



United States
Department of
Agriculture

Forest
Service

Rocky Mountain
Region



Scoping Report

Pike and San Isabel National Forests Public Motor Vehicle Use Environmental Impact Statement

USDA Forest Service
Pike and San Isabel National Forests
Pueblo, Colorado
September 2017

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ACRONYMS AND ABBREVIATIONS

Full Phrase

CAA	Clean Air Act
CDNST	Continental Divide National Scenic Trail
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CPW	Colorado Parks and Wildlife
CWA	Clean Water Act
DEIS	draft environmental impact statement
EIS	environmental impact statement
FEIS	final environmental impact statement
FLPMA	Federal Land Policy and Management Act
Forest Plan	Pike and San Isabel National Forest Land and Resource Management Plan
FR	forest road
FT	forest trail
INFRA	US Forest Service infrastructure
MRS	minimum road system
MVUM	motor vehicle use map
NEPA	National Environmental Policy Act of 1969
NFMA	National Forest Management Act of 1976
NFS	National Forest System
NOI	Notice of Intent
OHV	off-highway vehicle
OSV	over-snow vehicle
PSI	Pike and San Isabel National Forests
TAP	travel analysis process
TMR	Travel Management Rule of 2005
USDA	United States Department of Agriculture
WCF	Watershed Condition Framework

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CHAPTER I

INTRODUCTION

The Pike and San Isabel National Forests (PSI) are planning to complete an environmental impact statement (EIS) for travel management, as the result of a 2015 settlement agreement. The EIS is being prepared to analyze and disclose to the public the environmental, social, and economic impacts of designating roads, trails, and areas for public motor vehicle use on the National Forest System (NFS) lands administered by the PSI. The routes proposed for public motor vehicle use would then be included in future PSI motor vehicle use maps (MVUMs).

The current PSI land and resource management plan (Forest Plan) dates to 1984. Many changes have occurred since that time, with new types of use, increased user volumes, general population pressures, wildland-urban interface developments, and other factors. The PSI issued revised MVUMs in 2009 reflecting updated routes open to the public for motor vehicles; however, the MVUMs were subsequently challenged in court by various environmental groups. These groups contended that the PSI did not meet its obligations under the National Environmental Policy Act of 1969 (NEPA) and other federal legislation. Parties to the lawsuit eventually reached a settlement agreement in 2015, which they believe is in the public interest and a fair and equitable resolution of the dispute. Because of this, the PSI is preparing an EIS, designating roads, trails, and areas for public motor vehicle use on the forest. The EIS is in accordance with 36 Code of Federal Regulations (CFR), Part 212, Subparts A and B.

Also, the PSI is preparing the EIS in accordance with the planning requirements of the National Forest Management Act of 1976 (NFMA), the Federal Land Policy and Management Act of 1976 (FLPMA), as amended, and its implementing regulations (43 CFR 1600), NEPA and its implementing regulations (40 CFR, Parts 1500 through 1508), relevant portions of the Travel Management Rule (TMR; 36 CFR, Part 212, Subparts A and B), Executive Order 11644 (as amended by EO 11989), and any other relevant regulations.

The PSI's specific decisions include determining which roads and trails (collectively termed routes) and areas are appropriate for public motor vehicle use on the forest. This is in accordance with the 2015 settlement agreement, requiring the PSI to undertake motorized travel management planning to designate roads, trails, and areas open to public motor vehicle use on the six districts of the Pike and San Isabel National Forests. This in turn is in accordance with 36 CFR, Part 212, Subparts A and B. Per 36 CFR, Part 212, Subpart A, the PSI may also be analyzing routes not open to the public, such as those open only for administrative use or by special permit, or Maintenance Level I roads.¹

The PSI published a Notice of Intent (NOI) in the *Federal Register* on July 25, 2016, detailing the purpose and need for the action, the proposed action, and preliminary alternatives, which are discussed below.

I.1 PURPOSE OF AND NEED FOR THE ACTION

The action's purpose and need is to improve management of public motor vehicle use by evaluating motorized route designations on NFS lands in the PSI. This complies with NEPA, TMR, and all other applicable laws and regulations. The PSI also needs to consider the effects on resources with the objective of minimizing the impacts of the designated motorized trails and areas, in accordance with 36 CFR 212.55(b).

Additionally, the PSI must analyze the environmental impacts of all routes proposed for designation as open to public motor vehicle use. This includes routes contested by the plaintiffs and identified in the 2015 settlement agreement. The designation of roads, trails, and areas must balance the needs of the broad range of recreationists and other legitimate users of NFS lands with the need to protect natural and cultural resources.

I.2 PROPOSED ACTION

The PSI is proposing to designate roads, trails, and areas open to public motor vehicle use across the 2,230,216 acres of NFS lands on the forest. It also proposes decommissioning the routes contested by the plaintiffs, as outlined in the settlement agreement dated November 13, 2015. This would change the existing transportation system on the PSI. As of November 15, 2015, this consisted of 2,004 miles of NFS roads and 507 miles of NFS trails. That route system is documented through MVUMs, the USFS official Forest Service Infrastructure (INFRA) database, spreadsheets, and reports, along with spatial data. It can be accessed from the travel planning website, psitravelmanagement.org.

¹ Maintenance Level I roads are closed to all vehicular traffic, and basic custodial maintenance is only performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Planned road deterioration may occur at this level.

If adopted by the PSI, the changes to the roads, trails, and areas open to public motor vehicle use would be published on revised MVUMs and made available to the public. In accordance with the terms of the settlement agreement, the EIS process and designation of routes and areas open to public motor vehicle use must be completed by November 16, 2020.

I.3 PRELIMINARY SCOPING ALTERNATIVES

The following description of alternatives was published in the July 25, 2016, NOI. These preliminary alternatives could be revised in the draft EIS (DEIS), except for Alternatives A and B. These alternatives are required for inclusion in the EIS analysis by the terms of the settlement agreement

I.3.1 Alternative A

The No Action Alternative, in accordance with the settlement agreement language, would consist of the public motorized routes depicted on the following MVUMs. It does not include 30 NFS routes or route segments identified in the settlement agreement that are either already decommissioned or would be temporarily changed to administrative use only during the interim EIS process; they are as follows:

- 2010 Pikes Peak Ranger District MVUM
- 2010 South Park Ranger District MVUM
- 2010 Salida Ranger District MVUM
- 2012 Leadville Ranger District MVUM
- 2012 San Carlos Ranger District MVUM
- 2013 South Platte Ranger District MVUM

I.3.2 Alternative B

This alternative consists of the public motorized routes as they are currently recorded in the official Forest Service Infrastructure (INFRA) database, as of June 16, 2016. It does not include routes contested by the plaintiffs and identified in the settlement agreement.

I.3.3 Alternative C

This alternative constitutes the routes as they are currently recorded in the official Forest Service INFRA database, as of June 16, 2016. It includes certain revisions to those roads that were considered as urgent, priority changes, in conformance with the results of the PSI's travel analysis process (TAP)² addendum reports.

² A TAP is a process whereby personnel representing key resource areas assign benefit and risk ratings to each road.

Over the course of the last three years, PSI resource specialists conducted TAPs for each ranger district. The results of each TAP were compiled in a TAP addendum report.

In addition to other revisions necessary for the effective management of the NFS transportation network, urgent, priority changes may include the following:

- Decommissioning or converting unneeded authorized routes
- Eliminating mixed use modes of travel on certain roads
- Designating seasonal closures
- Rerouting roads and trails
- Constructing new motorized recreational trails or extending existing trails, or both
- Downgrading maintenance levels

The goal of this alternative is to move toward a safe, affordable, and environmentally sound transportation system, while leaving room for future site-specific revisions, as needed.

I.3.4 Alternative D

This alternative would consist of all the Alternative C revisions, plus changes not considered urgent. It would direct the PSI toward the minimum NFS network needed for safe and efficient travel and for administration, utilization, and protection of NFS lands. The additional changes would be made in accordance with 36 CFR 212.5(b)(1), and the opportunities and recommendations provided in the TAP addendum reports for the individual PSI districts.

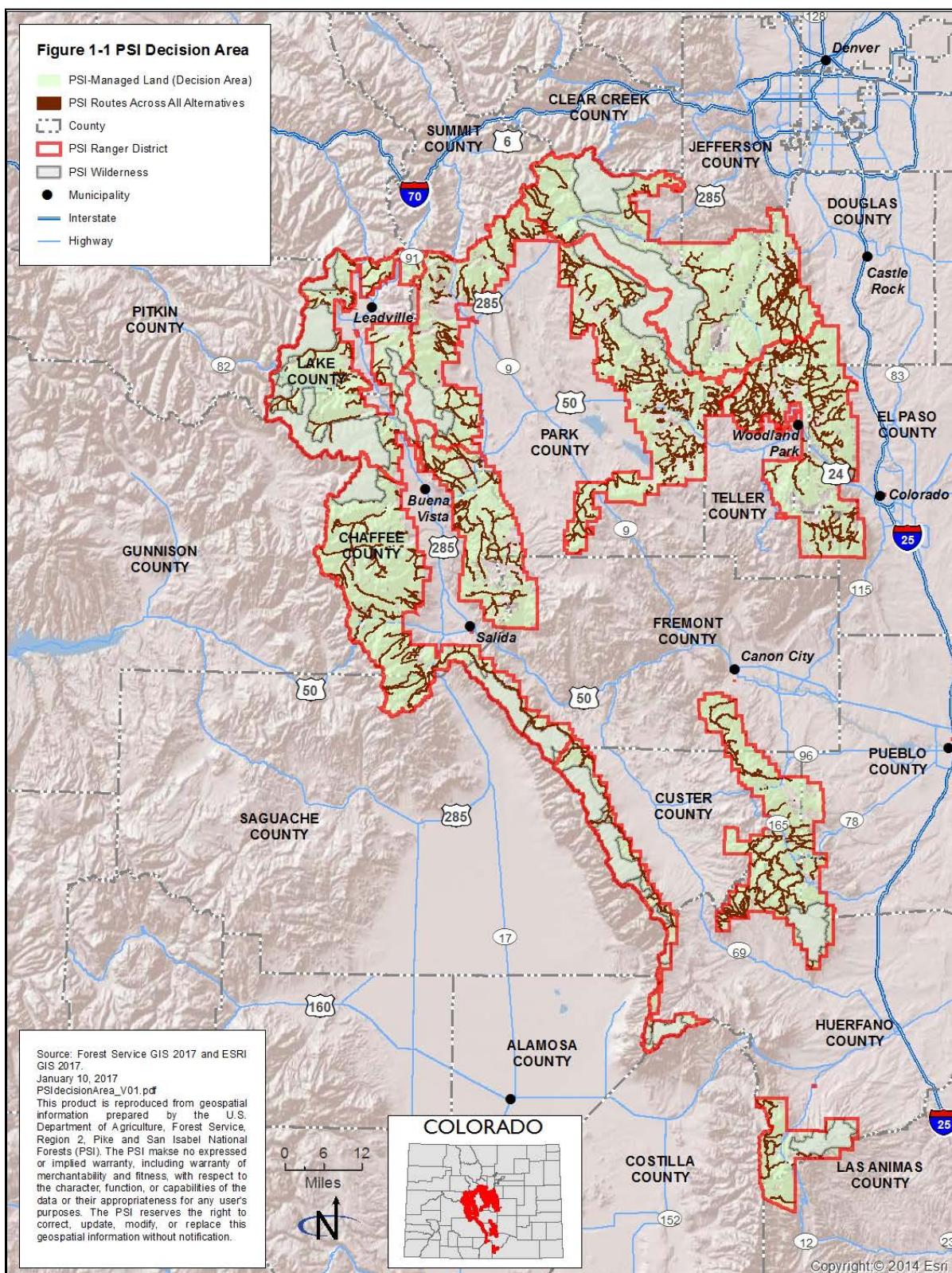
I.4 DESCRIPTION OF THE DECISION AREA

The decision area includes approximately 2,230,216 acres of NFS lands (see **Figure I-1, PSI Decision Area**), as follows:

- Pike National Forest has a gross area of 1,288,379 acres within the forest's proclaimed boundary line and a net area of 1,110,862 acres of NFS lands.
- San Isabel National Forest has a gross area of 1,245,437 acres within the forest's proclaimed boundary line and a net area of 1,119,354 acres of NFS lands.

The difference in acreage between the gross area and net area is land that is managed or owned by agencies or entities other than the PSI.

Figure I-1
PSI Decision Area



1.5 OVERVIEW OF THE SCOPING PROCESS AND SCOPING REPORT

The PSI is involving the public throughout the course of the EIS process and welcomes comments on an ongoing basis. The public would have opportunities to comment on specific phases of the project, including public scoping before NEPA analysis and public review and comment on the DEIS.

This scoping report covers the first stage of public involvement, herein referred to as scoping. Scoping is a public process designed to help the public agency with its responsibility for carrying out or approving a project (the lead agency). It helps determine the scope of issues and alternatives to be addressed in the EIS.

This report documents the results of the public scoping phase of this project. The PSI will use it to identify and address the key concerns and issues of the public in developing the DEIS.

1.6 SCOPING ACTIVITIES CONDUCTED

The formal public scoping comment period, as required by NEPA, began on July 25, 2016, and was slated to run 45 days, to September 8, 2016. Scoping included the following:

- NOI published in *Federal Register* on July 25, 2016 (**Appendix A**)
- Media outreach, including press releases on July 27, 2016, and September 8, 2016 (**Appendix B**)
- Project website (<http://www.psitravelmanagement.org>)
- Scoping letter mailing to those on the project mailing list, including federal, state, and local agencies, Native American tribes, special interest groups, and landowners
- Public scoping meetings
- Collaboration and consultation with tribe

1.6.1 Notice of Intent and Media Outreach

As defined under NEPA, the scoping period began with the publication of the NOI in the *Federal Register* on July 25, 2016 (see **Appendix A**). Included in the NOI, entitled *Pike/San Isabel National Forests Travel Management Plan*, were the following:

- A note that the comments concerning the scope of the analysis must be received by September 8, 2016
- An overview of the proposed action to analyze current designated motorized roads and trails, minus certain specific routes described in the settlement agreement
- Information on the purpose and need for action, the lead and cooperating agencies, the responsible official, and the nature of the decision to be made

- Information on how to submit comments
- PSI contact information
- The purpose of the public scoping process
- The times, dates, and locations for the three public scoping meetings

The PSI issued a press release on July 27, 2016, announcing its intent to prepare an EIS and referencing the NOI published two days earlier. It provided the dates, times, and locations for the three scheduled public scoping meetings, as well as information on how comments could be submitted. On September 8, 2016, the PSI issued a second press release indicating that they had extended the deadline for public comments on the scope of the environmental analysis from September 8 to September 23, 2016. This was done to give the public more time to submit comments on the proposed project. **Appendix B** includes both press releases.

Various media outlets published content covering the PSI travel management EIS and scoping period. **Table I-1**, below, displays the source, title, and publication date of media coverage during the scoping period.

