

Carbondale to Crested Butte Plan Kick-off Meeting Questionnaire Responses

Q1: The Carbondale to Crested Butte Trail Plan will be a year-long process. Do you have any specific suggestions for outreach opportunities that you would like staff to look into (examples: attend HOA meetings, present to a local community group, host presentations by experts, etc.)?

- I'd like to see a series of presentations from wildlife experts, not just local "know it alls". Have a few informative sessions, not open house style, that goes over the information in hand and master plans this is working off of. I think it would also be beneficial to have wilderness, wildlife, and biologists come present on human/animal conflicts, etc. It would also be helpful if PitCo staff (not just OST) could present funding strategies as well as long term dedicated funding sources for operations and maintenance
- The RfVHC would like to request that this trail be identified as an equestrian friendly trail, with soft track for human hikers, runners, and equestrian use.
- It will ultimately be your decision (where and how it will go). Take all the input and do the best you can.
- Attend all relevant meetings - specifically Crystal River Country Estates; Community forums and public comment (EIS); Crystal River Wild & Scenic - Wild and Scenic designation should take precedence over development for fear of impacting the process. The Crystal would be the second W&S designation in the state, which does more for the rec. economy than trail.
- Have CDOT (Betsy Jacobson) talk to group on benefits statewide of trail systems being installed in communities.
- Develop a plan for Redstone tourism. Though this is not directly related to the trail, it would be an important piece to have established so that Pitkin and Redstone business owners can establish a position to promote the trail and desirable features for those using this area.
- Close the Redstone Blvd. and have a block party with fun races to promote community awareness of the trails - tricycle races (with adults riding them), unicycle race, fat tire race, more silly fun games

- I think you should lead discussions at least in Redstone and Carbondale as preliminary planning progresses.
- There is strong interest in the trail among residents of Redstone. Contact with Redstone Community Association would be helpful in disseminating information about the trail and receiving input about concerns. A significant majority of Crystal Valley Caucus members support development of the trail (based on an informal survey).
- Presentations by naturalists - impact on environment. I'd like to know what areas are carriage or rail easements that OST can use in spite of adjacent homeowners objections.
- The Crystal Caucus has formed a trail committee. Important for OST to coordinate with this committee.
- Create a local community committee in each sections for input and ideas.
- Outreach to North Fork Valley residents and outdoor user groups. Specifically COPMOBA Chapter Delta Area Mountain Bikers, and in Paonia, North Fork Trail Advocacy Group and Western Slope Conservation Center.
- The length of the trail presents a major outreach challenge. It will be very difficult to relate all the nuanced conditions/challenges/ideas along the proposed corridor(s) at a scale people can relate to. Compounding this issue is that large sections of the trail would be very difficult to get the public to for site visits prior to construction of the trail. The majority of the public may be in a position of commenting on trail designs through areas they are familiar with. The planning agencies will need to help the public understand all these individual places and their challenges and potentials. Large scale maps won't show enough detail. Small scale maps will be too many to wade through. Neither bring the viewer down to ground level. I suggest exploring the use of video and animation as a primary outreach tool for this project. You could do a video flyover of the proposed trail corridor route with animated overlays showing potential alignments, points of interest, challenge spots, etc. Video lets you cover a lot of distance very quickly and drop down to ground level and illustrate things in an engaging and thorough way whenever needed. A video produced for the planning effort could also double (or be retooled) as a marketing/ fundraising tool for the implementation phase of the project.
- The best way of informing the general public and obtaining their input is through information with accompanying questionnaires presented in the local newspapers as well as on this website.

- The cost for the relative few that will use the entire trail...if you are going to build it, do it cheaper and use the Hwy 133 easement as was done with the first 6 miles.
- Pitkin OST does a good job with this! Explain what Gunnison FS section is about and how that is being developed (could do on website).
- HOA, meet with Crystal River Estate. Show the value of a trail off the highway - on RR grade and near their homes.
- I know there was a lot of contentious meetings about 10 years ago with owner in vicinity of Dorais Way and Crystal River Country Estates. Lots of work, outreach and listening need to be done. Will of course know all actors involved. I am not as familiar with issues on other side of Marble turnoff
- Plan for walkers. Keep the communities informed and be specific on what we can do, or needs to be done. Keep it to places that are already disrupted as to not disturb as little wilderness as possible.
- Presentation by experts.
- Maybe some experts on previous rails to trails programs to discuss the benefits and issues of using abandoned rail lines for trails --- for the Carbondale to Redstone part.
- I do not.
- Please recognize that this trail will be a regional and RFV amenity by considering the feedback of a broad audience.
- None
- Reach out to Chamber of Commerce offices to highlight the tourism opportunities as well as County Boards of Trustees (probably already happening?)
- OST already does a great job of outreach. Thanks lots! Don't need any more.
- Present to the Crystal Valley Caucus meetings and/or hold separate community meetings.
- I would like to hear from environmental expert's as to the impact of an off road trail on the animal populations in the Crystal River Valley.

- Contact all who live along possible trail route.
- A good outreach step would be to meet individually with those property owners who stand to be greatly affected by the trail to discuss trail route feasibility and privacy concerns. As someone whose family property is situated such that a likely trail route would come quite literally through our front yard and pass within 150 ft of our home, I would love the opportunity to meet with those who will be making the final decision on the trail routing for a “tour” of our property to show, ground-level, the severity of the impact this trail could have on our family. Four generations have now lived here. We love the heritage our parents and grandparents left for us and would be devastated by the intrusion of a trail right through the heart of our mountain haven.

Another possible outreach step might be to solicit public input on what is and isn't working with existing trails (maybe do a survey similar to this one). I have heard some complaints about other trails and think it would be wise to see if some of those issues can be addressed preemptively. I have on several occasions seen bikers riding on the highway shoulder up the lower portion of 133 rather than on the trail – we should reach out to the biking community and ask why?

- Yes - invite the Colorado Parks and Wildlife staff to do public presentations and articles on the status of wildlife in the Crystal corridor and the potential impact that a trail would have on habitat.
- Create volunteer opportunities through non-profit trail stewardship program!
- Outreach to cycling enthusiasts will be helpful throughout the process. While many cyclists will take note of the general outreach methods throughout the process, this is a long distance trail that will see the most use - by mileage if not time - by cyclists. Consider direct outreach efforts tailored to cyclists through area bike shops, RFMBA, Aspen Cycling Club, and local high school MTB Race Teams.
- Roaring Fork Mountain Bike Association.
- Host presentation by Colorado Parks and Wildlife District Wildlife Managers on wildlife habitat in the Crystal Valley and present their analysis of trail development and use effects on vegetation types, important seasonal wildlife ranges, alternative trail segments and potential mitigation measures to minimize negative wildlife effects.
- I think this project could be of benefit to the Paonia community as well, and as such, outreach efforts should occur in that community too.

- For the next set of public input, perhaps a formal presentation for those who didn't like the open house format is in order. An open house could be the second meeting.

Q2: We are currently in the data-collection phase. We will host meetings later this year to discuss route options and segments. What data would you like available in order to inform route discussions later this year? What attributes/characteristics for different route options would you like to be part of the decision matrix?

