane in boots, or dragging a loaded sled to an overnight hut, can destroy hours of grooming work and render the track unusable until it is re-groomed. Hut users arriving and departing at all hours, hauling gear, pulling sleds, and moving between the hut and surrounding trails will do this repeatedly throughout the winter season. This is not a hypothetical concern. It is the predictable consequence of routing overnight guests through a groomed Nordic trail system. The FNC invests significant resources in grooming, and the quality of that grooming is the reason skiers choose this area. Introducing a steady stream of hut traffic onto Buzzsaw compromises that investment and degrades the experience for every skier who uses the trail.

In the summer, Buzzsaw is equally well loved as a mountain bike trail, and the same issue applies in a different form. Hut users on foot, moving between the parking area and the hut along a trail shared with cyclists, create conflict and safety concerns that will only increase as the facility attracts more use. The Peninsula sees heavy trail traffic across all summer user groups, and adding an overnight destination at the end of a 1.05-mile town parking lot access route will compound that congestion without meaningful benefit to the existing user community.

Accessible hut options already exist in the area. NOLO and similar facilities serve the beginner and family audience the Forest Service describes as the target demographic. The Peninsula does not need a hut, and the users who rely on it year-round should not have to absorb the consequences of one.

I urge the Forest Service to deny the hut component of this project and allow the trail improvements to proceed on their own merits.

Thank you for the opportunity to comment.