Table I-1
Media Coverage

Media Source	Title	Date of Publication
ADV Rider	Pike and San Isabel OHV (Off-highway Vehicle) Travel Management Plan	July 26, 2016
Thumper Talk	Pike and San Isabel Travel Management Plan	July 28, 2016
<i>Colorado Springs Gazette</i>	LEGAL NOTICE: The Pike and San Isabel National Forests (PSI) are planning to complete an environmental impact statement...	July 28, 2016
<i>Salida Mountain Mail</i>	LEGAL NOTICE: The Pike and San Isabel National Forests (PSI) are planning to complete an environmental impact statement...	July 29, 2016
Share Trails	Colorado—Pike and San Isabel NFs Begin New OHV Travel Management Planning Process	August 5, 2016
RZR Forums	Colorado Pike & San Isabel National Forest Motorized Travel Planning	August 23, 2016
San Carlos Motorized Trail Alliance	No title	August 23, 2016
Leadville Today	Hey Jeepers: Heads Up for Motorized Use Changes	August 23, 2016
<i>The Chaffee County Times</i>	Forest Service presents changes to Travel Management Plan	September 1, 2016
Trails Preservation Alliance	Pike & San Isabel National Forest Travel Management EIS	September 7, 2016
<i>The Pueblo Chieftain</i>	More time for forest comment	September 8, 2016

Table I-I
Media Coverage

Media Source	Title	Date of Publication
Americans for Responsible Recreational Access	Colorado's Pike and San Isabel National Forests Begin New OHV Travel Management Planning Process	No date specified
Pikes Peak Group of the Sierra Club	Pike San Isabel Travel Management Plan	No date specified
Quiet Use Coalition	Updates	No date specified
Wild Connections	Travel Management Planning begins on the Pike and San Isabel National Forests	No date specified
Wild Connections	Action Alert: Scoping Comments due September 8. How will future travel on the Pike-San Isabel National Forest be managed? The Forest Service wants to hear your ideas and concerns	No date specified
Wild Connections	Action Alert Update: The Forest Service just extended the comment deadline for the Pike-San Isabel Travel Management planning to Friday, September 23	No date specified

I.6.2 Scoping Letter

On July 26, 2016, the PSI e-mailed a scoping letter and scoping document to federal, state, and local agencies, special interest groups, landowners, and other interested individuals. Hard copies of the scoping letter were also mailed to individuals with no e-mail address on file. In addition, on December 23, 2016, the scoping letter and scoping document were mailed to tribal leaders and other personnel as part of the PSI's ongoing consultation with tribes for this EIS. The letter also contained language soliciting tribal interest in participating under the Section 106 process of the National Historic Preservation Act.

The scoping letter provided an overview of the project and included dates, times, and locations of the three public meetings and instructions for submitting written comments. A copy of the scoping letter is in **Appendix C**.

I.6.3 Scoping Meetings

Public scoping meetings were held in the following locations:

- Pueblo, Colorado (Pueblo Community College, Fortino Ballroom): August 23, 2016, 5 to 7 p.m.
- Salida, Colorado (SteamPlant Theater and Event Center Ballroom): August 24, 2016, 5 to 7 p.m.
- Colorado Springs, Colorado (Colorado Springs Utilities, Pikes Peak Room, Leon Young Service Center): August 25, 2016, 5 to 7 p.m.

PSI staff were available at the meetings to answer questions from attendees. The PSI encouraged them to submit written comments so that their concerns could be accurately conveyed and formally addressed in the EIS. Comment forms were available at the meetings for attendees to fill out and either submit at the meeting or mail in later.

I.6.4 Collaboration and Consultation with Tribes

The PSI consults on a government-to-government basis with Native American tribes. This began before the scoping period and is ongoing. The PSI consulted with the following federally recognized tribes in the region:

- Cheyenne and Arapaho Tribes of Oklahoma
- Comanche Nation of Oklahoma
- Eastern Shoshone Tribe (Wind River Reservation)
- Jicarilla Apache Nation
- Kiowa Tribe of Oklahoma
- Northern Arapaho Tribe
- Northern Cheyenne Tribe
- Southern Ute Indian Tribe
- Ute Indian Tribe (Uintah & Ouray Reservation)
- Ute Mountain Ute Tribe

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CHAPTER 2

SCOPING RESULTS

2.1 ATTENDANCE AT SCOPING MEETINGS

The PSI hosted three scoping meetings to provide the public with opportunities to become involved, to learn about the project and planning process, to meet the PSI staff, and to offer comments. The public was notified of the meetings by news release, website, and mailings (see **Table 2-1**, below).

Table 2-1
Scoping Meetings Information

Venue	Location	Date	Number of Attendees
Pueblo Community College, Fortino Ballroom	Pueblo, Colorado	August 23, 2016	20
SteamPlant Theater and Event Center Ballroom	Salida, Colorado	August 24, 2016	65
Colorado Springs Utilities, Pikes Peak Room, Leon Young Service Center	Colorado Springs, Colorado	August 25, 2016	95
Total Attendees			180

Note: All meetings were from 5:00 to 7:00 p.m.

Scoping meetings were conducted in an open-house format, which gave attendees the opportunity to view maps and discuss the project with PSI personnel. Posters were displayed to help describe the 2015 settlement agreement, the NEPA and travel management processes, a comparison of initial scoping alternatives, and the PSI planning area. A brief introduction to the public meeting and how best to understand the maps and posters was conducted about halfway into each meeting. Scoping comment forms and handouts describing the project were also available. As shown in **Table 2-1**, 180 people attended the scoping meetings, excluding PSI and contractor personnel.

2.2 COMMENT TRACKING

The PSI received comments during the project scoping period, from July 25 through September 23, 2016. Comments were submitted by public meeting attendees writing on comment forms or by individuals and organizations via e-mail, US Postal Service mail, facsimile, and the PSI's Comments Analysis and Response Application. The PSI received a total of 1,280 written submittals during the public scoping period, as follows:

- 306 unique e-mails, letters, or other submissions, which ranged from a single sentence on a comment card to long, multi-page letters with multiple attachments
- 974 submittals from 9 different form letter e-mail campaigns or duplicates (letters that represented slight variations of a form letter, without significant additional information, were treated as form letters)

Most written submittals included more than one comment, so these submittals (including form letters) yielded 3,870 discrete and unique comments. All unique and discrete written scoping comments received during the scoping period are documented and summarized in this scoping report. They are included in **Appendix D**, along with their comment classifications and the definitions for the classifications.

The PSI will consider comments received and evaluated during the scoping period when it formulates alternatives and during initial impact evaluations. The PSI will continue to accept comments throughout the NEPA process.

2.3 WRITTEN COMMENTS

The 1,280 submittals were from the public, nonprofit organizations, businesses, and government agencies; some commenters provided multiple submittals. **Appendix E** is a list of the 1,326 individual commenters and their associated organizations, if applicable.

2.4 METHOD FOR COLLECTING, ANALYZING, AND CATEGORIZING COMMENTS

The PSI evaluated all written submittals received during the scoping process, and they are documented in this scoping report. The PSI will consider all comments received during the EIS process during project planning and analysis.

To ensure that public comments were considered, the PSI developed a comment spreadsheet. Each written submittal was logged; unique and discrete comments were numbered and categorized.

As described in **Section 3.1**, individual comments were synthesized into public concern statements that reflect public viewpoints or key themes, in accordance with the method outlined by the PSI (USDA 2007). This scoping report provides

a public concern statement for distinct and unique arguments presented by the commenters, as practicable.

Given the comments received during the scoping process, most of the public concerns identified below represent the opinions and comments of multiple groups or individuals.

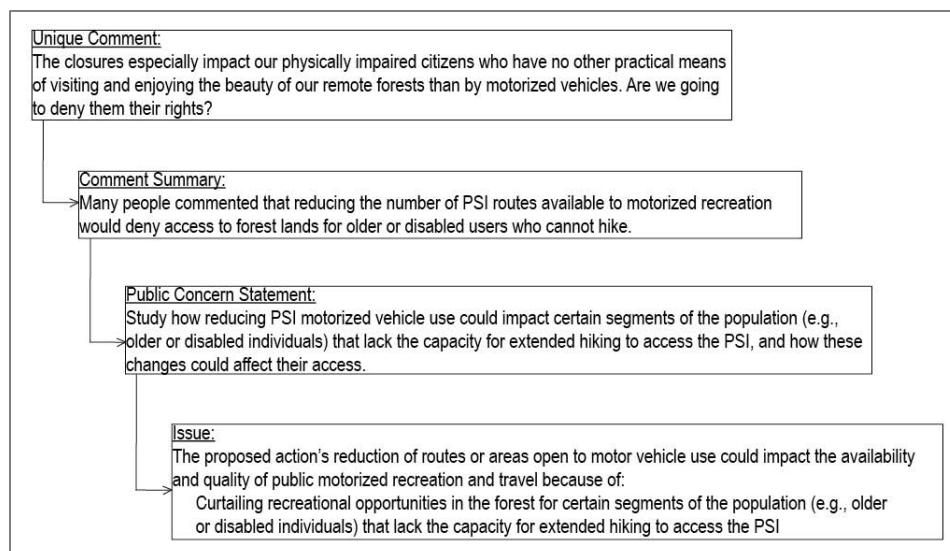
The PSI then used the public concern statements to identify issues, as described in **Section 4.I**. NEPA requires federal agencies to focus analysis and documentation on the issues of a proposed action that are used for the following:

- To develop alternatives to the proposed action
- To identify mitigation measures that reduce unwanted effects
- To evaluate and compare the effects of the different alternatives

Other issues are also discussed briefly in **Section 4.I**, including those that are typically considered in a DEIS, those that do not form the basis for a new alternative or mitigation, or those that are out of scope.

Figure 2-I is one example of how a comment is categorized, how it forms the basis for a public concern statement, and how it is then adopted as an issue. **Sections 3.I** and **4.I**, respectively, provide more details on the public concern statement and issue identification process.

Figure 2-I
Workflow of Comment Analysis and Synthesis



2.5 SCOPING COMMENT SUMMARY

2.5.1 Summary of Unique Public Comments by Category

While some commenters addressed multiple issues, the PSI assigned each unique comment to only one process or resource category for analysis (see **Appendix D** for a complete definition of each category).

All unique comments received were classified into the following categories for this summary:

1. Resource issues (comments related to specific resource issues; this category is further defined by a resource code, as discussed below)
2. General issues related to the planning effort, including general statements about multiple resources
3. Comments related to planning regulations
4. Recommended studies or reports to review and requests for data
5. Comments that propose a new alternative or aspects of an alternative
6. Issues not related to the scope of this planning/analysis effort
7. Issues related to the timing or scope of the proposal or process (includes comments related to the date, location, or timing of scoping and comments related to the project's purpose and need)
8. Implementation-level issues
9. Issues that have already been addressed through policy or administrative action or issues that the PSI has already addressed but should be better communicated to those who raised them

Table 2-2, below, shows the number and proportion of unique comments received by category. A summary of the 3,870 unique comments by category is provided in this section; the actual unique comments by category are found in **Appendix D**. Comments in the NEPA process are considered based on the quality and relevance of their information, rather than the number of comments within a given category being accorded any greater importance.

Table 2-2
Unique Comments by Category

Process Category	Number of Comments	Percent of Comments
1. Related to specific resources	3,352	86.61
2. General comment related to this planning/analysis effort, which includes comments about multiple resources or classes	371	9.59
3. Related to planning regulations	88	2.27
4. Recommended studies or reports to review and request for data	25	0.65

Table 2-2
Unique Comments by Category

Process Category	Number of Comments	Percent of Comments
5. Proposed new alternative	16	0.41
6. Outside scope (issue not related to this planning/analysis effort)	13	0.34
7. Timing or scope of the proposal	5	0.13
8. Implementation level issues	0	0.00
9. Issues already addressed through policy or administrative action	0	0.00
Total	3,870	100.00

I. Comments Related to Specific Resource Issues

Of the 3,870 unique comments received, 3,352 were related to a specific resource issue. These comments were further categorized by assigning a resource code and are summarized in **Section 2.5.2**.

2. General Comments Related to this Planning and Analysis

There were a total of 371 general comments received that were related to the planning and analysis for the EIS. These covered a broad range of topics but primarily the following:

- General statements concerning multiple resources, alternatives, or impacts
- General statements about what the PSI should consider in the DEIS analysis
- General comments in favor of or against motorized vehicle use or off-highway vehicles (OHVs) on the PSI
- General statements in favor of or against certain preliminary scoping alternatives
- General comments about the relationship of the commenter to the PSI and forest use or recreation
- General comments about forest conditions on the PSI and impacts
- Values statements about how the commenters feel the PSI should be managed

3. Comments Related to Planning Regulations

Eighty-eight of the comments were related to planning regulations. Commenters cited specific laws, regulations, or policy that the PSI should consider when preparing the EIS. Commenters cited authorities under the following:

- NEPA, Endangered Species Act, National Forest Management Act (NFMA), FLPMA, Clean Water Act (CWA), and Clean Air Act (CAA), Council on Environmental Quality (CEQ) regulations and guidance

- 2012 National Forest System Land Management Planning Rule, Multiple Use-Sustained Yield Act, NFMA, and TMR
- National Trails System Act, Wild and Scenic Rivers Act, and Americans with Disabilities Act
- Statutes or regulation specific to the State of Colorado, including Colorado Parks and Wildlife (CPW) and Water Quality Control Commission
- Continental Divide National Scenic Trail (CDNST) Comprehensive Plan, South Platte Protection Plan, and relevant county planning codes
- Various other Forest Service directives and manuals, secretarial and executive orders, or presidential memoranda

4. Recommended Studies or Reports to Review and Requests for Data

Twenty-five of the commenters recommended studies or reports to review and requested data.

Commenters asked that the PSI consider the following studies or reports related to the following topics:

- Economic benefits of recreation, both motorized and nonmotorized
- Road-related impacts on ecosystems
- Proper OHV route design, including compliance with the Executive Order “Minimization Criteria”
- Forest Plan management direction and other Forest Service guidelines
- Other travel management reports that incorporate climate change into planning efforts
- Best management practices for air and water quality, including watersheds
- Wildlife and threatened and endangered species, including CPW’s State Wildlife Action Plan
- Special designations such as roadless areas and CDNST
- Citizen conservation plans and quiet use areas or wilderness proposals
- Best practices for creating and managing multi-use trails, including how to partner with user groups for optimal recreation opportunities
- Recreation, including conflicts and the benefits of spending time in nature

- OHV law enforcement

Several commenters also asked the PSI for certain data, such as access to the Forest Service INFRA database so that route information could be compared to the MVUMs and PSI TAP reports.