- Wildlife impacts, of course, when Rio Grande Trail went in there was little to no baseline. Fiscal impacts and funding sources, not just planning and implementing but also long term operations and maintenance. Thoughts on condemnations. I'd also like to hear how PitCo will reconcile the various plans, codes, etc. that will be in conflict (ie: mitigating trespassing by allowing private property owners to fence their land, but current PitCo codes don't allow b/c of wildlife corridors). Another issue I'd like to see addressed is trail user safety in respect to EMS response time and accessibility (depending on where trail is located). Other data that is imperative is analysis of seasonal closures for wildlife and how that is quantified into a ROI, for instance building the trail but if it's closed 6 mos a year how do you justify that to taxpayers. Also, if there will be seasonal closures, how will it be managed. Data on management models, planning the trail it's important to know what long term models will work to preserve values while allowing access. Data also needs to be collected and evaluated on multi-modal needs vs seasonal closures, if you close the trail is it truly multi modal and an asset to the region. Data that also speaks to preserving the cultural, environmental, and ecological attributes that make the CRV unique...let's have a long view approach and one that allows our great grandchildren the opportunity to experience this corridor and its proximity to wilderness as we are today...
- Soft track for horses, hikers and runners. Asphalt is dangerous for horses, and is impactful for many people walking and running.
- Use as much of the old RR right of way as possible.
- How would a man-made trail affect Wild and Scenic designation? A thorough environmental assessment, including impacts on wildlife with projected increased traffic. Big horn sheep habitat? Migration, impacts on hunting and hunting access. Management plan for traffic, i.e. capacity and impact at Penny Hot Springs. The Crystal Valley has an incredibly narrow riparian habitat, making this trail inappropriate.
- Have CDOT (Betsy Jacobson) talk to group on benefits statewide of trail systems being installed in communities.

- Environmental impact of different route options.
- We all know safety is a common issue. Putting in some bridges in areas to help make shifting to the other side of Hwy. 133 possible.
- Estimate incremental impact of off-highway routes vs. critter kill by cars and hunters and poachers. Effects of near doubling of homes in Crystal Valley, etc.
- What is known about the right-of-way corridor for CO 133 and where the highway is located within that? The old McClure Pass Road has a gentle grade, great views and no right-of-way issues.
- Where can the path legally go; where not? Where are the areas where engineering/construction might be prohibitive? What are alternatives?
- This has been discussion for at least 17 years. Using road Hwy. 133 right of way for trail, not using private property and/or Filoha Meadows for multi use.
- As a cycling enthusiast I strongly favor widening the paved shoulder along 133 over an off-highway solution. 3-4 feet on both sides of the highway would be sufficient. Must not be separated from main roadway by any kind of barrier, in order to allow cyclists to safely overtake and to allow shoulder to be kept clear of rocks and other debris.
- Riparian disturbances, ways to avoid
- Singletrack options for mountain bikes
- Regardless of potential alignments, I'd like to see a spectrum of trail "weights" for the full length of the trail (Carbondale to CB). By "Weight" I mean surface type. So on one end of the spectrum might be a full length paved trail with separate soft surface or single track sections. At the other end of the spectrum might be single track or soft surface for the full remaining distance.
- Use the abandoned railroad grade on the east side of the Crystal River to the maximum extent, mainly to provide separation from Hwy 133 and minimize the need for excavation and trail-way structures. Also, consider running the trail to Marble and then to Crested Butte via Schofield Pass by enhancing the surface of the existing road (such as by installing one-lane concrete pavement on especially steep segments).

- Keep it simple and cheaper - use the hwy easement. We live in the valley for a reason. Do not impact private property
- I would encourage serious consideration of incremental trail section construction, using existing river crossings.
- Separated from road, non-paved trail adjacent to paved segment, identify nodes/trailheads, use types - mountain bike, hike, run, cross-country ski (road bike up to Redstone)
- I'd like to see a cost estimate of taking the trail off the highway and putting it on the RR grade where possible as opposed to widening the highway the whole distance.
- How much/how long are segments that can be used of old RR bed in Crystal; Has any RR ROW been officially abandoned; Identification of problematic or "visible" sections that require extensive engineering (e.g. Cemetery Lane); Wildlife impacts to be part of evaluation; Expect opinion on necessary trail closures (if necessary for wildlife, fine)
- Don't disturb - use what is already available. Cost. Who or what are in opposition to the trail. How many for - how many against.
- I believe it is important to study a fully paved trail from Carbondale to at least Redstone, and possibly to McClure Pass. A crusher-fines trail is not a good option IMO, since it would limit the trail to very few user types.
- I would like to see cost variables for using existing (non-highway) road, rail and trail segments as the route for the trail as compared to creating a new trail from scratch as one done in the initial segment.
- I'd like to see a menu of the trail cross sections. The maps at the meeting presented written description, but what is a single-track as it relates to this type of project? Typical sections would be appreciated.
- For each alternative/segment: construction cost estimate; ground disturbance; riparian impacts; public/private land ownership; trail width, surface; seasonal wildlife use patterns; number of road crossings; screening from roads and houses; accessibility to residences; accessibility to existing trail networks; annual maintenance cost estimates.
- More precise information than is now available about the old Crystal River Railroad rail bed and how much of it is constrained by private ownership.

- Stay as close to river as possible and as far away from highway as possible with wildlife considerations first.
- Possible route locations shown on the maps. Singletrack vs wide singletrack, vs path, vs paved.
- Current route thoughts and selections. Single track vs double. Pavement vs dirt / gravel.
- Current car and cyclist counts for Hwy. 133 along Crystal River. Information about hard surface (paved) and soft surface side paths and comfort level for cyclists. If safety of cyclists and motorists is a priority a 10-12' side path makes a more solid contribution than single track because road cyclists will be moved off road segments. The same is not really true for single track in that MTB'ers don't choose to ride on the roads (I know this is primarily in Gunnison country end of the system).
- 1. Define wildlife and environmental absolute no go areas, not [name extracted]'s wish list. 2. Provide a cost comparison between a single track and multi-use trail from Redstone to the top of McClure Pass. 3. Use old RR grade as much as possible. Define parts of RR that are on private property and identify any that may be open to purchase or access easements (e.g. the recently acquired Wexner parcel south of the KOA CE).
- Usage numbers by specific types on existing segments of trail along Hwy. 133 - i.e. walking, biking, equestrians, etc.
- I prefer off road options for scenic beauty and safety but I don't want to endanger wildlife (especially in the winter).
- I am very concerned about OST allowing a trail through Filoha Meadows. I would like to see data on the impact of such a trail and would like to know of a different route options around this area.
- Would like to know actual CDOT access along each side of Hwy 133. Would like to know wildlife impact in each possible trail route.
- I would like specific data on the cost of construction, impact on wildlife habitat, and physical feasibility of various route options.