5. Commenters Who Proposed a New Alternative or Aspect of an Alternative

Sixteen commenters proposed a new alternative or aspect of an alternative, such as the following:

- Adding an alternative with more routes than proposed, given the low number of roads or trails as a percentage of the total PSI area
- Developing a reasonable pro-motorized recreation alternative to reflect that this serves most PSI users and would accommodate the growing population in Colorado
- Adding the concept of designated dispersed camping to one or more of the alternatives to remove the short route spurs on the current MVUMs that access camping
- Analyzing an alternative that does not add motorized routes in watersheds that are classified as being in impaired or poor condition
- Analyzing an alternative that closes or decommissions routes in watersheds that are classified as being in impaired or poor condition
- Analyzing an alternative that does not designate new motorized routes in the following special areas:
 - Semiprimitive and primitive nonmotorized areas in the PSI's Forest Plan
 - Research Natural Areas
 - Special Interest Areas
 - National Scenic Trail Zones, including the CDNST
 - Endangered and threatened species critical habitat
 - Colorado Roadless Areas
 - Citizen-inventoried and proposed wilderness areas
 - Designated and eligible Wild and Scenic River corridors
 - Colorado Natural Heritage Program Potential Conservation Areas
- Analyzing an alternative that attempts to balance costs with available funding when designing and designating its transportation system in this process, preferably one that brings costs at least within 60 percent of these funds

- Analyzing an alternative that incorporates adaptive management (or include it in all alternatives), which would have the following elements:
 - Designate routes that are conditional on compliance with the travel plan by establishing thresholds of noncompliance for select routes that, once exceeded, trigger action
 - Include a monitoring component that identifies parameters to demonstrate user compliance or noncompliance, where motorized users must comply with the travel plan for the route to remain open for public motorized use; this particularly needs to apply to Forest Road (FR) 184 and FR 233
- Analyzing an alternative that does not designate any motorized routes in Colorado Roadless Areas, particularly upper tier roadless areas
- Analyzing an alternative that would eliminate motorized use within 0.25 miles of the CDNST
- Analyzing an alternative that incorporates the specific route recommendations submitted by the Wilderness Society and others

6. Issues not Related to the Scope of Planning and Analysis

Thirteen of the comments received were not related to the issues of scoping, planning, or analysis for the DEIS. These included comments that were beyond the scope of this project or that were unrelated. Most of the comments related to the use of mountain bikes on nonmotorized trails or continuing the current prohibition on going off route to retrieve downed big game.

7. Comments Related to the Timing or Scope of the Proposal

Five comments were related to the timing or scope of the proposal or process, including requests that the PSI include the following within the scope of its analysis:

- A range of alternatives for reaching the management objectives
- Resource objectives and site-specific baseline conditions, including vegetation cover and condition, soil conditions, watershed conditions, water quality, sediment loads, wetland and riparian health, wildlife/fish population and habitat health and trends, and air quality
- Site-specific impacts or benefits (direct, indirect, and cumulative) to these baseline resource conditions that would likely result from motorized activities associated with each alternative and a comparative assessment of how each alternative would affect attainment of resource objectives or allow for the decision-maker

to effectively plan to reduce potential impacts on such resources to the greatest extent possible

- Consideration of mitigation measures to address any identified potential adverse impacts on resources and a detailed monitoring plan that would be used to assess how well the eventual selected alternative addresses concerns associated with each resource category determined to be significant through scoping

No comments were received about implementation-level issues or issues already addressed and resolved through policy or administration.

2.5.2 Summary of Public Comments by Resource Category

The PSI further categorized comments by resource topics for analysis. **Table 2-3**, below, shows the number and proportion of comments received by resource category. A total of 3,352 resource comments were received. As noted above, in accordance with the NEPA process, the comments are considered based on their information quality and relevance; they are not based on the number of comments within a given category.

Table 2-3
Comments by Resource Category

I. Resource Issue	Number of Comments	Percent of Resource Comments
A. Transportation and access*	2,867	85.53
B. Land use, recreation and special designations (includes Roadless Areas)	166	4.95
C. Fish and wildlife	90	2.68
D. Social interests, economics and environmental justice	76	2.21
E. Water resources and quality	50	1.49
F. Threatened and endangered species and special status species	21	0.63
G. Noise	16	0.48
H. Cultural resources	13	0.39
I. Fire	13	0.39
J. Health and safety	11	0.33
K. Air quality and air quality-related values	9	0.27
L. Climate change	8	0.24
M. Vegetation	6	0.18
N. Soil resources	5	0.15
O. Geologic resources	2	0.06
P. Livestock grazing	1	0.03
Q. Energy and mineral resources	0	0.00
R. Paleontological resources	0	0.00
S. Tribal interests and traditional cultural properties	0	0.00

Table 2-3
Comments by Resource Category

I. Resource Issue	Number of Comments	Percent of Resource Comments
T. Visual resources	0	0.00
Total	3,352	100.00

*As described above, transportation and access includes comments on specific routes, which can relate to other resource categories, particularly recreation. **Appendix D** provides detailed definitions of this and other resource categories.

A summary of the unique comments by resource category is provided in this section; the actual comments by resource category are found in **Appendix D**.

All comments were classified under a single resource category, although they may have related to several categories. One example is that traveling across certain PSI routes in motorized vehicles could be viewed as both transportation and recreation. The most common example of this is where comments relate to an individual route, yet the commenter addressed multiple resources in relationship to that route. Examples of this could be:

- Road 118.Q is important for its 4WD recreational access, wildlife viewing, and historical mines
- Decommission Road 299.X as it intersects with winter pronghorn habitat and motorized vehicle use is noisy and affects hikers and wildlife
- Re-open Road 458.P as my family has used it over multiple generations for recreation, it provides access to important historic resources, and the only reason it is closed is because of an obvious mapping error in the Forest Plan

In general, these comments were classified under Transportation and Access as a logical way to categorize input. This is because the decision being considered in the EIS is to determine which roads, trails, and areas would be open to public motor vehicle use.

A. Transportation and Access

The PSI received 2,867 comments on transportation and access. Most of these comments referenced specific routes and provided details for the PSI to consider in how these roads and trails could be managed and analyzed in the DEIS. They included information such as the following:

- General information, such as historical uses or significance
- Significant recreation features or conflicts

- Identification of specific user groups, such as hikers, utilities, municipalities, OHV riders, and private landowners, whose only access to their parcels is through the PSI
- Potential for, or observation of, impacts on various resources or users
- Intersection with special designation areas, wildlife habitat, and other features or resources
- Consideration of the PSI's maintenance capabilities when designating routes open to motorized vehicle use

Commenters also suggested changing PSI route designations from roads to full-size trails. This could provide additional funding sources, such as CPW OHV grant funds, which have been successfully used across the PSI for construction, reconstruction, maintenance, and rehabilitation of multi-use trails.

B. Land Use, Recreation, and Special Designations (Including Inventoried Roadless Areas)

The PSI received 166 comments on land use, recreation, and special designations, including inventoried roadless areas (IRAs). The greatest number of comments (29) were related to recreational conflicts. Many commenters stated that they felt motorized recreation adversely impacted their nonmotorized recreation. And one commenter referenced a study that found the use of OHVs is often incompatible with nonmotorized uses and could result in nonmotorized users not returning to a given area once their experience is ruined by an objectionable encounter with an OHV user.

Others commented that it was not only motorized vehicles that conflicted with their quiet use, such as hiking and horseback riding; they stated that mountain bikers also impact their recreation and make them feel unsafe.

The commenters asked the PSI to consider these conflicts, or potential conflicts, in how they analyze motorized recreation in the DEIS, including the potential designation of quiet use areas, exclusive of specially designated areas that are already de facto quiet use, such as wilderness or roadless areas.

Comments on motorized recreation were numerous and included the observations that this use on the PSI is growing in concert with the population of Colorado, and is of interest to local communities and their economies. Some commenters suggested that adding greater connectivity for certain motorized routes would improve the user experience and limit any ad hoc creation of routes not in the system. Some also noted that closing PSI routes to motorized recreation would just shift it to the remaining open roads or trails, which would increase potential impacts there.

As described above in *Transportation and Access*, commenters noted that converting PSI route designations from roads to trails has led to additional funding opportunities. The conversion also successfully made use of user-generated revenue for operating and maintaining multi-use routes.

How to partner with user groups for optimal recreation opportunities, using best practices for creating and management of multi-use trails, is described above in *Recommended Studies or Reports to Review and Requests for Data*. Several commenters stated that increased motorized trails lead to increased pollution. They suggested that the PSI should consider how motorized recreation impacts sensitive areas, such as steep slopes prone to erosion or roadless areas.

Many comments were related to nonmotorized recreation. The commenters noted that previous visitor studies indicate that this is the dominant use of the PSI, although most visitors also eventually use motorized vehicles to access the PSI for recreation. Many people suggested specific areas for quiet use designation and asked the PSI to have a balanced approach to designating motorized and nonmotorized recreation. One commenter suggested using a benefits-based management approach that would identify landscape-scale recreation planning zones that include the desired recreation experience for each of these zones. Under this scenario, these values would drive the balance of motorized and nonmotorized recreation or use in these areas.

Special designations, such as wilderness, roadless, Wild and Scenic, Scenic Trails, or Forest Plan Management 3A areas, were frequent topics of comments. Many asked the PSI to analyze the impacts of motorized vehicle use on these areas. Some examples are as follows:

- One commenter asked the PSI to decommission FR 381, which is surrounded almost entirely by the Collegiate Peaks Wilderness and is no longer necessary, because the PSI has acquired the private inholding it used to access
- Commenters asked the PSI to close routes in wilderness study areas, in areas legislatively proposed for wilderness designation in the Colorado Wilderness Act of 2015, and in roadless areas; this includes formally designated areas, such as Colorado Roadless Areas or those suggested by citizen groups, such as Central Colorado Wilderness Coalition's Wild Eleven.
- In the aftermath of the Hayman fire, several people stated that the PSI should not reopen motorized travel into the potential wild and scenic corridor along the South Platte River, due to the potential for impacts that could hinder post-fire recovery in the highly erosive granite soils and steep terrain
- Other special designations that commenters asked the PSI to analyze due to the impacts of motorized vehicle use are Research

Natural Areas, Colorado Natural Heritage Program Potential Conservation Areas, and Forest Plan Management 3A areas.

- Several commenters stated that improper motorized use (both OHVs and over-snow vehicles [OSVs]) is occurring in the following areas, all of which are negatively impacting quiet uses and wildlife:
 - 3A areas (specified in the Forest Plan as “never open for motorized recreation activities”) along Rock Creek and the Ben Tyler Trail on the South Park Ranger District
 - The Snowslide Trail 1318 in the San Carlos District
 - The South Halfmoon Creek area on the Leadville District
- One commenter noted that any changes to 3A boundaries to accommodate motorized vehicle use would require a Forest Plan amendment and diminish trust in the PSI.
- Many comments related to the CDNST and included requests to disallow motorized vehicles there to minimize user conflicts and better align management with the nature and purpose of the trail.

Fewer comments covered a variety of other topics, as follows:

- Educate recreational users on the PSI by installing signs explaining proper trail etiquette (some stated that signage does not work due to insufficient PSI funding)
- Consider how decommissioning roads would impact informal shooting areas on the PSI
- Maintain existing access to those roads and or trails that have been secured under specific rights-of-way, special use permits, or other agreements
- Designate open areas for trials riding, such as those used periodically in Sledgehammer or Thorpe Gulch for special permitted events
- Consider how closures (seasonal or complete decommissioning) could affect recreational hunting
- Analyze how e-bikes would be managed on the PSI, as pertaining to motorized or nonmotorized routes
- Analyze the impacts of motorized vehicles on short spur routes intended for dispersed camping

One commenter provided detailed recommendations for the PSI to consider how the motorized vehicle use to be analyzed in this DEIS could inform OSV recreation and management; however, this is not in the scope of the EIS.

C. Fish and Wildlife

Ninety comments were related to fish and wildlife. Many of the commenters suggested specific routes to decommission or add seasonal closures to because of the following:

- Important habitat or winter range
- Lambing, calving or nesting areas
- Migration corridors and connectivity for elk, mule deer, bighorn sheep, black bear, grouse, raptors, fish, and other animals on the PSI

Further, commenters asked the PSI to consider the impacts of motorized vehicles, human encroachment (inclusive of nonmotorized recreation), or changes in route designations on the aforementioned resources and wildlife.

One commenter noted that the potential changes in PSI routes provide an opportunity to improve connectivity for wildlife species, or, inversely, could increase habitat fragmentation thereby impacting wildlife, and should be analyzed in the DEIS.

Another commenter suggested that connectivity could be coordinated with adjacent federal units undergoing planning (for example, BLM Royal Gorge Field Office and Rio Grande National Forest). The best available GIS species activity and migration data could be used, such as that maintained by the CPW.

Other comments, related to wildlife, hunting, OHV use, and other impacts. The commenters stated that the following:

- The PSI should continue the policy of not allowing off-route driving to retrieve downed big game
- Given that the PSI prohibits off-route game retrieval, keeping the maximum number of routes open to motorized vehicles would facilitate hunters efficiently retrieving downed big game
- Motorized vehicle use and hunting do not seem to impact the amount of wildlife, and it could cause bears to avoid humans
- Some scientific research indicates that hunting may have more impacts on wildlife than motorized and nonmotorized use of an area; commenters suggested research indicates the opposite and that motorized vehicle use can displace wildlife, impede migration corridors, and fragment habitat
- Wildlife seem to be responding negatively to motorized vehicle use and engine noise

High priority habitats for wildlife in the PSI are as follows:

- Mule deer migration corridors and critical winter range
- Elk winter range and winter concentration areas
- Moose priority habitat, winter range, and concentration areas
- Bighorn sheep production area, winter range, and severe winter range

Several commenters stated that new roads should not be located within Management Area 5B, in accordance with the Forest Plan, and that any 5B-related seasonal closures should be consistent across the PSI to minimize confusion. Additional commenters noted that the PSI routes were not designed for the current level of OHV use, and the Forest Plan did not anticipate the way this motorized recreation is impacting wildlife.

Many comments were related to seasonal closures, indicating that these closures should be based on the best science and recognize that changing climate patterns affect how wildlife act. Further, extending and normalizing seasonal closures from January 1 to April 14 would protect deer, elk, and moose in the late winter and early spring when their health and body condition are the worst, yet would not negatively impact hunting or recreation access.

D. Social Interests, Economics, and Environmental Justice

The PSI received 74 comments on social interests, economics, and environmental justice. Many of the comments related to the economic impacts of motorized and nonmotorized recreation on the communities in and around the PSI. Comments on the economic impacts of motorized recreation were as follows:

- Tourism revenue from motorized trail riding is significant in Colorado and contributed nearly \$1.6 billion in 2015, second only to skiing. It includes the money spent buying fuel, staying at local hotels or RV parks, and shopping for food or other items in communities near the PSI
- The availability of routes on the PSI for motorized recreation is a significant reason why people visit the area; reducing the routes open to motorized use may cause some visitors to go elsewhere, where motorized recreation opportunities are greater, thereby impacting the local economy
- Certain municipalities, such as Woodland Park, Divide, Deckers, and Florissant, rely on motorized recreation and its secondary benefits for their economic well-being; alternatives that significantly limit motorized vehicle use could impact their communities
- OHV trail use is a source of income for local businesses that cater to these recreationists and allows businesses to promote responsible trail use and collaborate with the PSI on restoration

- OHV permits are a significant source of revenue for route maintenance on the PSI

One commenter focused on the economic benefits of nonmotorized recreation on the PSI, stating that hiking, fishing, backpacking, camping, hunting, and mountain biking are tremendously popular and provide extraordinary benefits to local economies; therefore, the PSI should consider how OHV use could displace these users and create an adverse local economic impact. This is particularly true, given that a study from a national forest in Oregon showed nonmotorized recreation provides greater benefits to local economies than motorized recreation. This commenter asked the PSI to use the Oregon study's method to model the economic impacts of nonmotorized recreation, using the PSI's most recent National Visitor Use Monitoring data.

Several commenters asked the PSI to consider how closing routes could affect their private property or operations of their business when PSI roads are the only way to access these properties. Many people commented that reducing the number of PSI routes available to motorized recreation would deny access to forest lands for older or disabled users who cannot hike. They noted that those who can hike have access to millions of acres of wilderness. Additional commenters stated that the population of Colorado and the United States is aging and that the motorized vehicle use on the PSI should accommodate this demographic.

E. Water Resources and Quality

Fifty comments were received on water resources and quality. Most comments focused on water quality, noting the following:

- Concerns about water quality with motorized vehicles crossing water bodies can be mitigated with bridges or erosion control or by moving crossings to more environmentally suitable locations.
- Motorized vehicle use on PSI routes near creeks, springs, and wetlands is having, and could continue to have, adverse impacts.
- Data are lacking on the exact impacts that motorized vehicles might have when crossing the Platte River or other water bodies.
- Motorized vehicle use on certain PSI routes must be maintained so that individuals and utilities can continue to access their facilities to exercise their water rights or to monitor water quality.
- Partnering with existing user groups provides an opportunity to resolve many water quality issues with PSI routes and water crossings.

Commenters had a variety of comments about watersheds, including suggesting that the PSI identify existing conditions and high resource value water bodies or sub-watersheds. This applies specifically to water bodies and sub-watersheds

that are at risk or impaired, as identified in the Forest Service's Watershed Condition Framework (WCF) or the CWA's 303(d) impaired streams. These commenters requested the PSI to consider how motorized vehicle use might impact CWA 303(d)-listed streams that are impaired due to sediment or temperature, or those 13 PSI watersheds with conditions classified under the WCF as impaired or the 32 classified as poor. One commenter requested that no new routes be designated in watersheds with impaired or poor WCF conditions.

Several commenters also noted that the following should be included in the DEIS:

- All municipal supply watersheds and the impacts of motorized vehicle use in these areas
- Alluvial aquifers along watercourses, as these often supply public drinking water through wells and therefore may be more vulnerable to potential impacts due to their shallow depth
- Water quality data for streams, lakes, and wetlands, such as total suspended solids, total dissolved solids, dissolved oxygen, total nitrogen, total phosphorus, conductivity, and temperature
- Design criteria, mitigation, and monitoring for PSI routes to minimize or avoid impacts on water resources, including how roads would be decommissioned
- Wetlands and any potential impacts on these resources, particularly fen wetlands, due to their important hydrological and water quality functions and their slow rate of accumulation and formation

Also, some commenters felt that each alternative should include discussions of how motorized vehicle use could have temporary and permanent, direct and indirect, and past and foreseeable impacts on water quality and other issues, for example the following:

- Watershed drainage patterns
- Sediment erosion and runoff
- Watercourse morphology and stability
- Stream temperature
- Riparian and wetland structures and habitats
- Aquatic invertebrate assemblages and fish habitat

F. Threatened and Endangered Species and Special Status Species

There were 21 comments on threatened and endangered species and special status species. These commenters noted the following:

- The very small percentage of PSI routes open to motorized vehicle use is not a threat to endangered species.
- The decision to allow motorized vehicles on certain PSI routes could adversely affect 12 threatened or endangered species expected or known to occur on the PSI and another five threatened or endangered species that do not occur on, but may be impacted by, motorized vehicle use.
- The PSI needs to consult with the US Fish and Wildlife Service about endangered or threatened species, including the Preble's meadow jumping mouse and Mexican spotted owl, which have designated critical habitat on the PSI.
- The PSI should also consider impacts on 69 Forest Service Region 2 sensitive species expected to occur on the PSI, because increased motorized activity could affect these species.
- The PSI should analyze an alternative that does not designate any new routes for public motorized use in designated critical habitat or in areas where threatened and endangered species are known to occur; further, it should decommission low-value roads and motorized trails in designated critical habitat.
- There should be seasonal closures for specific route segments within the buffer zones around active northern goshawk, osprey, and peregrine falcon nests.
- Boreal toads, a state endangered species, are known to exist on the PSI. Chytrid fungus, one of the primary causes of the species' decline, can be spread via roads and trails through critical habitat, known breeding populations and potential habitat, dispersed camping areas in the Cottonwood and South Cottonwood Drainages and the Willow Stump Road.
- Motorized vehicles must not be allowed in moderate or better quality lynx habitat.
- Impacts on threatened greenback cutthroat trout populations should be limited, for example in areas where FR 133 parallels Rock Creek and where Forest Trail (FT) 667 parallels Bear Creek.
- FR 332.A, FT 1321, and FT 1384 intersect or are next to critical habitat for the Mexican spotted owl (a threatened species) and should be permanently closed or decommissioned.
- FT 1321 includes populations of wood lily and fairy slipper orchid (rare or threatened plant species) and should be closed to motorized vehicle use.

G. Noise

The PSI received 16 comments on noise. Commenters noted that certain users of the PSI value quiet in the forest and feel the noise from motorized vehicles conflicts with how these individuals recreate. This is particularly the case with OHVs, such as all-terrain vehicles and motorcycles, which the commenters thought make more noise than highway vehicles. Several commenters were concerned with how the noise from motorized vehicles impacts wildlife.

One commenter asked the PSI to consider how noise from OHVs impacts the experiences sought by nonmotorized users, who desire quiet in their recreation. The commenter suggested the potential use of GIS-based sound-propagation/attenuation models for analysis.

Another commenter noted that motorized and nonmotorized uses are equally legitimate uses of public lands and NFS routes and that there are already strict noise standards for OHVs.

H. Cultural Resources

There were 13 comments received on cultural resources. Several were related to Road 298 leading to the Alpine Tunnel. Some commenters stated that closing motorized use of the route would limit the ability of most users to see an important historic resource and one other commenter suggested that limiting motorized vehicle use on this route would lessen impacts on cultural resources.

Some commenters stated that motorized vehicle access and increased OHV use are leading to impacts and damage at historic sites, such as mines and mills. One commenter noted that keeping certain NFS routes open to motorized vehicles, when combined with interpretive signage explaining the area history, can lead to a greater appreciation of the PSI's cultural resources.

I. Fire

The PSI received 13 comments on fire, some of which are as follows:

- Wildfires are likely to happen due to careless forest users.
- Wildfires are a significant threat for the PSI in the future.
- Having an adequate network of forest routes open at a minimum for administrative or emergency use would be necessary to provide access for preventing forest fires through timber management, in fighting wildfires, or for post-fire rehabilitation and restoration.
- Increased forest fires are one of the anticipated effects of climate change, which supports the concept of an even more extensive and robust transportation network to facilitate emergency response to wildfire.

J. Health and Safety

There were 11 comments on health and safety. Several commenters stated that keeping roads maintained and legally available for administrative and search and rescue use is important for safety. They said that this would also continue the availability of emergency services for private property owners. One commenter was concerned with ensuring continuous and reliable operation of the electrical delivery system through the PSI. This is to avoid secondary impacts on public health and safety that could occur if the power system were to fail. Some were concerned with safety issues when mixing motorized and nonmotorized recreation on PSI routes.

K. Air Quality and Air Quality-Related Values

There were nine comments received on air quality and related values. Commenters noted that motorized vehicle exhaust can be an irritant to other users of the PSI. They also recommended that the PSI evaluate in the DEIS how motorized vehicle use could affect air quality, such as those impacts due to dust from soil disturbance or emission of nitrogen oxides and volatile organic compounds.

One commenter noted that the PSI is near or includes areas regulated under the CAA, such as wilderness areas or population centers. The commenter recommended that the PSI identify any such nearby sensitive receptors.

L. Climate Change

Eight comments were received on climate change. Commenters noted the following:

- NFS routes may not be designed for the more extreme weather events caused by climate change.
- Transportation infrastructure's fragmentation of habitat may interact with climate change to impact species' abilities to adapt.
- NEPA analyses also must address mitigation measures to facilitate adaptation and resilience with respect to climate change, such as closing or otherwise adjusting routes to promote landscape connectivity and facilitate new wildlife migration patterns and habitats.
- Transportation systems should be improved to be ready for the more extreme runoff or other possible effects of climate change. These could include design modifications such as resizing ditches, installing or modifying culverts, and placing riprap on those roads that are priorities for maintenance or those that pose erosion or resource hazards.

M. Vegetation

The PSI received six comments on vegetation. Several commenters noted that OHV use can impact trees and vegetation by damaging root systems, loosening soil, and increasing erosion. One commenter had a concern with how the DEIS would address management of noxious weeds. The commenter noted that IRAs can often be reservoirs for native plants, so limiting invasive species there is critical. One commenter also noted the need to maintain access for forest vegetation and timber management to protect priority watersheds.

N. Soil Resources

The PSI received five comments on soil resources. Several commenters stated that soil resources should be protected from such impacts as erosion or ruts created by tires. One commenter noted that the primary soil type across the Pikes Peak, South Platte, and South Park Districts, is decomposed granite, which is highly erosive. Because of this, PSI routes that are poorly located can have adverse impacts from sediment flows into streams.

O. Geologic Resources

There were two comments on geologic resources, regarding certain geological features along PSI routes and potential illegal motorized vehicle use in these areas.

P. Livestock Grazing

The PSI received one comment on livestock grazing, noting that there have been problems with gates left open when cattle are in the pasture.

No comments were received related to energy and mineral resources, paleontological resources, tribal interests and traditional cultural properties, or visual resources.

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CHAPTER 3

PUBLIC CONCERN STATEMENTS

3.I PUBLIC CONCERN STATEMENTS

The Forest Service's NEPA Services Group provides guidance on content analysis processes, suggesting public concern statements be identified in scoping reports (USDA 2007). Public concern statements express public viewpoints or key themes.

This scoping report provides a public concern statement for distinct and unique arguments presented by the commenters, as practicable. These public concern statements express the viewpoint or comment of a single individual or are a synthesis of many comments from groups and individuals on a similar topic.

Given the comments received during this scoping process, most of the public concerns identified below represent the opinions and comments of multiple groups or individuals. The PSI then used public concern statements to identify issues for consideration in modifying or developing alternatives and further analysis in the DEIS. These are described in **Section 4.I**; **Figure 2-I** includes a flow chart of this process.

Public concern statements are provided below. There is at least one or more per process or resource comment category, unless no comments were received in certain categories. For example, no comments were received for the following categories: energy and mineral resources, paleontological resources, tribal interests and traditional cultural properties, and visual resources.

I. Resources

A. Transportation and Access

Public Concern—Consider how routes may be significant for historic, recreational, or other reasons.

Public Concern—Analyze how use of these routes could impact various user groups or intersecting areas of concern, such as wildlife habitat and special designation areas.

Public Concern—Understand how potential changes to motorized use of PSI routes could affect utilities and municipalities with facilities on the PSI and how these changes could affect routine maintenance or private landowners, whose only access to their parcels is via PSI roads.

Public Concern—Evaluate how changing PSI route designations from roads to full-size trails could offer additional funding opportunities, such as CPW OHV grant funds, which can be used for construction, reconstruction, or maintenance of multi-use trails, and thereby reduce the PSI's financial burden with user-provided revenue.

Public Concern—When considering the transportation network across the PSI, identify a minimum route system and what routes may be unneeded, as required by the TMR (36 CFR 212[a]) and identified in the PSI's TAP reports.

Public Concern—When designating the motorized transportation network across the PSI, consider the fiscal sustainability of the transportation system as required by the TMR, including availability of resources for maintenance and administration (36 CFR 212.55) and any potential cooperative relationships and volunteer agreements for maintenance such as CPW OHV grants.

B. Land Use, Recreation, and Special Designations (Including IRAs)

Public Concern—Consider how different uses of routes on the PSI could lead to conflicts, for example, how motorized vehicles, mountain bikes, and horses may impact recreational hikers or other visitors, and consider designating quiet use areas where PSI routes would be primarily nonmotorized.

Public Concern—Better understand how people recreate on the PSI; for example, if nonmotorized recreation is a common use, how do these individuals typically access the forest for this purpose?

Public Concern—Examine what the effects would be of closing routes to motorized traffic seasonally or completely, and how this could reduce connectivity, change user experience, limit hunting access, or increase impacts in other locations if recreation were to shift in response.

Public Concern—Understand what the impacts could be from increasing the number of routes open to motorized traffic, and if that would increase pollution or affect sensitive areas.

Public Concern—Consider how motorized route designation could impact special designation areas, such as wilderness, Colorado Roadless Areas, Research Natural Areas, Colorado Natural Heritage Program Potential

Conservation Areas, or other lands identified by citizens or legislators as being significant for various reasons (e.g., Central Colorado Wilderness Coalition's Wild Eleven or lands legislatively proposed for wilderness designation in the Colorado Wilderness Act of 2015).

Public Concern—Evaluate whether motorized vehicle use on the CDNST is creating user conflicts and how this use aligns with the nature and purpose of the trail.

Public Concern—Consider how partnerships with user groups could lead to optimal experiences for motorized and nonmotorized recreation on PSI routes.

Public Concern—Examine the concept of opening areas on the PSI for special motorized vehicle use, such as trial riding or rock crawling.

C. Fish and Wildlife

Public Concern—Examine the appropriateness of decommissioning or seasonally closing routes that intersect with important wildlife habitat, winter range, and calving areas; reduce the connectivity of migration corridors; or significantly increase habitat fragmentation.

Public Concern—Consider the scientific research on how motorized vehicle use (along with other factors) and any potential increases in the popularity of OHVs could impact wildlife.

D. Social Interests, Economics, and Environmental Justice

Public Concern—Consider how motorized and nonmotorized use of the PSI affects local economies and communities, and evaluate what the impacts might be when changing the uses for routes.

Public Concern—Evaluate how changing the use of PSI routes could impact adjacent property owners, who rely on these roads to access their parcels with motorized vehicles.

Public Concern—Consider how reducing PSI motorized vehicle use could impact certain segments of the population (e.g., older or disabled individuals) that lack the capacity for extended hiking to access the PSI, and how these changes could affect their access.

E. Water Resources and Quality

Public Concern—Consider the effects of motorized vehicle use on water quality—for example, sediment erosion and runoff, watercourse morphology and stability, or stream temperature—in such water bodies as creeks, springs, and wetlands and in watersheds and aquifers; identify any potential mitigation of impacts. Of importance are those watersheds that are at risk or impaired in the WCF, municipal supply watersheds, CWA 303(d) impaired streams, alluvial

aquifers that supply public drinking water through wells, or other elements of water quality, such as sediment loads from erosion and runoff, watercourse morphology and stability, and stream temperatures.

Public Concern—Identify which routes on the PSI are being used by individuals and utilities to access their facilities when exercising their water rights or monitoring water quality, and ensure the continued current use of these roads.

Public Concern—Study the possibilities for partnering with user groups to resolve water quality issues related to motorized vehicle use on the PSI.

Public Concern—Identify wetlands on the PSI, particularly fen wetlands, and consider how motorized vehicle use on PSI routes could impact these resources.