Characteristics that should be a part of the route decision matrix are: 1) Cost. Just because funds are available doesn't mean that cost shouldn't be a factor. This trail is a luxury project, not a necessity. It should be done on a conservative budget and county monies protected for other uses (i.e. a rainy day fund). 2) The impact on wildlife habitat. This should be a huge factor in route consideration. We need to protect that which can't protect itself. Recommendations from CPW reps and other experts in the field should be

heeded. 3) Another factor to consider is safety. For example, the increased activity of mountain lions in this valley over the past decade is a safety concern. The more traffic there is through lion habitat, the higher the potential for human-animal interactions where one or both are injured. Safety concerns surrounding potential routes through private property need to be considered: bike/car conflicts at bridges, driveways, etc.; pet and livestock interactions with trail users; residents' safety. Waterway safety also should be considered - gulleys and ravines all along the valley wash out fairly frequently when we have heavy rains and the river floods at times in the spring. 4) Respect for the rights and wishes of property owners. If a resident wants the trail through their land, work with them and see if a route is feasible. If a resident wants to retain their privacy, respect their choice. The right to private property is precious. It is foundational to who we are as a nation, who we are as individuals and it should be protected and revered.

- I would like financial data to be presented. I would like to see a cost/benefit ratio analysis including projected costs for various routes and projected economic gains. I'd like to know how much has already been spent on trail planning over the past 20 years and how this project is going to ever pay for itself. If it isn't (and let's be realistic, it isn't) why act as if this is going to be an economic boon to the area? If the county is going to insist on putting in a trail, as it seems to be bent on doing, let's be financially smart about it and choose a route that costs taxpayers as little as possible to build it.
- Intermediate/Advanced route segments.
- Provide trail specifications (width, surface, etc.) if segments are to differ or change as the trail climbs up-valley. If the trail is to be soft surface only above Redstone, that should be carefully considered; a singletrack trail between Hwy 133 shoulder and vertical cliffs / river would not necessarily be preferred compared to a paved path. While my comments are biased towards mountain biking, a paved path all the way to the top of McClure Pass would be an incredible asset for the Crystal River Valley.
- How many miles of recreational trails are found in Red Stone and Marble for mountain biking?
- Land ownership and ROW maps; Mapped distributions of vegetation types and structural stages; Mapped distributions of important seasonal and year-round wildlife ranges; Analyze impact of having significant use on both sides of river/riparian habitat; Analysis of impacts of different types of use on wildlife (e.g. roads/cars, trails/hikers, bikers, dogs); Analysis of condition of riparian areas and other important ecotypes (e.g. wetlands and how trail would impact those ecotypes and their use by wildlife); Analysis of costs to obtain ROW, including legal costs incurred if private interests challenge ROW claims; Data on efficacy of seasonal closures as a wildlife impact mitigation management strategy.

- I think the route over McClure Pass and along the Raggeds will be the most challenging. As such, I would like to see a challenging single track option and a lower elevation, wider option along this stretch.
- What property is truly privately owned (title to land) versus usurped for private use?

Q3: When looking at the Crystal Valley, what are the unique opportunities for the trail?

- Too many to name, this is a ridiculous question. Preservation of wildlife habitat coupled with minimal impact will be the key to the success of this trail. Don't turn the CRV into the RFV. 30 years ago RFV had many unique qualities that CRV has now...don't wreck it. We all know that when we build this trail, "they" will come...so let's be mindful of the long view.
- Rails to Trails?
- The RR of way, Redstone, proximity to the river
- Beautiful ride.
- Tourism development, winter tours, bike races, running races, increased awareness of the Crystal River Valley
- Have rest areas close to historic sites.
- Off highway with seasonal closures, educational signage and more use of old McClure Pass Road south of Hayes Creek.
- Trail would provide a transportation as well as a recreational asset to the Crystal Valley and would be beneficial to businesses in Redstone, which are in decline.
- Getting off 133 so the ride/walk can be enjoyed without having to worry about traffic. The width of the pass is also important so people have room to cruise and stroll.
- Keeping Filoha Meadows pristine; never putting a trail through it!
- Spectacular scenery, wildlife. This important recreational opportunity must not be developed in a way that degrades unique wildlife habitats such as Filoha.

- Bringing the public to enjoy the vast beauty while recreating. A positive for Redstone business
- Secondary singletrack options near Coal Creek and Huntsmans Ridge
- Incredible opportunity to interpret the valley's rich history through place and experience. Connecting all of the valley residents with a true multi-modal recreational trail. Increasing public interest in protecting unprotected places along the corridor. Creating a "safe" alternative to HWY 133 for cyclists, boaters, anglers, etc. Improving public access to the Crystal River in selected places.
- The fact that there is an existing railroad grade that could be used with minimal earthwork (which I say as a retired civil engineer).
- Bikers have ruined the Crown riding area and disrupted wildlife. Answer this as I feel that the trail is a waste of money and will cause damage we can't foresee.
- Laboratory to show that recreation and wildlife and wildlife habitat can successfully co-exist.
- River views, wildlife sighting, aspen groves, stopover in Redstone, connections from this trail to other trails in the area
- The RR grade is our best option for a quiet, beautiful trail that reflects our closeness to wilderness
- Where old railroad is available, impact low. Hope safety is a priority. Would like to see as much cooperation/give and take with concerned landowners.
- It's both beautiful and challenging area to ride. Attract tourism and create a top recreation opportunity.
- Experiential/educational opportunities at Janeway, Penny Hot Springs, Redstone, Hayes Creek Falls, Placita, and McClure Pass. Incorporate key views of the river along the way. Create an incredible and unique experience for visitors and residents. Facilitate bicycle tourism to Redstone and Marble.
- Trail along the river, but not close to highway 133 traffic. Of course, the views, the river and some quiet sections.

- The unique opportunities are to engage with the river and the cliffs. There is very little opportunity within Carbondale to engage with the river on public right-of-way. While Carbondale has its challenges in doing so, the larger valley might be better set up to visually connect people to this resource better.
- The Coal Creek basin has great opportunities for both hiking and biking. Will there be steps taken to protect this area from overuse and overdevelopment? There are currently unapproved mountain bike trails being developed in and around but not many people are aware of this and so use is limited.
- A rail to trail conversion that connects Carbondale and Redstone with a peaceful, aesthetic experience. A trail that connects users to existing trail networks or other recreation opportunities.
- It has a relatively gentle rise in elevation, abundant wildlife, and can connect with forest roads at various points for those who wish to take off into the back country, plus it is a great place to fish.
- A beautiful trail paralleling the river.
- Separate from highway by using rail corridor.
- To follow previous rail grades and right of ways away from the current Hwy 133.
- Tying into the extensive existing side path system (Rio Grande, Glenwood Canyon, and via frontage roads Vail pass to Breckenridge. I see this as a significant draw for cycle tourists and locals alike. Providing viable road riding and touring all the way up the Crystal. A stand-alone trail that makes extensive use of existing old RR corridor. When possible on the opposite side of the river and separated from the roadway.
- Out of the highway ROW - as best as possible. 2. Use old McClure Pass Road.
- It is a very scenic road and could be a popular route for multi users and would bring tourists and revenue to Redstone.
- Old railroad.
- The Crystal River Valley is such a unique and environmentally sensitive area that should be protected under all circumstances. If that means that the trail should only be located on the shoulder of the road through these areas, then that's what we should do.