F. Threatened and Endangered Species and Special Status Species

Public Concern—Evaluate how motorized vehicle use could adversely affect federally listed threatened or endangered species, Forest Service Region 2 sensitive species, or state-listed endangered, threatened, or rare species.

Public Concern—Analyze the effects of motorized vehicle use on critical habitat, known breeding populations, and potential habitat and consider decommissioning low-value roads or trails in designated critical habitat.

Public Concern—Consult with the relevant agencies about potential impacts on federally listed threatened or endangered species with designated critical habitat on the PSI.

Public Concern—Consider adding seasonal restrictions on the use of certain PSI routes that intersect with areas proximal to active nests for special-status avian species.

G. Noise

Public Concern—Evaluate how the noise from motorized vehicles—particularly OHVs—may impact the experience of certain PSI users and how it could affect wildlife.

Public Concern—Consider integrating GIS-based sound propagation and attenuation models into the PSI's analysis of potential noise impacts.

H. Cultural Resources

Public Concern—Study whether increased OHV use is impacting cultural resources and, if so, what type of management could help mitigate these effects.

Public Concern—Evaluate how limiting motor vehicle use on certain PSI routes could reduce accessibility to important historic resources and potentially diminish user experience and understanding.

I. Fire

Public Concern—Consider that increased forest fires are one of the anticipated effects of climate change, and analyze what the impacts would be if routes were closed to motorized vehicles on the PSI, with the potential consequent reduction in access for preventing forest fires through timber management, in fighting wildfires, or for post-fire rehabilitation and restoration.

J. Health and Safety

Public Concern—Evaluate how restricting motorized vehicle use on the PSI could affect safety, including accessibility for search and rescue, availability of emergency services for private property owners, and the continuous and reliable operation of the electrical delivery system located on the PSI, to avoid secondary impacts on public health and safety from a potential power system failure.

Public Concern—Examine whether both motorized and nonmotorized use of PSI routes has an impact on the safety of users.

K. Air Quality and Air Quality-Related Values

Public Concern—Consider how motorized vehicle use on the PSI could impact air quality, such as dust from soil disturbance and emission of nitrogen oxides and volatile organic compounds, or how OHV exhaust could affect other users.

Public Concern—Evaluate what areas in or near the PSI are sensitive receptors regulated under the CAA, such as wilderness areas or population centers, and consider the potential impacts on these resources from motorized vehicle use.

L. Climate Change

Public Concern—Consider whether PSI routes are designed for the more extreme weather events caused by climate change, and if certain design changes, such as resizing ditches, installing or modifying culverts, and placing riprap, are necessary on roads with high maintenance priorities or those that pose erosion and resource hazards, or if these routes may need to be decommissioned.

Public Concern—Analyze mitigation measures to facilitate adaptation and resilience with respect to climate change, such as closing or otherwise adjusting routes to promote landscape connectivity and facilitate new wildlife migration patterns and habitats.

M. Vegetation

Public Concern—Evaluate the potential impacts of motorized vehicle use on vegetation, such as damaging root systems.

Public Concern—Identify how best to manage motorized vehicle use to control the spread of noxious weeds and invasive species, particularly where native species are predominant, such as roadless areas.

Public Concern—Consider how changing motorized vehicle use on certain PSI routes could impact access for forest vegetation or timber management to protect priority watersheds.

N. Soil Resources

Public Concern—Identify how motorized vehicle use on the PSI could impact soil resources, for example, erosion or tire ruts, and consider the effects of roads and trails in areas of highly erosive soils, such as the granite residuum common to the Pikes Peak, South Platte, and South Park Districts.

O. Geologic Resources

Public Concern—Evaluate whether unique geological features are being impacted by motorized vehicle use on the PSI.

P. Livestock Grazing

Public Concern—Consider how motor vehicle use could affect livestock grazing.

2. General Comments Related to this Planning and Analysis

Public Concern—Consider how the preliminary scoping alternatives may not fulfill the undertaking's purpose and need and how these alternatives could impact forest resources and uses.

3. Comments Related to Planning Regulations

Public Concern—Consider the variety of applicable federal, state, Forest Service, and other laws, regulations, guidelines, policies, directives, manuals, secretarial and executive orders, or presidential memoranda when preparing the EIS.

Public Concern—Evaluate how motorized route designation would conform with the Forest Plan, including areas managed for semiprimitive motorized recreation, wildlife, or other values.

Public Concern—Identify and minimize impacts, using the minimization criteria in the TMR (36 212.55[b]), when designating trails and areas open to motor vehicles.

4. Recommended Studies or Reports to Review and Requests for Data

Public Concern—Evaluate the extensive bodies of applicable research when preparing the EIS, such studies or reports related to economic benefits of recreation, road-related impacts on ecosystems, climate change and road design, and recreational conflicts.

5. Comments that Propose a New Alternative or Aspect of an Alternative

Public Concern—Consider developing an alternative that emphasizes motorized recreation and would accommodate a growing population of users.

Public Concern—Consider developing an alternative that emphasizes nonmotorized use of the PSI, with the highest priorities being preservation of natural resources, such as wildlife habitat and watersheds, special designation areas, or a certain type of recreational experience, such as quiet use.

Public Concern—Evaluate the possibilities for integrating adaptive management and monitoring to address the potential for noncompliance with the route designations and provide thresholds that trigger actions with noncompliance.

6. Outside Scope

No public concern statements were generated for comments identified as outside the scope of this undertaking.

7. Timing and Scope of the Proposal

Public Concern—Ensure that the analysis includes a range of alternatives for meeting the management objectives of the proposed undertaking.

Public Concern—Clearly define baseline conditions so that impacts can be understood across alternatives and mitigation can be tailored to address these potential effects.

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CHAPTER 4

ISSUES

4.I ISSUES

NEPA requires federal agencies to focus analysis and documentation on the issues related to a proposed action. The Forest Service's 2012 NEPA Handbook defines issues the following way:

Issues serve to highlight effects or unintended consequences that may occur from the proposed action and alternatives, giving opportunities during the analysis to reduce adverse effects and compare trade-offs for the decisionmaker and public to understand. Issues are best identified during scoping early in the process to help set the scope of the actions, alternatives, and effects to consider; but, due to the iterative nature of the NEPA process, additional issues may come to light at any time.

An issue should be phrased as a cause-effect statement relating actions under consideration to effects. An issue statement should describe a specific action and the environmental effect(s) expected to result from that action. Cause-effect statements provide a way to understand and focus on the issues relevant to a particular decision.

Issues may also form the basis of alternatives to the proposed action, may be used to develop alternatives mitigation measures that reduce unwanted effects, and may be used to evaluate and compare the effects of the different alternatives.

As detailed in **Section 3.I**, there are various public concerns or issues that the PSI would be considering in the DEIS. In Chapters 1 and 2 of the DEIS, the PSI will evaluate issues related to new alternatives or the timing and scope of the proposal. It will analyze and evaluate those issues related to resources or resource uses in Chapters 3 and 4 that address the affected environment and environmental consequences. Additional issues may come to light at any time.

Following is a summary of issues approved by the PSI's deciding official, Forest Supervisor Erin Connelly, to "highlight effects or unintended consequences that may occur from the proposed action and alternatives, giving opportunities during the analysis to reduce adverse effects and compare trade-offs for the decisionmaker and public to understand" (Forest Service 2012). They are based on the comments received from the public and public concern statements synthesized in the scoping process.

Appendix F provides details on how each public concern statement is reflected in the issues. Certain issues were easy to identify, based on the comments received and public concern statements generated.

The PSI used an iterative process where an issue was identified or modified based on public concerns. The remaining public concern statements not addressed by the existing issues were considered and new issues were developed until all the public concern statements were reflected in one or more of the issues.

It is important to note, this scoping report does not make any decisions, nor does it change current management.

4.1.1 Issue: Motor Vehicle Recreation

The proposed action's reduction of routes or areas open to motor vehicle use could impact the availability and quality of public motorized recreation and travel because of the following:

- Diminished road and trail connectivity does not provide for longer travel opportunities and concentrates impacts on fewer routes
- Reduced diversity of opportunities for OHV use, including those routes requiring different skill levels
- Limited access to dispersed camping
- Lack of locations for specialized motor vehicle use, such as trials motorcycles
- Limited accommodation of current and future growth in motor sports
- Recreation opportunities curtailed in the forest for certain segments of the population (e.g., older or disabled individuals) that lack the capacity for extended hiking to access the PSI

Response: The PSI modified Alternative D based on this issue and incorporated specific recommendations from scoping comments. These revisions focused on additions to the PSI route network that maximize route interconnectivity and provide more opportunities for diverse OHV use and potential growth in this use, including open areas designated for trials motorcycles. This alternative was also revised to allow for continued access to dispersed camping and the

availability of recreation opportunities for older or disabled forest users, who are not as able to use the PSI without the benefit of motor vehicles. The potential impacts highlighted in this issue will also be considered in detail in the DEIS.

4.1.2 Issue: Forest Resources

The proposed action does not adequately base all its changes to the PSI transportation network on scientific and other important data and could therefore impact forest resources. These effects are as follows:

- Degradation of water quality, watershed condition, and air quality
- Erosion and soil compaction
- Degradation of fish and wildlife habitat, including USFWS-designated critical habitat, reduced migration connectivity, or seasonally important winter range and calving areas
- Damage to cultural and geological resources
- Spread of invasive plant species and damage to rare plants
- Compromised values for inventoried roadless areas or other special designations
- Diminished recreation experiences for nonmotorized users concerned about vehicle noise and personal safety

Response: The PSI developed an additional alternative to be considered in the DEIS, based on this issue. This alternative includes recommendations on what routes should remain open to public motor vehicle use, based on an analysis of various scientific and spatial data (e.g., wildlife areas [winter range and production], special-designation areas [e.g., CDNST and Colorado Roadless Areas]), along with other information about recreational use of the PSI. The potential impacts highlighted in this issue would also be considered in detail in the DEIS.

4.1.3 Issue: Forest Uses

The proposed action could impact various uses of the forest. These effects are as follows:

- Compromised access for landowners adjacent to the PSI who rely on these routes for ingress and egress to their private property
- Diminished ability of individuals and utilities to access their facilities when exercising their water rights or monitoring water quality
- Decreased accessibility for search and rescue and availability of emergency services for private property owners

- Compromised ability to provide a continuous and reliable electrical delivery system on the PSI, with the potential for secondary impacts on public health and safety
- Reduced access for preventing forest fires through timber management, for fighting wildfires, or for post-fire rehabilitation and restoration

Response: Based on these concerns, the PSI revised Alternatives C and D to incorporate specific recommendations from scoping comments on key routes and access that could affect private landowners, forest management, and public safety, among other issues. The potential impacts highlighted in this issue will be considered in detail in the DEIS.

4.1.4 Issue: Minimum Road System

The proposed action does not adequately consider the minimum road system (MRS) described in the TMR (36 CFR, Subpart 212.5[b][1]) and identified in the PSI's TAP reports; therefore, this could adversely affect forest resources.

Response: Based on this issue, the PSI will consider the MRS in the DEIS, including analyzing which routes will be open to public motor vehicle use per the TAP reports, or which routes should be removed from the PSI transportation network. This analysis may also include consideration of those routes currently closed to public motor vehicle use, such as Maintenance Level I roads, administrative roads, or roads designated under special-use permits.

In 2008, the Forest Service clarified some issues between the MRS and designating routes and areas in responses to comments on the TMR, noting that “the designation process, rather than identification of the [MRS], determines the scope of opportunities for motorized recreation” and that the travel analysis processes “may be conducted separately” (*Federal Register Vol. 73, 237, 74692*). The PSI has decided to include both elements of the travel management and analysis processes in this EIS and will be considering the MRS (per 36 CFR, Part 212, Subpart A), along with the designation of roads, trails, and areas open to public motor vehicle use (per 36 CFR, Subpart B).

4.1.5 Issue: Socioeconomic Effects

The proposed action’s reduction of routes open to motor vehicles and changes to the overall system could impact certain uses of the forest. This could have adverse effects on the economies of nearby communities that rely on visitors to the PSI.

Response: For all alternatives in the DEIS, the PSI will consider in detail socioeconomic impacts resulting from changes to public motor vehicle use on the PSI; however, these potential impacts would not require developing a stand-alone alternative to address them.

4.1.6 Issue: Enforcement and Adaptive Management

Publication of MVUMs as the sole means for ensuring appropriate public motor vehicle use on specific routes is inadequate and could result in inappropriate or unauthorized use of system and non-system roads or trails with the potential for damage to forest resources, increased user conflicts, and decreased safety for nonmotorized users. Adaptive management could provide the means to address noncompliance with motorized route designations. The PSI should consider integrating monitoring and thresholds for triggering mitigation when there is continued noncompliance with MVUM designations.

Response: The PSI consistently monitors its routes open to public motor vehicles for appropriate use. The issue of prohibiting inappropriate motor vehicle use would be included in each alternative as an environmental protection measure; however, it would not require developing a stand-alone alternative.

4.1.7 Issue: Route Maintenance

The PSI's extensive route network open to public motor vehicle use could require more maintenance than is fiscally sustainable for the forest; therefore, it could impact certain resources due to lagging upkeep for roads and trails. For example, not maintaining erosion control features, such as water bars and culverts at drainage crossings, could result in adverse effects on water quality and increased soil loss, or it could cause users to travel off route when conditions are poor.

Response: The PSI would develop each action alternative so that the requisite maintenance obligations would ultimately be met. In accordance with TMR guidance (36 CFR 212, Subpart A), PSI would seek potential cooperative relationships and volunteer agreements. It also would consider changing certain roads to trails to allow for other funding mechanisms for maintenance, such as CPW OHV grants.

4.1.8 Issue: Consistency with the Forest Plan

The proposed action may not be consistent with the objectives of the Forest Plan and therefore could adversely affect forest resources. For example, roads and trails open to public motor vehicle use may exceed the route density standards in areas designated for semi-primitive motorized recreation or seasonal closures may not be consistently applied in areas that emphasize management for forage and cover on winter ranges for deer, elk, and bighorn sheep.

Response: Consistency with the Forest Plan, and avoiding any resultant impacts, would be considered in all alternatives. It would not, however, require developing a stand-alone alternative.

4.1.9 Issue: Minimization Criteria

The proposed action does not adequately consider or incorporate the minimization criteria required by the TMR (36 CFR 212.55[b]) for trails and areas; therefore, it could adversely affect forest resources.

Response: The minimization criteria identified in the TMR (36 CFR 212.55[b]) would be included in the development and analysis of the alternatives. These criteria would be applied to all the trails and areas being considered for public motor vehicle use on the PSI and would be used to minimize impacts and refine alternatives. The minimization criteria would include a consistent method, using the best available data and management practices, while addressing potential impacts at various scales.

4.1.10 Issue: Adaptations to Climate Change

The PSI's extensive route network may not be designed for more frequent and extreme weather events as predicted by climate change—especially in areas with highly erosive soils. For example, water quality could be adversely affected by erosion in high-flow runoff events or increased sedimentation and turbidity. Additional impacts on resources could include reduced capabilities of wildlife to adjust to shifting climatic conditions due to habitat fragmentation resulting from the PSI's roads and trails, or effects on vegetation from more frequent and severe wildfires expected from climate change.