- Opportunities that would be unique to a trail up the Crystal Valley as opposed to any of the other existing trail systems in the area:
 - More mileage of trail with different scenery
 - Alternate access to businesses along the corridor (e.g. Avalanche Ranch)
 - Alternate access to businesses in Redstone
 - Alternate access to Penny Hot Springs
 - Alternate access to various trailheads
- Different scenery than other trails.
- Per the trail plan's original goals, this trail could become an iconic destination for recreational users traveling from near and far. Currently, this beautiful valley is experienced too often from the windows of moving motor vehicles. Getting people out of cars, and experiencing this place at a slower pace (even if pedaling hard on a bike :) would be a great improvement. The proposed trail could act as a major trunk, with spur trails connecting to Bogan Flats Campground and beyond to town of Marble.
- Coal Basin, designed for recreational use. A single track using existing parts of trail from town or Marble up pass towards Crested Butte.
- Set a statewide example of how to best balance trail development with habitat preservation. Prove the value of OST's new biodiversity policy. Opportunity to get commuter and road bikers off the highway onto a paved alternative transportation route, enhancing safety for drivers and riders.
- A spur to Marble.
- The old road route above Redstone would make a great single-track.

Q4: Please give us your thoughts on elements that need to be protected, what makes the Crystal Valley special, and what elements of the valley need to be maintained and managed for the future.

- Wildlife, wilderness, rural feel. Be mindful of long view approach. This valley has changed a lot in the last 30 years, it's more populated, etc., so let's not kid ourselves that it will stay pristine forever. We need to ensure that future generations have the flexibility to choose whether to keep wilderness and wildlife as a priority or not. Also, I'm very concerned about the riparian area and potential negative impacts.
- Protect the river and the wetlands.
- A trail beautifully done. Not just a strip along 133.

- The Crystal Valley is special largely because it does not have the development or growth of the RFV or the Eagle/Vail Valley. Locally, the Crystal River is the only river corridor without a developed trail system. We should not develop because "we can." Hunting access should be managed very strictly - don't pressure wildlife.
- The beauty of the valley. Making a trail that enhances what is here vs. just concrete and guard rails that detracts
- Environmental protection - trash areas, recycle, water; Wildlife corridor - ensure the trail route avoids migration paths; Erosion/flood plain - ensure trail stability does not impact water
- The obvious elements would be keeping wildlife passage available. Upkeep of trails, maintain rest areas.
- We all value wildlife and the environment. Trail construction should be least destructive and high fences which block wildlife movement absolutely minimized.
- The rural character, wildlife habitats and riparian areas should be preserved, but the trail should be compared to other influences on these entities (e.g. the highway, residences, hunting, etc.). All have an impact and the trail should be considered in that context, e.g. what would be the incremental effect of the trail.
- Filoha Meadows needs to be protected. It definitely makes the valley special - balance the environmental protection vs. "need" for path through the area.
- Filoha Meadows. The CRV is innately pristine. To keep it pristine will require ultimate and unique care and with a caution for the wildlife.
- The most special quality of the Crystal Valley to me is its natural beauty and its value as wildlife habitat. Amazing to me how the areas around Filoha, Janeway and Placita in particular have rebounded from the devastation of reckless industrial development. These are unique assets of the Crystal Valley, but quite fragile. We cannot allow a recreational trail through these unique and highly sensitive areas.
- Filoha Meadows a special habitat for several plants and wildlife. The springs there need to be protected from trespass

- Critical wildlife habitat and unique ecologies along the corridor. I am particularly concerned with the area around Filoha Meadows and Penny Hotsprings. That's a place where it's very important people don't just hop off their bikes and tromp around. There should be easy/safe access to the trail for all the communities along the Crystal but not necessarily to the public lands the trail passes through. It should be clear where it's ok to leave the trail and where it's not... and manpower to educate and enforce where needed.
- The valley is unique because of the beauty of the river and the surrounding mountains. What needs to be expanded is non-motorized public access to the area. A normally constructed hike and bike trail (especially on an existing railroad grade) has so little environmental impact that the usual NIMBY claims that it will harm water quality, threaten wildlife, lead to littering, damage to private property, etc., are fantasies that have not occurred on the hundreds of miles of trails that I have cycled on throughout the U.S.
- Private property rights. The Crystal is an endangered river. The first 6 miles did mess up the river fishing. Protected species, impacts on vegetation, impacts on soil, transportation of invasive seeds/species along the trail. Impacts on wildlife. Impacts on watershed.
- The sick RM sheep herd is close to failure. What will be done to restore its health.
- River, riparian vegetation, raptor/nests, wildlife winter and critical habitat, historic/cultural sites - good interpretive opportunities, steep slopes
- Peace and beauty are our greatest assets. To place the trail across the river from the highway to maximize the experience of traveling through the valley. Bear Mesa above Hayes Falls is a wonderful connection to the old wagon trail and Placita to top out at McClure Pass.
- Filoha Meadows - trail should be aligned as far away from the meadows to protect wetlands/wildlife. Close trail during periods when elk and bighorn sheep are in the area.
- Water needs consideration and any sacred sites of the native inhabitants - people and animals. Valley is scenic and going through it slowly (not 65 mph) would increase appreciation of it by more
- The river corridor and water quality need to be protected. This can be done even with the trail in close proximity to the river through good design practices.

- Create a clear separation between highway traffic and the trail to avoid accidents and to create a more pleasant experience. Allow the trail to access the special elements to make it a pleasant journey.
- Coal Creek area and river
- I would like to see the trail on the railroad grade, but where that does not work, the highway would be the next best. I know a lot of folks are not wanting a trail near their homes, which I understand, but with all the overuse that the other trails get, (Mushroom Rock and Prince Creek) there is a need for more areas for people to go ride bikes, run, walk and ride horses.
- Manage trail use (seasonal closures) to preserve wildlife populations and viewing opportunities. Preserve the quality of the riparian corridor by avoiding any disturbance to the banks.
- Access to established public rights of way into the forest, keeping impacts on wildlife minimal, and keeping it as wild and noncommercial as possible.
- Would be nice to avoid Filoha Meadows but that'll be tough.
- Critical wildlife areas should be highly considered and reviewed during the decision process.
- Wildlife habitat is important, so seasonal closures for certain sections makes sense. Creating a pathway for pedestrians and cyclists enhances recreation, appreciation of nature, and potentially air quality and health. Access to side path via Trailheads with parking and bathrooms will be key.
- Segmented closures of trail in areas where wildlife and plants need protection from the public access!
- Protect our herd of bighorn sheep and elk that come to Filoha meadow in the winter. Utilize existing wagon and foot trails where possible.
- Filoha Meadows is so unique with rare orchids, fire flies!, winter habitat, spring breeding grounds for bighorn sheep and elk, and the Penny Hot Springs (which is now being ruined by overcrowding, camping, trash, urination and feces) that allowing any access to the west side of the Crystal River is inconceivable.

- Wildlife needs to be protected, especially breeding and calving areas. Also need to protect private property concerns - people live in the Crystal Valley for its beauty, but also its privacy.
- Need to be protected and maintained:
 - 1) The short and long-term financial integrity and viability of the county to provide essential functions first and foremost. 2) The pristine setting - every man-made element to the trail (signs, trash cans, restrooms, bridges, under/overpasses) is an incursion on the natural splendor and wildness of the valley and, frankly, an eyesore. "Minimal impact" should be the vision for the trail. 3) The right to personal property. 4) The right to privacy - landowners live here for a reason. Most of us don't want bikers riding through our front yard. If we didn't mind being in close proximity to lots of people, we would live in town. It's a lifestyle we've chosen and it shouldn't be infringed upon. 5) Wildlife and habitat - Our wildlife is a precious attribute and should not be taken for granted and unnecessarily pressured with human activity.
- Private property needs to be protected. The CRV is quiet and peaceful and relatively unadulterated - it should stay that way. The more people that are invited into an area, the uglier and less special it becomes. Look at the Conundrum Hot Springs, for instance - a beautiful natural feature that is now practically ruined because of overuse encouraged by advertising. We are already seeing the same kinds of problems (bathroom, sanitation, trash) issues crop up at the Penny Hot Springs site. These issues were non-existent before the springs started becoming overused because of advertising.
- The scenic beauty is a true highlight. If seasonal wildlife closures become necessary, they should be applied within reason given the state Hwy and the already developed areas that the trail will be aligned through.
- Rare and endangered species, invasive species removed, repair parts of coal basin. Water quality.
- Maintain (i.e., avoiding and buffering) important seasonal wildlife habitats, sensitive and rare plant habitats. Ensure unintended trail user access (i.e. social or bandit trails) to undisturbed, important and large blocks of wildlife habitat does not occur. Manage, via county-funded education and enforcement, social trails, trespassing, illegal camping, fishing, and hunting, increased access to sensitive habitat, violation of seasonal closures, fencing concerns, unleashed dogs, trash, habitat and water quality impacts, trail maintenance (including erosion, trampling, invasive plants, sanitation, etc.), and other resource damage issues (e.g., impacts to riparian and wetland habitats) that are often associated with such trails.

- Filoha Meadows should be off-limits for a bike trail. I'd hate to see the trail cross Janeway, as well. Wildlife habitat should take priority over recreation.

Q5: What would make the Carbondale to Crested Butte Trail a success?

- Limit impacts, now and for future. Don't underestimate the desirability of this corridor and the responsibility we all have to nurture it so that future generations may experience it. Also, don't marginalize people labeled as "NIMBY's" and don't promote one group (ie: cyclists) over another. The Rio Grande Trail is scary to use at certain times of the day in high season and many families, or non-cyclists feel impacted. Make sure there's a dedicated funding source to manage and operate the trail effectively! I'm not just speaking to infrastructure, moreover policing and ensuring that the trail experience is the one we have planned.
- Multi use for horses, hikers, walkers, runners, and a separate paved bike path for bikes, strollers, and other mechanized use.
- A trail beautifully done. Not just a strip along 133.
- A booming metropolis, or a Whole Foods.
- The quicker, the better! Tourism support. Good rest stops, trash.
- Community events that bring bikers to festivals, music concerts, nature guided tours, etc.
- Safety and beauty to attract visitors, kids, seniors and bike riders.
- Improved safety, recreational opportunities and increasing numbers of visitors to our beautiful valley would greatly benefit residents and businesses in the valley. Property values would increase as well. Data from other such developments support that.
- No harm to wildlife - all animals' access to the river remains intact. All bald eagle nests are protected. The trail is safe for most users.
- Getting people off the highway. Actually created a route between the two towns. People respecting the environment and using the trail responsibly (no trash). Access to bathrooms in Redstone, then where?
- Keeping the trail off private land, out of wildlife habitat, keeping within 133 roadway

- Important for the trail to serve the needs of recreational cyclists who risk their lives riding along an essentially shoulderless Hwy. 133. Much less important to create a trail appropriate for children and horses. Such users already have other opportunities. The trail would be a success if it promoted cycling along the Crystal River without encroaching on wildlife habitat.
- Thoughtful development enhancing rather than destroying natural habitats. Information given to share all the historic landmarks along the way - Colorado history, farming, ranching, coal mining, gold mining, ski industry.
- If it can encompass a true backcountry experience, i.e. singletrack options. I am part of Colorado Plateau Mountain Bike Trails Association (COPMOBA), Delta Area Mountain Bikers (DAMB), and Roaring Fork Mountain Bike Association (RFMBA). Some peers and I from the North Fork Valley would like to be part of the conversation relating to how this trail would cross through the Raggeds Mountain Area, specifically trail 820 and 746. We also have ideas of how to integrate a trail from Carbondale-Crested Butte trail to the town of Paonia. I understand this may be out of scope for this portion of the project, but I thought you may be interested in hearing more. Thank you.
- I'd like to see the trail provide a great experience for residents and visitors without exploiting the places that make our area special. I also think it's important to have a cohesive plan for the full length of the trail. The target should be making the full Carbondale to Crested Butte regional trail experience accessible to as many people and user types as possible. I am concerned about variability in the trail surface. Continuity of trail surface is a big part of creating successful regional trails. Variability would segment the trail and the way people use it. For instance, if the trail were paved between Carbondale and McClure Pass and single track beyond, what we would really be creating would be two separate and distinct trails... the Carbondale to McClure Trail for users that like paved trails, and the McClure to Crested Butte Trail for people that like single track. In this case, the full Carbondale to CB regional trail may technically exist, but we may fail to create the regionally connective experience.
- Designing it with the realization that very few people would ride the entire length, especially if it goes from Redstone to Crested Butte via McClure Pass, where the scenery is relatively uninteresting, there are no services, and there are two passes to cross. In contrast, segments from Carbondale to Redstone and to Marble and to Crystal are more scenic and would receive much greater usage by cyclists and hikers on out and back day trips of 1 to 30 miles. Also, the trip from Redstone to Crested Butte would be more scenic and require less cumulative elevation gain.