Response: The PSI would evaluate climate change in detail under each alternative—including no action—per CEQ's 2016 final guidance for federal agencies on consideration of greenhouse gas emissions and the effects of climate change. These analyses would include both climate change's potential effects on the route infrastructure, and the potential effects of the route infrastructure on forest resources such as climate change adaptation and habitat fragmentation for wildlife, etc. This approach is in compliance with the Forest Service, Climate Change Adaptation Plan (2014), and the USDA's Fiscal Year 2014-2018 Strategic Plan.

4.1.11 Issue: Quiet Use Recreation

The proposed action does not evaluate nonmotorized recreational uses on the forest, nor does it designate quiet use areas where public motor vehicle use would not occur—or consider potential recreation conflicts between motorized and nonmotorized uses; therefore, it could impact the experiences of certain recreationalists on the PSI.

Response: Designating nonmotorized recreation areas on the PSI for uses such as hiking and mountain biking, is beyond the scope of this undertaking. Recreation would be considered generally and would be analyzed under all alternatives in the DEIS; therefore, developing a stand-alone alternative to address these concerns was not considered appropriate.

4.1.12 Issue: Range of Alternatives

There could be impacts from the proposed action if it does not adequately consider the alternatives relative to the purpose and need; applicable federal, state, Forest Service, and other laws and regulations; the latest scientific research; and a range of alternatives, including the baseline no action.

Response: The PSI will address these concerns across all alternatives in the DEIS, will comply with the relevant regulations, including NEPA, and will consider the latest scientific research during its analysis.

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CHAPTER 5

FUTURE STEPS

5.1 SUMMARY OF FUTURE STEPS AND PUBLIC PARTICIPATION OPPORTUNITIES

As detailed in **Section 4.1**, the scoping process identified various issues that the PSI will be considering in its analysis, including those that warrant detailed analysis or that allow for refinement or development of a range of reasonable alternatives.

Data and information would be compiled from existing sources, and, in some cases, new data may be collected. Then the impacts that could result from implementing any of the alternatives would be analyzed and used to inform the decision.

The findings would be documented in a DEIS and made available for public review. Currently it is scheduled for publication in the spring of 2018. The availability of the DEIS would be announced in the *Federal Register* and advertised in local and regional media.

Public comments would be accepted for a minimum of 45 days, during which public meetings or hearings would be held to receive comments on the adequacy of the DEIS. The PSI would then review the comments and prepare responses to each. The document may or may not be modified based on public comments. In any case, all comments and responses would be incorporated into the final EIS (FEIS).

The FEIS would be made available in late 2018, which would be announced in the *Federal Register* and advertised in local and regional media. Following the 45-day period, the PSI would issue the Record of Decision.

5.2 CONTACT INFORMATION

The public is invited and encouraged to participate throughout the development of the EIS. Some ways to participate are as follows:

- Reviewing the progress of the EIS at the project website (www.psitravelmanagement.org), which would be updated with information, documents, and announcements throughout the NEPA process and the preparation of the DEIS and FEIS
- Requesting to be added to, or to remain on, the official project mailing list to receive future mailings and information by
 - Visiting the PSI's project-specific website
<http://www.psitravelmanagement.org/provide-comments/>
 - E-mailing John Dow, PSI Forest Planner, at jrdow@fs.fed.us
 - Writing to the PSI at the following address:
John Dow, PSI Forest Planner
Travel Management
Pike and San Isabel National Forests
2840 Kachina Drive, Pueblo, CO 81008

Anyone requesting further information or wishing to be removed from the mailing list may contact John Dow, PSI Forest Planner, via e-mail at jrdow@fs.fed.us or by phone at (719) 553-1476.

Media requests for more information should be directed to Barbara Timock, PSI Public Affairs Officer, via e-mail at btimock@fs.fed.us, or by phone at (719) 553-1415.

Appendix A

Notice of Intent

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Notices

Federal Register

Vol. 81, No. 142

Monday, July 25, 2016

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF AGRICULTURE

Forest Service

Pike/San Isabel National Forests; Colorado; Pike/San Isabel National Forests Travel Management Plan

AGENCY: Forest Service, USDA.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Forest Service proposes to undertake motorized travel management planning to designate roads, trails, and areas open to public motorized vehicle use on the six districts of the Pike and San Isabel National Forests (PSI), pursuant to 36 CFR part 212, subpart B. The proposed road and trail environmental impact statement (EIS) evaluation and record of decision (ROD) will determine which roads and trails will be designated or redesignated for public motorized use and published on future motor vehicle use maps (MVUMs), as described in subpart B of the Travel Management Final Rule, dated November 9, 2005. The PSI's MVUMs display all roads and motorized trails open to the public for motorized use. This action is in direct response to the PSI MVUM settlement agreement (hereafter referred to as the settlement agreement), which is the culmination of a multi-year lawsuit brought against the Forest Service by The Wilderness Society, Quiet Use Coalition, Wildlands CPR, Center for Native Ecosystems and Great Old Broads for Wilderness. The Cimarron and Comanche National Grasslands, which are administered in conjunction with the Pike and San Isabel National Forests, will not be included in this EIS.

Scoping Process: Scoping is an ongoing process used to identify important issues and determine the extent of analysis necessary for an informed decision on a proposed action. This Notice of Intent (NOI) serves as formal initiation of the scoping process.

The Forest Service is seeking comments from individuals, organizations, and local, state, and federal agencies that may be interested in or affected by the proposed action (described below). Comments may pertain to the nature and scope of the environmental, social, and economic issues, and possible alternatives related to the development of the travel management plan and EIS. Scoping notices have been sent to potentially affected persons and those that have expressed a continued interest in this project. Other interested individuals, organizations, or agencies may have their names added to the mailing list for this project at any time by submitting a request to the PSI Forest Planner, John Dow at 719-553-1476 (jrdow@fs.fed.us). **DATES:** Comments concerning the scope of the analysis must be received by September 8, 2016. The scoping comment period commences on NOI publication date and continues for 45 days thereafter. The draft environmental impact statement is expected in early spring of 2018 and the final environmental impact statement is expected in early 2019.

ADDRESSES: Written comments concerning this notice should be addressed to Travel Management, Pike/San Isabel National Forests, 2840 Kachina Dr., Pueblo, CO 81008. Comments may also be sent via email to comments@psitravelmanagement.org, or via facsimile to 719-553-1440, with "PSI Travel Management" in the subject line. Comments must be readable in Microsoft Word, rich text or pdf formats.

All comments, including names and addresses when provided, are placed in the record and will be available for public inspection and copying. The public may inspect comments after they are received and summarized at the travel planning Web page at: www.psitravelmanagement.org.

FOR FURTHER INFORMATION CONTACT: John Dow, Forest Planner at 719-553-1476. Individuals who use telecommunication devices for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 between 8 a.m. and 8 p.m., Eastern Time, Monday through Friday.

SUPPLEMENTARY INFORMATION:

Background

The current PSI Land and Resource Management Plan (Forest Plan) dates

back to 1984. Many changes have occurred since that time, in terms of type and volume of use, general population pressures, urban interface development, and other factors. Further, the improved precision of field measurements (*i.e.*, global positioning system devices) and graphical depiction of route locations and management area boundaries has at times resulted in perceived conflicts with data published in 1984.

The settlement agreement referenced herein identified a subset of MVUM designated roads and trails that were being managed contrary to Forest Plan direction. Alternatives A and B represent the issues addressed in the settlement agreement. Alternatives C and D represent issues from the settlement agreement along with revisions to certain routes as a result of the PSI's Travel Analysis Process (TAP).

Purpose and Need for Action

The action's purpose and need is to improve management of motor vehicle use via evaluation of motorized route designations on National Forest System (NFS) lands within the PSI in compliance with 36 CFR parts 212, 251, 261, and 295, and all other applicable laws. The action also needs to consider effects on resources with the objective of minimizing the impacts resulting from the designated motorized trails and areas pursuant to 36 CFR 212.55(b), and to analyze the environmental impacts of all motorized routes proposed for designation, including routes in the baseline contested by the Plaintiffs as identified in the settlement agreement. The designation of roads and trails must balance the needs of the broad range of recreationalists and other legitimate users of the national forests with the need to protect natural and cultural resources.

Proposed Action

In accordance with 36 CFR part 212, the proposed action will analyze current designated motorized roads and trails, minus certain specific routes described in the settlement agreement. The proposed action will also analyze some priority proposed changes to the transportation system, including the inclusion of some current Forest Order transportation prohibitions associated with roads and trails on NFS lands, and including appropriate road and trail seasonal restrictions within the PSI.

These analyses could result in changes to the existing transportation system on the PSI. Depending on the analyses of roads and motorized trails, *i.e.*, which roads and trails are designated as open to the public, it may be necessary to amend the Forest Plan.

Per the settlement agreement dated November 16, 2015, the PSI transportation system that is open to public motorized travel consists of a total of 2,004 miles of NFS roads and 507 miles of NFS trails. That November 16, 2015 system is documented through USFS databases, spreadsheets, and reports, along with spatial data, and can be accessed from the travel planning Web page at: psitravelmanagement.org.

Possible Alternatives

Four preliminary alternatives have been identified and are described briefly below.

Alternative A: The No-Action

Alternative, as per settlement agreement language, would consist of the public motorized routes depicted on the following MVUMs minus 30 NFS routes/route segments identified in the settlement agreement, that are either already decommissioned or would be temporarily changed to administrative use only during the interim EIS process:

- 2010 Pikes Peak Ranger District MVUM
- 2010 South Park Ranger District MVUM
- 2010 Salida Ranger District MVUM
- 2012 Leadville Ranger District MVUM
- 2012 San Carlos Ranger District MVUM
- 2013 South Platte Ranger District MVUM

Alternative B: This Alternative would consist of the public motorized routes as they are currently recorded in the official Forest Service Infrastructure (INFRA) database, as of June 16, 2016, minus routes contested by the Plaintiffs and identified in the settlement agreement.

Alternative C: This Alternative would constitute the routes as they are currently recorded in the official Forest Service INFRA database, as of June 16, 2016, plus certain revisions to those roads that were considered as urgent, priority changes, in conformance with the results of the PSI's TAP Addendum Reports. Over the course of the last three years, PSI resource specialists conducted TAPs covering each ranger district. A TAP is a process whereby personnel representing key resource areas assign benefit and risk ratings to each road. The results of each TAP were compiled in a TAP Addendum Report. Urgent, priority changes may include,

but would not be limited to: decommissioning and/or conversion of unneeded authorized routes, elimination of mixed use modes of travel on certain roads, seasonal closures, road/trail reroutes, construction of new motorized recreational trails and/or extensions to existing trails, downgrading of maintenance levels, and other such revisions necessary for the effective management of the NFS transportation network. The goal of this alternative would be to move toward a safe, affordable, and environmentally sound transportation system, while leaving room for future site-specific revisions as needed.

Alternative D: This Alternative would consist of all the Alternative C revisions, plus additional, non-urgent changes, which would direct the PSI toward the minimum NFS network needed for safe and efficient travel, and for administration, utilization, and protection of NFS lands per 36 CFR 212.5(b)(1). The additional changes would be made in accordance with the opportunities and recommendations provided in the TAP Addendum Reports for the individual districts on the PSI.

Responsible Official

The Responsible Official is Erin Connelly, Forest and Grasslands Supervisor, Pike and San Isabel National Forests and Cimarron and Comanche National Grasslands, 2840 Kachina Dr., Pueblo CO. 81008.

Scoping Process

The Forest Service will conduct scoping meetings to solicit comments from the public and interested parties on this proposed action.

Meetings are currently scheduled from 5:00 p.m. to 7:00 p.m. at the following locations and dates:
Pueblo, CO—August 23, 2016: Pueblo Community College, Fortino Ballroom (2nd floor of student center), 900 West Orman Avenue, Pueblo, CO 81004.
Salida, CO—August 24, 2016: Steam Plant Theatre and Event Center Ballroom, 220 West Sackett Street, Salida, CO 81201.

Colorado Springs, CO—August 25, 2016: Colorado Springs Utilities, Pikes Peak Room, Leon Young Service Center, 1521 S. Hancock Expressway, Colorado Springs, CO 80903.

Additional information will be posted on the travel planning Web page at: psitravelmanagement.org.

Nature of Decisions To Be Made

- Is the proposal consistent with the Pike and San Isabel National Forests

and Cimarron and Comanche National Grasslands Resource Management Plan (PSICC RMP)?

- If the proposal is not consistent with the PSICC RMP, what is the scope and scale of any required amendments?
- What alternative or combination of alternatives ensures the PSI follows the requirements for multiple uses outlined in the Multiple Use Sustained Yield Act of 1960.
- What alternative or combination of alternatives best represents the designated motorized roads and trails network taking into consideration the travel management rule motorized trails and road designation criterion outlined in 36 CFR 212.55.

Preliminary Issues

Preliminary issues identified by the PSI are:

- (1) Resource damage caused by user-created (non-NFS) routes;
- (2) Potential lost recreational opportunities from route closures;
- (3) Safety concerns on mixed-use (highway legal and non-highway legal) routes.

Dated: July 8, 2016.

Erin Connelly,

Forest and Grasslands Supervisor, Pike and San Isabel National Forests and Cimarron and Comanche National Grasslands.

[FR Doc. 2016-17498 Filed 7-22-16; 8:45 am]

BILLING CODE 3411-15-P

DEPARTMENT OF AGRICULTURE

Forest Service

North Gifford Pinchot Resource Advisory Committee

AGENCY: Forest Service, USDA.

ACTION: Notice of meeting.

SUMMARY: The North Gifford Pinchot Resource Advisory Committee (RAC) will meet in Salkum, Washington. The committee is authorized under the Secure Rural Schools and Community Self-Determination Act (the Act) and operates in compliance with the Federal Advisory Committee Act. The purpose of the committee is to improve collaborative relationships and to provide advice and recommendations to the Forest Service concerning projects and funding consistent with Title II of the Act. RAC information can be found at the following Web site: <http://www.fs.usda.gov/main/giffordpinchot/workingtogether/advisorycommittees>.

DATES: The meeting will be held on Tuesday, August 16, 2016, from 10:00 a.m. to 4:00 p.m.

All RAC meetings are subject to cancellation. For status of meeting prior

Appendix B

Press Releases

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Forest Service

Pike & San Isabel National Forests,
Cimarron & Comanche National Grasslands
2840 Kachina Drive
Pueblo, CO 81008
<http://www.fs.fed.us/r2/psicc/>



News Release

Media Contact: Barb Timock
719-553-1415
btimock@fs.fed.us

Pike and San Isabel National Forests Notice of Intent and Scoping for Travel Management Environmental Impact Statement

Pueblo, CO. – The Pike and San Isabel National Forests (PSI) are planning to complete an environmental impact statement (EIS) for travel management as part of a 2015 settlement agreement related to motorized access as published on the PSI's Motor Vehicle Use Maps (MVUMs). Analysis in the EIS would determine which roads and trails would be open for public motorized use and included in future MVUMs. Scoping for travel management began on July 25, 2016 with publication in the Federal Register a Notice of Intent (NOI) to prepare an EIS. With publication of the NOI, a 45-day comment period has begun—centered on public scoping. Scoping is a process used to identify important issues and determine the extent of analysis necessary for an informed decision on a proposed action. Input is crucial to the EIS process and public meetings are respectively planned for August 23, 24, and 25, 2016 in Pueblo, Salida, and Colorado Springs. Information related to the PSI's travel management process is located on the project-specific website: www.psitravelmanagement.org.