- Not spending millions of dollars on it. Leave the valley alone and use the money for a better use like taking care of existing trails.
- Determine users. Trail surfacing and grades relative to users and terrain. Carbondale to Redstone on railroad alignment - keep on opposite side of the river from road, multi-use, easy trail similar to Rio Grande. From Redstone on seems more challenging. What are existing trails and grades? Be creative about resolving wildlife conflicts. Do studies on used and closed sections. 3-month winter closures or evening closures.
- Just being connected will make it a success.
- Where old railroad is available, impact low. Hope safety is a priority. Would like to see as much cooperation/give and take with concerned landowners.
- The trail built and in use
- Creating a world-class amenity that is valuable to, and used by visitors and residents alike. Incorporate experiential/educational opportunities at key sites along the trail.
- A great recreational trail with the benefit of bringing more people into the valley in a low impact manner.
- I'm motivated by the connection to Redstone being the next likely connection. I would like to see an appropriate extension to the base of McClure/turn-off to Marble. I have rode my bike to Marble, and my parents like to when they visit, but the road is unsafe. A wider, safe shoulder would suffice. For the benefit of tourism and visitor safety of our valley, concentrate on getting us to that point. The larger effort, while ambitious and audacious, isn't a priority for the everyday cyclist like me. Prioritize a "day ride" distance from Carbondale.
- Of course, multi use. I would like to see paved trail very close to Marble side of McClure Pass. I fear getting ran over by cars that drive way too fast on Hwy 133 while road biking. I know people want soft for running and horses, so to me paved and soft surface trail. Paved trail has been my vision since before the BRB part of trail was built. Thank you so much for working so hard on this. I can hardly wait.
- Utilizing existing, previously disturbed trail corridor to minimize construction/maintenance expense and enhance user experience. The trail would be a success if it connected communities and encouraged human powered economies.

- Completion, and opening it up to users. Period.
- Prefer asphalt surface so distance bikers will use it as opposed to using highway. Have several convenient check points where one could park and ride part of the trail if desired.
- Maintenance. So many tree blowdowns on the Raggeds Trail.
- Adding some single track mixed in.
- Helping folks recognize the value (recreational as well as economic) of this project by sharing examples of other successful extensive pathway projects.
- 1. Trail to be out of highway ROW. 2. Minimize trail's visibility from Hwy. 133. 3. Minimize number of bridges across Crystal River and minimize their visual impact.
- Soft track, please do not asphalt this trail!! Parking areas along Hwy. 133 to allow for easier segmented usage.
- The ability to connect each section while maintaining user safety. Getting it done before I'm too old to use it!
- Pavement.
- Having a trail that is open as many months out of the year as possible, without restrictions that would need to be enforced to protect the wildlife and habitat, would be a wonderful thing.
- Easily accessibility to Hwy 133, preservation of wildlife and respect for private property.
- A successful trail would be one that provides a beautiful and safe recreational route for locals and tourists between Carbondale and Crested Butte, completed in a fiscally responsible manner (i.e. conservative budget) along a route that has minimal impact on open space, wildlife and property owners (e.g. along the existing highway right-of-way as much as possible). This trail has the potential to be a wonderful resource to our community, if done in a right and thoughtful way.
- I don't think there should be a trail at all, however it seems inevitable. A trail is neither needed, nor financially responsible. Maybe less is more. Why can't we appreciate what we have instead of being greedy for more? Is this not a new kind of exploitation of nature, a voyeurism of the valley? Essentially, a trail is inviting more and more and more people to come. Let's be honest here, are we trying to nurture an appreciation for

nature and preserve the quiet beauty of the valley, or are we trying to line our pockets by turning this valley into the next Vail or Telluride? Call it what it is – I understand that local business owners want more traffic through their doors, but where does it stop? Why did people move here in the first place? Anyway, as for the argument that Redstone businesses stand to greatly benefit from this, I'm not really seeing a positive cost-benefit ratio for any businesses besides those that provide lodging. How many through-bikers are going to stop at a retail shop in Redstone and purchase something to take home? And yet, those business owners will end up shouldering the tax burden of increased property taxes and other accompanying tax and cost-of-living expenses. Is it worth the millions that this trail is going to cost not only to install, but to maintain through the years? Essentially, this trail will cost an exorbitant amount of taxpayer money to build and maintain and will benefit a relative few. Construction of the trail should be approached from a responsible and sustainable financial model, not some value system where the experience of "communing with nature" outweighs common sense. If we're going to do it, let's do it right.

- Trail stewardship and volunteer efforts combined with events, tours, races. Major state and federal funding to accomplish the expensive portions that need to be near the Hwy and the river. Build the trail sooner than later so the public and the communities at both ends and along its route can benefit as soon as possible.
- Private public partnership, world class singletrack, all ages, ride levels.
- If a route was selected that met trail needs without intruding into currently undisturbed areas and impinging upon important wildlife habitat or flora. Trail has minimal to no impact on wildlife.
- Funding and completion within 10 years.
- A sensitively placed trail that doesn't mar the current beauty of the valley. A trail along the highway right-of-way is probably more challenging/expensive, but would allow year-round use.

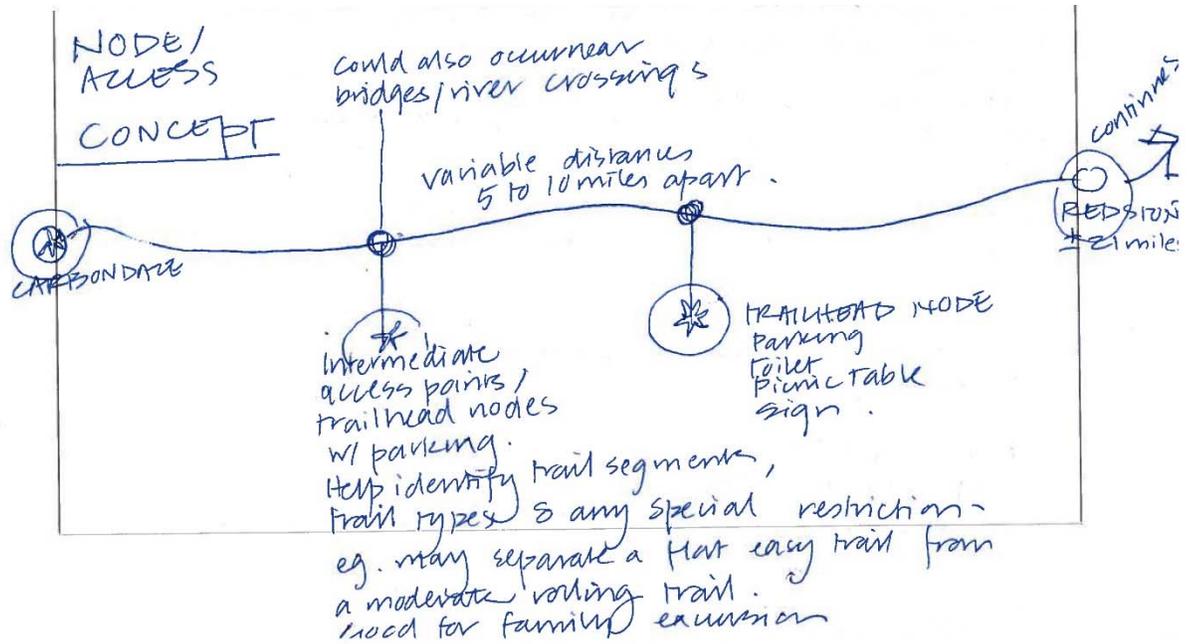
Q6: Any other thoughts you would like to share at this time?

- I know this trail has been in the works for decades, as well as our governor's desire to have it happen. Please don't underestimate the public and continue to put forth an illusion of a process...make damn sure it is a true and fair process, not just the almost fully cooked plan we know is out there...I've been unimpressed thus far, so use this "planning" phase to do just that.
- Soft track is imperative.

- Make it as special as the valley.
- It is unclear how this process is working with or appealing to private property owners and divisions - i.e. Crystal River Country Estates. This negotiation should be 100 percent transparent for consideration. At current, we do not know how permission for several sections will be granted.
- We are looking at buying a home in the Crystal Valley and this trail is an important component of the decision of where we will end up.
- Love for this to happen sooner than later. The Redstone-Crested Butte portion should get underway. This would be a brilliant attribute to the Crystal Valley community and all of the extended valley.
- Very excited! I do feel a local Redstone person should direct the tourism effort
- See Caucus questionnaire too. Also, a significant literature of the worldwide challenge which also impact our valley
- The trail alignment will be contentious along some sections, and the geography is challenging in others. Development of segments where the alignment is obvious and easy should be initiated while other segments that are problematic are being considered. Completion of parts of the trail first will give momentum to the project as a whole, and make the value of the trail more obvious to doubters.
- In narrow areas, explore the idea of tunnels. These could be filled with art by local artists or students and be a tourist attraction -- the bridges of Pitkin County.
- Places along the route where people can park and ride their bikes or walk from the parking lot. Signage is crucial - protecting environment, staying on trails. Balance the potential for overexposure with exposing people to and providing access to the beauty of the valley.
- There are a few places along the proposed route where the trail would share an unpaved road currently used for vehicular access to private property (e.g. Dorais). These roadways are barely wide enough for cars to pass in opposite directions even without additional bikes and pedestrians. I can't imagine how cars could safely share a narrow roadway such as Dorais with bikes, walkers and other recreational users unless the road was significantly widened in a way that would dramatically alter the character of the area. Safety and liability issues would be a nightmare.

- I am part of Colorado Plateau Mountain Bike Trails Association (COPMOBA), Delta Area Mountain Bikers (DAMB), and Roaring Fork Mountain Bike Association (RFMBA). Some peers and I from the North Fork Valley would like to be part of the conversation relating to how this trail would cross through the Raggeds Mountain Area, specifically trail 820 and 746. We also have ideas of how to integrate a trail from Carbondale-Crested Butte trail to the town of Paonia. I understand this may be out of scope for this portion of the project, but I thought you may be interested in hearing more. Thank you.
- Single track enthusiasts are already extremely well served in the McClure Pass to CB region. I know this because I am one... and I don't feel like connecting McClure Pass to Crested Butte via new sections of single track is very exciting. Nor is it particularly inclusive. Frankly, it's underwhelming in the context of the project goals (creating a multi-modal recreation and transportation trail from Carbondale to Crested Butte). Single track is the bare minimum solution to complete the connection. More/better single track will serve the existing user groups better, but I don't see it inviting new types of users or demographics. I encourage the planning agencies to explore a greater vision for this portion of the trail. Make it truly multimodal, inclusive, unique... and truly Carbondale to Crested Butte. What if there were a paved trail corridor between the C's before a paved road? Nordic? Year-round huts or yurts long the way? I think the public should have the chance to explore a full spectrum of ideas before surface type and route are selected.
- While the existing trail from Carbondale to the BRB Campground is "good," the thing that prevents it from being "great" is that it is so close to Highway 133, with the associated noise of high speed traffic (and I would note that the speed limit of 50 mph through the canyon section is often substantially exceeded).
- Open Space doesn't take care of what they have. The cost involved in maintaining this will be huge. Open Space has already proven that they cannot maintain what they have. It has been proven that if a trail exists, there will be bandit trail, erosion and other damage.
- Get the study done and don't let the two or three NIMBY naysayers stand in our way of making a better life for ourselves and the wildlife we live with. The trail will not hurt the sheep and deer but will give them a sense of communion with us.
- Ragged Mtn Section - there is a serious tree blowdown problem so maintenance will be essential. Ragged Mtn Section - we would like to see as much of existing ROW/ATV trail used rather than putting in a new trail.

- Let's do it.
- Nodes/Access [see sketch]



- Please incorporate context-appropriate design solutions. An example of a non context-appropriate design is the metal railing on the existing trail segment. It really is visually disturbing to see that in such a beautiful area.
- Bring the trail through Redstone. As noted above, take advantage of the existing rail bed.
- Keeping this trail system off Hwy 133!!
- Just want you folks to know we appreciate your hard work on all the Open Space properties. Good Job!
- Please avoid making this project a gigantic tax funded boondoggle with a hyper expensive, over engineered, major earth moving design that would not provide a quality trail experience. Use the abandoned rail and road corridors!
- I'm grateful to Pitkin County for getting to work on this matter. Focus on the route from KOA to Redstone first as this will service most people as far as ability to ride trail.
- Where possible, the Crystal Valley portion should use the railroad grade to avoid the highway to better enjoy the natural surroundings. Paved to Redstone and possibly all

the way to Marble turnoff would be nice. Singletrack the rest of the way would be fantastic. Don't know how many people will ride the whole length so it would be good to create loop opportunities at various points. For instance, a trail from the top of McClure pass to Coal Basin would be a great loop to think about in the future.

- I love riding MTB and Road bikes. The single track segments on the Crested Butte side seem a bit odd. I could see riding a few of these segments as out and backs, and perhaps for a gonzo point to point, but who are the target riders for these segments? Would love to see side path all the way and resources applied to single track segments that open up new loop ride opportunities.
- Please consider restrictions on special use permits that allow weekend usage for profit! The Rio Grande Trail is utilized by too many businesses for profit during peak usage times.
- I'm grateful to see some progress on this project.
- The Crystal River Valley is such a unique area in the state of Colorado. To see it further developed with off-road trails for the benefit of a few, with an impact on so many animals and environmental issues, would be both a crime against nature and the antithesis of what OST should be all about.
- I feel that a trail along Hwy 133 similar to the one in the Glenwood Canyon would best serve both the public who would like easy access to the trail (and off the trail) and respect the private property of those who live in the area.
- Having a trail up the valley would be nice in some ways, and I could personally enjoy using it; however, it needs to be completed in a wise, respectful and responsible manner. Because of the unique characteristics of my family's property, one of the potential route options would mean a trail literally coming through my front yard. This would be devastating to our lifestyle, privacy and heritage. The chosen route needs to be one that works for all, not just one that appears to be the most pleasant for trail users, or even one that is favored by the majority. The rights and wishes of private property owners should weigh heavily as they are among those who will be impacted the most by the trail. I urge the OST committee to consider the impact of this trail on dozens of individual property owners who, like our family, stand to lose a lot. This can be a win-win undertaking if done right.
- As wonderful as it may be, the ability to recreate in a desirable place is a privilege, not a right. Private property is a right and must, by definition, trump privilege. In reading through the survey responses so far submitted, I'm seeing two paradigms at work here: One assumes that increased tourism and its effects (inflated property values, more traffic, more people) are good things for the valley. Also, inherent in this paradigm is the

assumption that creating more recreation opportunities is more valuable than the peace, property and privacy of residents of the CRV. Lastly, this paradigm assumes that “the public” should have access to whatever it wants, and that the county has the right, even the duty, to push this trail agenda through, even if it means usurping stretches of private property so that “the public” can have a more enjoyable trek.