Meeting dates and locations are as follows:

- **Tuesday, August 23, 2016:** 5 – 7 p.m., Pueblo Community College, Fortino Ballroom
900 West Orman Avenue, Pueblo CO, 81004
- **Wednesday, August 24, 2016:** 5 – 7 p.m., Steam Plant Theatre and Event Center Ballroom
220 West Sackett Street, Salida, CO 81201
- **Thursday, August 25, 2016:** 5 – 7 p.m., Colorado Springs Utilities, Pikes Peak Room, Leon Young Service Center, 1521 S. Hancock Expressway, Colorado Springs, CO 80903

Each meeting will include an opportunity for the public discuss the proposed action with Forest Service personnel and view maps of the proposed alternatives. The public is also encouraged to provide input regarding developing reasonable alternatives, resources to be evaluated, and other significant issues. Comments will be accepted through close of business on September 8, 2016, and submitted to:

- *Write comments to:* Travel Management, Pike & San Isabel National Forests, 2840 Kachina Dr., Pueblo, CO 81008
- *Email comments to:* comments@psitravelmanagement.org
- *Fax comments to:* (719) 553-1440
- Individuals who use telecommunication devices for the deaf (TDD) may call 1-800-877-8339 Monday through Friday between 8 AM and 8 PM, Eastern Standard Time.

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-USDA-

Pike & San Isabel National Forests Travel Management EIS Scoping: News Release

PSI Travel Management <comments=psitravelmanagement.org@mail193.atl21.rsgsv.net>
on behalf of PSI Travel Management <comments@psitravelmanagement.org>

Thu 7/28/2016 12:48 PM

Inbox

To:william penner <william.penner@empsi.com>;



Pike and San Isabel National Forests Notice of Intent and Scoping for Travel Management Environmental Impact Statement

Forest Service
Pike & San Isabel National Forests,
Cimarron & Comanche National
Grasslands
2840 Kachina Drive
Pueblo, CO 81008
<http://www.fs.fed.us/r2/psicc/>

Media Contact
Barb Timock
719-553-1415
btimock@fs.fed.us

Pueblo, CO. – The Pike and San Isabel National Forests (PSI) are planning to complete an environmental impact statement (EIS) for travel management as part of a 2015 settlement agreement related to motorized access as published on the PSI's Motor Vehicle Use Maps (MVUMs). Analysis in the EIS would determine which roads and trails would be open for public motorized use and included in future MVUMs. Scoping for travel management began on July 25, 2016 with publication in the Federal Register a Notice of Intent (NOI) to prepare an EIS. With publication of the NOI, a 45-day comment period has begun—centered on public scoping. Scoping is a process used to identify important issues and determine the extent of analysis necessary for an informed decision on a proposed action. Input is crucial to the EIS process and public meetings are respectively planned for August 23, 24, and 25, 2016 in Pueblo, Salida, and Colorado Springs. Information related to the PSI's travel management process is located on the project-specific website: www.psitravelmanagement.org.

Meeting dates and locations are as follows:

- **Tuesday, August 23, 2016:** 5 – 7 p.m., Pueblo Community College, Fortino Ballroom, 900 West Orman Avenue, Pueblo CO, 81004
- **Wednesday, August 24, 2016:** 5 – 7 p.m., Steam Plant Theatre and Event Center Ballroom, 220 West Sackett Street, Salida, CO 81201
- **Thursday, August 25, 2016:** 5 – 7 p.m., Colorado Springs Utilities, Pikes Peak Room, Leon Young Service Center, 1521 S. Hancock Expressway, Colorado Springs, CO 80903

Each meeting will include an opportunity for the public discuss the proposed action with Forest Service personnel and view maps of the proposed alternatives. The public is also encouraged to provide input regarding developing reasonable alternatives, resources to be evaluated, and other significant issues. Comments will be accepted through close of business on September 8, 2016, and submitted to:

- *Write comments to:* Travel Management, Pike & San Isabel National Forests, 2840 Kachina Dr., Pueblo, CO 81008
- *Email comments to:* comments@psitravelmanagement.org
- *Fax comments to:* (719) 553-1440
- Individuals who use telecommunication devices for the deaf (TDD) may call 1-800-877-8339 Monday through Friday between 8 AM and 8 PM, Eastern Standard Time.

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-USDA-

[Download the official news release from the PSI](#)



PSI Travel Management Website

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You are receiving this email because you are a member of the media with a potential interest in travel management on the Pike and San Isabel National Forests (PSI). This email is to keep you updated on the PSI travel management EIS process and afford you the opportunity to get more information or attend public meetings. If you received this message and no longer wish to be included in project updates, please let us know by responding to that effect.

Our mailing address is:

EMPSi

3775 Iris Avenue, Suite 1A
Boulder, CO 80301

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Appendix C

Scoping Letter

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File Code: 1900; 7710
Date: JUL 25 2016

Dear Interested Party:

The Pike and San Isabel National Forests (PSI) are planning to complete an environmental impact statement (EIS) for travel management as part of a 2015 Settlement Agreement related to motorized access as published on the PSI's Motor Vehicle Use Maps (MVUMs). Analysis in the EIS would determine which roads and trails would be open for public motorized use and included in future MVUMs.

As a result, the PSI is conducting travel management planning to designate roads and trails open to public motorized vehicle use on the six Ranger Districts of the PSI pursuant to 36 C.F.R. § 212.55(b). Scoping for travel management began on July 25, 2016 with publication of a Notice of Intent (NOI) to prepare an EIS in the Federal Register. With publication of the NOI, a 45-day comment period has begun—centered on public scoping. Scoping is a process used to identify important issues and determine the extent of analysis necessary for an informed decision on a proposed action.

You are receiving this letter because we are soliciting public comments on this project as we begin the scoping process. A result of scoping will be identification of issues raised by the public and will be used to focus the analysis of the EIS and generate additional action alternatives, if needed. All action alternatives will be analyzed within the EIS, along with a No Action Alternative. The public is invited to submit comments through September 8, 2016—45 days after publication of the NOI.

Input is crucial to the EIS process. Information related to the PSI's travel management process and the EIS is also provided on the project-specific website at: www.psitravelmanagement.org. Information on the public meetings, how to comment, updates, maps, web links, and other relevant information are provided on this site.

Public meetings are respectively planned for August 23, 24, and 25, 2016 in Pueblo, Salida, and Colorado Springs. Interested individuals are invited to learn more about the project and National Environmental Policy Act (NEPA) process by attending any of the three upcoming Public Scoping Meetings each scheduled between **5:00 and 7:00 PM** and will include an opportunity to view maps and discuss the proposed action and alternatives with Forest Service personnel.



The Public Meeting dates and locations are as follows:

Pueblo: August 23 (Tuesday)	Salida: August 24 (Wednesday)	Colorado Springs: August 25 (Thursday)
<i>Pueblo Community College Fortino Ballroom (2nd floor of student center) 900 West Orman Avenue Pueblo CO, 81004</i>	<i>Steam Plant Theatre and Event Center Ballroom 220 West Sackett Street Salida, CO 81201</i>	<i>Colorado Springs Utilities Pikes Peak Room, Leon Young Service Center 1521 S. Hancock Expressway Colorado Springs, CO 80903</i>

Public input gathered during the scoping comment periods will become part of the project record and will inform the PSI's final decision.

It is important that interested parties provide their comments at such times and in such manner that they are useful to the agency's preparation of the EIS. Therefore, comments should be provided within the 45-day comment period and should clearly articulate the reviewer's input on the reasonable alternatives, range of issues, and impacts that should be evaluated in the environmental analysis process.

Comments received in response to this solicitation, including names and addresses of those who comment, will be part of the public record for this proposed action. Comments submitted anonymously will still be accepted and considered. Pursuant to 36 CFR 218.25, comments on this proposed project will be accepted for 45 days beginning on the first day of NOI publication in the Federal Register.

Only individuals or entities (as defined by 36 CFR 218.2) who submit timely and specific written comments (as defined by 36 CFR 218.2) about this proposed project or activity during this or another public comment period established by the responsible official will be eligible to file an objection. Other eligibility requirements are defined by 36 CFR 218.25 (a)(3) and include name, postal address, title of the project and signature or other verification of identity upon request and the identity of the individual or entity who authored the comments. Individual members of an entity must submit their own individual comments in order to have eligibility to object as an individual. A timely submission will be determined as outlined in 36 CFR 218.25 (a)(4). It is the responsibility of the sender to ensure timely receipt of any comments submitted.

Comments should be within the scope of the proposed action, have a direct relationship to the proposed action, and must include supporting reasons why the Responsible Official should consider them (36 CFR 218.2).

Send written comments to:

Travel Management Pike & San Isabel National Forests
2840 Kachina Dr.
Pueblo, CO 81008

Comments may also be submitted as described below:

- Comments may also be sent via email to comments@psitravelmanagement.org. If submitting attachments, acceptable file types include PDF, Microsoft Word, and rich text format.
- Faxed comments may be submitted to (719) 553-1440 with *PSI Travel Management* in the subject line.
- Individuals who use telecommunication devices for the deaf (TDD) may call the Federal Information Relay Service at 1-800-877-8339 Monday through Friday between 8 AM and 8 PM, Eastern Standard Time.

Comments concerning the scope of the analysis and reasonable alternatives must be received by September 8, 2016.

Sincerely,


ERIN CONNELLY
Forest and Grassland Supervisor

Pike & San Isabel National Forests Travel Management EIS Scoping Letter

PSI Travel Management <comments=psitravelmanagement.org@mail63.suw11.mcdlv.net> on behalf of PSI Travel Management <comments@psitravelmanagement.org>

Tue 7/26/2016 1:16 PM

To:william penner <william.penner@empsi.com>;

Pike and San Isabel National Forests
Travel Management EIS



Dear Interested Party:

The Pike and San Isabel National Forests (PSI) are planning to complete an environmental impact statement (EIS) for travel management as part of a 2015 Settlement Agreement related to motorized access as published on the PSI's Motor Vehicle Use Maps (MVUMs). Analysis in the EIS would determine which roads and trails would be open for public motorized use and included in future MVUMs.

As a result, the PSI is conducting travel management planning to designate

roads and trails open to public motorized vehicle use on the six Ranger Districts of the PSI pursuant to 36 C.F.R. § 212.55(b). Scoping for travel management began on July 25, 2016 with publication of a Notice of Intent (NOI) to prepare an EIS in the Federal Register. With publication of the NOI, a 45-day comment period has begun—centered on public scoping. Scoping is a process used to identify important issues and determine the extent of analysis necessary for an informed decision on a proposed action.

You are receiving this letter because we are soliciting public comments on this project as we begin the scoping process. A result of scoping will be identification of issues raised by the public and will be used to focus the analysis of the EIS and generate additional action alternatives, if needed. All action alternatives will be analyzed within the EIS, along with a No Action Alternative. The public is invited to submit comments through September 8, 2016—45 days after publication of the NOI.

Input is crucial to the EIS process. Information related to the PSI's travel management process and the EIS is also provided on the project-specific website at: www.psitravelmanagement.org. Information on the public meetings, how to comment, updates, maps, web links, and other relevant information are provided on this site.

Public meetings are respectively planned for **August 23, 24, and 25, 2016 in Pueblo, Salida, and Colorado Springs**. Interested individuals are invited to learn more about the project and National Environmental Policy Act (NEPA) process by attending any of the three upcoming public scoping meetings each scheduled between **5:00 and 7:00 PM** and will include an opportunity to view maps and discuss the proposed action and alternatives with Forest Service personnel.

The public meeting dates and locations are as follows:

**Pueblo: August 23
(Tuesday)**

**Salida:
August 24**

**Colorado Springs:
August 25 (Thursday)**

<i>Pueblo Community College</i>	(Wednesday)	<i>Colorado Springs Utilities</i>
<i>Fortino Ballroom</i>	<i>Steam Plant Theatre and Event Center Ballroom</i>	<i>Pikes Peak Room, Leon Young Service Center</i>
<i>(2nd floor of student center)</i>	220 West Sackett Street	1521 S. Hancock
900 West Orman Avenue	Salida, CO 81201	Expressway
Pueblo CO, 81004		Colorado Springs, CO 80903

Public input gathered during the scoping comment periods will become part of the project record and will inform the PSI's final decision.

It is important that interested parties provide their comments at such times and in such manner that they are useful to the agency's preparation of the EIS. Therefore, comments should be provided within the 45-day comment period and should clearly articulate the reviewer's input on the reasonable alternatives, range of issues, and impacts that should be evaluated in the environmental analysis process.

Comments received in response to this solicitation, including names and addresses of those who comment, will be part of the public record for this proposed action. Comments submitted anonymously will still be accepted and considered. Pursuant to 36 CFR 218.25, comments on this proposed project will be accepted for 45 days beginning on the first day of NOI publication in the Federal Register.

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Individual members of an entity must submit their own individual comments in order to have eligibility to object as an individual. A timely submission will be determined as outlined in 36 CFR 218.25 (a)(4). It is the responsibility of the sender to ensure timely receipt of any comments submitted.

Comments should be within the scope of the proposed action, have a direct relationship to the proposed action, and must include supporting reasons why the Responsible Official should consider them (36 CFR 218.2).

Send written comments to:

*Travel Management Pike & San Isabel National Forests
2840 Kachina Dr.
Pueblo, CO 81008*

Comments may also be submitted as described below:

- Comments may also be sent via email to comments@psitravelmanagement.org. If submitting attachments, acceptable file types include PDF, Microsoft Word, and rich text format.
- Faxed comments may be submitted to (719) 553-1440 with *PSI Travel Management* in the subject line.
- Individuals who use telecommunication devices for the deaf (TDD) may call the Federal Information Relay Service at 1-800-877-8339 Monday through Friday between 8 AM and 8 PM, Eastern Standard Time.

Comments concerning the scope of the analysis and reasonable alternatives must be received by September 8, 2016.

Sincerely,

Erin Connelly
Forest and Grassland Supervisor

[Download the official signed scoping letter from the PSI](#)



PSI Travel Management Website

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You are receiving this email because you expressed interest in travel management on the Pike and San Isabel National Forests or are an organization for whom this project may be relevant. This email is to keep you updated on the travel management EIS process and afford you the opportunity to comment or attend public meetings. If you received this message and no longer wish to be included in project updates, please let us know by responding to that effect.

Our mailing address is:

Environmental Management and Planning Solutions, Inc. (EMPSi)
3775 Iris Avenue, Suite 1A
Boulder, CO 80301

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Notices

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF AGRICULTURE

Forest Service

Bridger-Teton Resource Advisory Committee

AGENCY: Forest Service, USDA.

ACTION: Notice of meeting.