- The other paradigm is one that values the right to individuality, to freedom from interference in how one chooses to live their life. It values privacy, conservation (of nature and money), quietness. It values the remoteness and small-town feel that this area is incrementally losing.
- Essentially, a vote to put the trail through private property is elevating one lifestyle over another. If we truly believe in diversity and lifestyle choice, then let's work together to figure out a trail route that respects different values and meets in the middle.
- It's easy to say “let's put the trail along the RR ROW, it makes sense” when you personally have nothing to lose and lots to gain. Yes, it does make sense for many sections of the corridor, but is not necessarily the most feasible for others and I think we should refrain from making determinations about trail route that are either/or in nature. Even a cursory survey of the valley topography makes it obvious that a trail along the old RR grade is not going to work in places. In many stretches the grade is no longer even there. The topography and ownership of the valley is very nuanced and each section needs to be planned carefully with cost, feasibility, and property owners' input considered. Some owners may love having the trail come right through their land, others may not. It's one thing to have a trail half a mile from your personal residence or screened from sight by foliage; it's an entirely different thing to have it literally going through your front yard. I invite those who are pushing for an exclusively RR ROW route to put yourselves in my shoes and embrace empathy and respect. Really think through the ramifications. Does a little less motorized traffic noise and a little bit better view for a trail-user who passes through a couple times a month justify the potential of my daily bombardment with bikers whizzing past, walkers gawking at my landscaping, horses defecating and spreading noxious weed seeds in my front lawn, trail signage disrupting my view, energy bar wrappers littering my property, my pets and free-range livestock having to be penned, having private parties and family barbeques interrupted by people coming by on the trail, potentially having to do major re-landscaping and water diversion, having to worry about my children getting hit by a biker while they are playing ball in the front yard, strangers riding by any time of day or night while I'm just trying to live a peaceful life? I would argue that the negative impact on my family of an east-of-river trail along our property outweighs the slight decrease in pleasantness that a highway ROW trail would cause to users. There are already many non-highway easement trail options in the area to choose from if you are wanting a quiet experience. Construction of the trail should be approached from a responsible and sustainable mindset.

- Great idea can't wait to ride it!
- RFMBA has explored the potential for spur trails that would connect from the main trail to Bogan Flats Campground and beyond towards Marble. Regardless of whether the upper portion of the main trail, above Redstone, is mainly proposed as soft surface, these concepts should be included in this planning process in order to strengthen the overall value of the trail for this portion of the C to CB trail. Given the relative difficulty of planning, studying, approving any type of new, or even re-routed, trail on WRNF lands, if these concepts are not included in this process, they may be very difficult to achieve in future years. Spur concept trail files will be emailed to lindsey.utter@pitkincounty.com.
- Thanks for the help coordinating.
- CPW and other wildlife experts/scientist need to be consulted and be fully supportive of trail alignments.
- I recognize that this trail does not have the highest level of support in Crested Butte. Regardless, I (a Crested Butte resident) think it would be a fantastic addition to our trails matrix. And, I believe this trail can and will receive immense support once it is fully identified and explained to the general public.
- I'd challenge the county to prohibit all special events and commercial uses of this trail. Don't turn it into another Rio Grande. No bike tours, races, fishing guides and their clients using the trail to trample riparian areas. It could be a less intensive use, and should be.

OTHER SUBMITTED COMMENTS

- My understanding has been that the most difficult part of the trail (from a planning point of view) is from the terminus of the existing trail from Carbondale to Redstone. It is painfully obvious that the old rail line route is the most logical route to use. I would like to say I don't understand why the County doesn't just use that route, but I know that a small minority of landowners are stalling the progress. If the trail is going to be done in the right way, the County needs to just make it happen --- let people have their say, but do what is best for everyone. My personal hope is that I can ride this trail in my lifetime.
- I live along the trail route and am very concerned about about access to areas that have previously are not really very accessible to the public. We have elk, bear, deer, mountain lions that access the river across from our place, where I believe the trail is slated to go. I'm very worried about the human impact. Where humans go, areas get impacted, and

not always in good ways. Not to mention the hard core bikers will be on the road anyway.

- I was not able to make it to either of the open houses but would like to put in a few comments/ concerns. My husband and I live about 1 mile north of Avalanche Creek Road in between the river and the highway. The land behind us on the east side of the river, where I believe the bike path will maybe be situated, at this point sees VERY little human activity. We see elk, bear, bighorns, eagles, herons, even a mountain lion once. I am very concerned about the human impact. Where humans go, too often noise and trash follows. People these days really don't feel like the rules extend to them anymore. I walk up Avalanche Creek road 5 mornings a week when it's open to dogs and have been for 20 years. I can't tell you the amount of trash I have picked up, illegal fire rings I have pulled apart as well as smoldering campfires I've put out. It's gotten so much worse in recent years. I'm just really concerned about people having access to an area that has not seen use for many, many years. Thank you for taking comments. I hate to be a NIMBY, but I really am concerned about the bike path travelling along the east side of the river.
- Overall, I'm very much in favor of the bike path. I'm sure very much thought will go into it and it will probably be done right in most places in spite of some challenges. I think it will be crucial to do a couple of things correctly, other than the obvious million things that need to be done to ensure public safety for users and drivers.

1) I would like to see encroachment upon riparian habitat kept at a minimum. The Crystal River is the only true freestone (undammed and wild) river left in Colorado. Overpasses of bike lanes not only are detrimental to this aesthetic, but also risk getting flood damage during high water like we have seen on the bike path through Glenwood Canyon.

Overall however, I think increased fisherman and hiker access with a bike path through public areas that are currently very hard to access outweighs most potential negative aesthetic impacts.

2). It is absolutely CRUCIAL that there be dedicated parking area(s) in Redstone for bike path users, since Redstone will serve as one of the few trailheads. Parking is already at a minimum during high seasons at various times of the year, with overflow from Redstone lodging already using up other private parking areas and driveways.

We CAN'T have people who are only using the bike path--and doing so for many hours at a time--taking away parking at the Redstone Inn and other Redstone businesses and

residences. And there needs to be a calculated effort to educate the public as to where they should park to use the path--as well as simply building enough parking for people who are using it.--since the demand for parking will only grow as more people come from Aspen, Carbondale, Glenwood, Denver, and beyond to use it.

Thanks for taking the time to gather ideas and input from everyone.

- We own property in Swiss Village and want to express our opinions regarding the proposed Carbondale-to-Crested Butte Bicycle Trail.

It sounds as though, even with their request for public input, the OST plans to forge ahead with the trail as they envision it.

If it has to be, please keep it to the highway right of way and avoid private property. Someone suggested a route via Marble and Scofield Pass. We like that idea.

We'd like to see some statistics on the number of cyclists who might use such a trail as opposed to the number of property owners along any route who would be adversely affected. If this information has been collected and published we must have missed it.

If the OST is considering this an economic boost, we suspect that many people will not want to purchase homes or property along a bike trail, thus negating the idea of the trail as a money maker for the counties involved.