SUMMARY: The Bridger-Teton Resource Advisory Committee (RAC) will meet in Kemmerer, Wyoming and Afton, Wyoming. The committee is authorized under the Secure Rural Schools and Community Self-Determination Act (the Act) and operates in compliance with the Federal Advisory Committee Act. The purpose of the committee is to improve collaborative relationships and to provide advice and recommendations to the Forest Service concerning projects and funding consistent with Title II of the Act. RAC information can be found at the following Web site: <http://www.fs.usda.gov/main/btnf/workingtogether/advisorycommittees>.

DATES: The meeting will be held on September 26, 2016, at 5:00 p.m.

All RAC meetings are subject to cancellation. For status of meeting prior to attendance, please contact the person listed under **FOR FURTHER INFORMATION CONTACT**.

ADDRESSES: The meeting will be held at the Lincoln County Courthouse, 925 Sage Avenue, Suite 301, Kemmerer, Wyoming; and the Lincoln County Branch Office, Conference Room, 421 Jefferson Avenue, Afton, Wyoming. The public is welcome to attend in person or via teleconference. For anyone who would like to attend via teleconference, please visit the Web site listed in the **SUMMARY** section or please contact the person listed under **FOR FURTHER INFORMATION**.

Written comments may be submitted as described under **SUPPLEMENTARY INFORMATION**. All comments, including names and addresses when provided, are placed in the record and are

available for public inspection and copying. The public may inspect comments received at the Kemmerer Ranger District. Please call ahead at 307-828-5110 to facilitate entry into the building.

FOR FURTHER INFORMATION CONTACT: Adriene Holcomb, District Ranger by phone at 307-828-5110, or via email at aholcomb@fs.fed.us.

Individuals who use telecommunication devices for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 between 8:00 a.m. and 8:00 p.m., Eastern Standard Time, Monday through Friday.

SUPPLEMENTARY INFORMATION: The purpose of the meeting is to review and authorize projects under Title II of the Act.

The meeting is open to the public. The agenda will include time for people to make oral statements of three minutes or less. Individuals wishing to make an oral statement should request in writing by September 14, 2016, to be scheduled on the agenda. Anyone who would like to bring related matters to the attention of the committee may file written statements with the committee staff before or after the meeting. Written comments and requests for time to make oral comments must be sent to Adriene Holcomb, District Ranger, 308 US Highway 189, Kemmerer, Wyoming 83101; by email to aholcomb@fs.fed.us, or via facsimile to 307-828-5135.

Meeting Accommodations: If you are a person requiring reasonable accommodation, please make requests in advance for sign language interpreting, assistive listening devices, or other reasonable accommodation. For access to the facility or proceedings, please contact the person listed in the section titled **FOR FURTHER INFORMATION CONTACT**. All reasonable accommodation requests are managed on a case by case basis.

Dated: September 9, 2016.

Adriene Holcomb,

District Ranger.

[FR Doc. 2016-22176 Filed 9-14-16; 8:45 am]

BILLING CODE 3411-15-P

Federal Register

Vol. 81, No. 179

Thursday, September 15, 2016

DEPARTMENT OF AGRICULTURE

Forest Service

Pike/San Isabel National Forests; Colorado; Pike/San Isabel National Forests Travel Management Plan

AGENCY: Forest Service, USDA.

ACTION: Notice of Public Scoping Comment Period Extension for Pike/San Isabel National Forests Travel Management Plan.

SUMMARY: A Notice of Intent to Prepare an Environmental Impact Statement (EIS) announcing the Pike/San Isabel National Forests opening of their Travel Management Planning process 45 day public scoping comment period and public scoping meetings was published in the **Federal Register** on July 25, 2016 and available at the following link: <https://www.federalregister.gov/articles/2016/07/25/2016-17498/pikesan-isabel-national-forests-colorado-pikesan-isabel-national-forests-travel-management-plan>.

The EIS scoping comment period was scheduled to end on September 8, 2016. This notice extends the comment period an additional 15 days to Friday, September 23, 2016. Project proposed action, purpose and need, alternatives and opportunities to comment are available at <http://www.psitravelmanagement.org/>.

ADDRESSES: Written comments concerning this notice should be addressed to Travel Management, Pike/San Isabel National Forests, 2840 Kachina Dr., Pueblo, CO 81008. Comments may also be sent via email to comments@psitravelmanagement.org, or via facsimile to 719-553-1440, with "PSI Travel Management" in the subject line. Comments must be readable in Microsoft Word, rich text or pdf formats.

All comments, including names and addresses when provided, are placed in the record and will be available for public inspection and copying. The public may inspect comments after they are received and summarized at the travel planning Web page at: www.psitravelmanagement.org.

FOR FURTHER INFORMATION CONTACT: John Dow, Forest Planner at 719-553-1476. Individuals who use telecommunication devices for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 between 8

a.m. and 8 p.m., Eastern Time, Monday through Friday.

Responsible Official

The Responsible Official is Erin Connelly, Forest and Grassland Supervisor, Pike and San Isabel National Forests and Cimarron and Comanche National Grasslands, 2840 Kachina Dr., Pueblo CO 81008.

Dated: September 8, 2016.

Erin Connelly,

Forest and Grassland Supervisor, Pike and San Isabel National Forests and Cimarron and Comanche National Grasslands.

[FR Doc. 2016-22185 Filed 9-14-16; 8:45 am]

BILLING CODE 3411-15-P

COMMISSION ON CIVIL RIGHTS

Agenda and Notice of Public Meeting of the Delaware Advisory Committee

AGENCY: Commission on Civil Rights.

ACTION: Announcement of monthly planning meetings.

SUMMARY: Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights (Commission), and the Federal Advisory Committee Act (FACA), that a planning meeting of the Delaware State Advisory Committee to the Commission will convene by conference call at 1:00 p.m. (EST) a planning meeting on the following dates: Wednesday, September 28, 2016; Wednesday, October 19, 2016; Wednesday, November 16, 2016; Wednesday, December 21, 2016; Wednesday, January, 18, 2017 and Wednesday, February 15, 2017. The purpose of each planning meeting is to discuss project planning as the Committee moves to selecting a topic as its civil rights project. The Committee will also select additional officers, as necessary.

DATES: The following dates: Wednesday, September 28, 2016; Wednesday, October 19, 2016; Wednesday, November 16, 2016; Wednesday, December 21, 2016; Wednesday, January, 18, 2017 and Wednesday, February 15, 2017.

TIME: Each meeting starts at 1:00 p.m. (EST).

PUBLIC CALL-IN INFORMATION: Conference call number: 1-888-224-1065 and conference call ID: 8667527.

FOR FURTHER INFORMATION CONTACT: Ivy L. Davis, at ero@usccr.gov or by phone at 202-376-7533.

SUPPLEMENTARY INFORMATION: Members of the public may listen to the discussion by calling the following toll-

free conference call number: 1-888-224-1065 and conference call ID: 8667527. Please be advised that before placing them into the conference call, the conference call operator will ask callers to provide their names, their organizational affiliations (if any), and email addresses (so that callers may be notified of future meetings). Callers can expect to incur charges for calls they initiate over wireless lines, and the Commission will not refund any incurred charges. Callers will incur no charge for calls they initiate over land-line connections to the toll-free telephone number herein.

Persons with hearing impairments may also follow the discussion by first calling the Federal Relay Service at 1-888-364-3109 and providing the operator with the toll-free conference call number: 1-888-224-1065 and conference call ID: 8667527.

Members of the public are invited to submit written comments; the comments must be received in the regional office approximately 30 days after each scheduled meeting. Written comments may be mailed to the Eastern Regional Office, U.S. Commission on Civil Rights, 1331 Pennsylvania Avenue, Suite 1150, Washington, DC 20425, faxed to (202) 376-7548, or emailed to Evelyn Bohor at ero@usccr.gov. Persons who desire additional information may contact the Eastern Regional Office at (202) 376-7533.

Records and documents discussed during the meeting will be available for public viewing as they become available at <https://database.faca.gov/committee/meetings.aspx?cid=240>; click the "Meeting Details" and "Documents" links. Records generated from this meeting may also be inspected and reproduced at the Eastern Regional Office, as they become available, both before and after the meetings. Persons interested in the work of this advisory committee are advised to go to the Commission's Web site, www.usccr.gov, or to contact the Eastern Regional Office at the above phone number, email or street address.

Agenda

- I. Welcome and Introductions
Rollcall
- II. Planning Meeting
Discuss project planning.
- III. Other Business
- IV. Adjournment

Dated: September 12, 2016.

David Mussatt,

Supervisory Chief, Regional Programs Unit.

[FR Doc. 2016-22196 Filed 9-14-16; 8:45 am]

BILLING CODE P

COMMISSION ON CIVIL RIGHTS

Agenda and Notice of Public Meeting of the West Virginia Advisory Committee

AGENCY: Commission on Civil Rights.

ACTION: Announcement of monthly planning meetings.

SUMMARY: Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights (Commission), and the Federal Advisory Committee Act (FACA), that a planning meeting of the West Virginia State Advisory Committee to the Commission (MD State Advisory Committee) will convene by conference call at 12 p.m. (EST) on Friday, October 7, 2016. The purpose of planning meeting is to discuss project planning regarding the closeout of the Mental Health Project and topics for the Committee's future civil rights review.

DATES: Friday, October 7, 2016, at 12 p.m. (EST).

ADDRESSES: Public call-in information: Conference call-in number: 1-888-601-3861 and conference call ID: 636552.

FOR FURTHER INFORMATION CONTACT: Ivy L. Davis, at ero@usccr.gov or by phone at 202-376-7533.

SUPPLEMENTARY INFORMATION: Interested members of the public may listen to the discussion by calling the following toll-free conference call-in number: 1-888-601-3861 and conference call ID: 636552. Please be advised that before placing them into the conference call, the conference call operator will ask callers to provide their names, their organizational affiliations (if any), and email addresses (so that callers may be notified of future meetings). Callers can expect to incur charges for calls they initiate over wireless lines, and the Commission will not refund any incurred charges. Callers will incur no charge for calls they initiate over land line connections to the toll-free conference call-in number.

Persons with hearing impairments may also follow the discussion by first calling the Federal Relay Service at 1-800-977-8339 and providing the operator with the toll-free conference call-in number: 1-888-601-3861 and conference call ID: 636552.

Members of the public are invited to submit written comments; the comments must be received in the regional office approximately 30 days after each scheduled meeting. Written comments may be mailed to the Eastern Regional Office, U.S. Commission on Civil Rights, 1331 Pennsylvania Avenue, Suite 1150, Washington, DC

Appendix D

Unique Comments by Process and Resource Categories

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APPENDIX D

UNIQUE COMMENTS BY PROCESS AND RESOURCE CATEGORIES

Table D-1 lists the process categories used for the comments in the PSI public motor vehicle use EIS scoping process, and **Table D-2** lists the resource categories. **Table D-3** lists the 3,870 discrete and unique comments collected during the scoping period, from July 25 through September 23, 2016, including the process and resource categories assigned to these comments. These 3,870 unique comments were derived from 1,280 written submittals received during scoping (306 of which were unique and 974 were from 9 different form letter campaigns or duplicates). The PSI assigned each unique comment to a single process or resource category, which are discussed in detail in **Sections 2.5.1** and **2.5.2**, and are summarized below.

Table D-1
Process Comment Categories

Code	Description	Example Comment
RI	Comment related to specific resource issues (this includes the subcategory of a Resource code as shown in Table D-2)	<p><u>Example (Comment 1007-120, RI-SOC):</u> Analyze the economic benefit from non-motorized recreation on local economies in and around the PSI. For each alternative, analyze the economic impact on local economies if these non-motorized users are displaced by ORVs.”</p> <p><u>Example (Comment 1074-2, RI-FR):</u> Growing up in Oregon, I saw that once large areas of forest had their roads closed, the forest fires became much more difficult to control. Roads passable by fire fighting vehicles need to be maintained in order to preserve the ability to fight fires.</p>

Table D-1
Process Comment Categories

Code	Description	Example Comment
TS	Comments related to the timing and/or scope of the proposed undertaking	<u>Example (Comment 1020-3, TS):</u> Resource objectives and site-specific baseline conditions, including vegetation cover and condition, soil conditions, watershed conditions, water quality, sediment loads, wetland and riparian health, wildlife/fish population and habitat health and trends, and air quality.
OS-COM	Outside scope—issues that have already been addressed but should be better communicated, or issues resolved through policy or administration	Category not used in this analysis—no relevant example.
OS-NR	Outside scope—issue not related to the scope of this planning/analysis effort	<u>Example (Comment 997-6, OS-NR):</u> Bicycles should not be allowed on all non-motorized routes. Some trails were not built for such use, and allowing bikes could be dangerous to bikers and other users.
OS-IMP	Outside scope—Implementation-level issue	Category not used in this analysis—no relevant example.
GEN	General comment related to this planning/analysis effort, include general comments regarding multiple resources	<u>Example (Comment 1078-1, GEN):</u> I have reviewed the proposed trail closures and I am saddened by the proposed trail closures. There are several reasons as to why I oppose trail closures. Closing trails and roads in the mountains limits peoples access to mountains, creates congestion, and takes away our freedom to enjoy the mountains. Closing trails creates traffic and population density in the areas trails are located on. Nobody wants to go to the mountains to be around 30 or 40 strangers. <u>Example (Comment 1014-3, GEN):</u> The environmental and water quality benefits associated with the closure and decommissioning of non-system Route 139 and other routes should be thoroughly analyzed and addressed in the EIS for each of the alternatives to be considered. In addition to adverse impacts to wetlands and water quality caused by unauthorized motorized use of non-system Route 139 and other routes, the EIS should consider potential impacts to aesthetic values, wildlife habitat, rare, threatened and endangered species, and consistency with the PSI Resource Management Plan.
GEN-DATA	Recommended studies or reports to review and request for data	<u>Example (Comment 1198-1, GEN-DATA):</u> I urge you to prioritize conservation and reduction of noisy, motorized, and polluting activities in the Pike-San Isabel National Forest management plan – this should include closing roads and enforcing the closure of closed roads as necessary. Recent research has shown the immense human benefits of spending time in nature. For example, see the resources provided by the American Society of Landscape Architects (https://www.asla.org/healthbenefitsofnature.aspx). Now more than ever Americans need quiet places in nature to restore our health and spirit. <u>Example (Comment 6294, GEN-DATA):</u> Link below to 2013 study showing the economic contribution of off-highway vehicle use in Colorado is nearly \$1 Billion: http://archive.sharetrails.org/uploads/EconomicStudies/1-Economic_Contribution_of_OHV_Use_in_Colorado_ExecSummary_August2013.pdf

Table D-I
Process Comment Categories

Code	Description	Example Comment
GEN-REG	Comments related to planning regulations	<p><u>Example (Comment 1007-145, GEN-REG):</u> Financial Sustainability Considerations—Regulatory and Policy Background: The PSI is obligated to address the fiscal sustainability of its transportation system in this travel planning process. Subpart B of the Forest Service's Travel Management Rule requires units to consider “the need for maintenance and administration of roads, trails, and areas that would arise if the uses under consideration are designated; and the availability of resources for that maintenance and administration.” 36 C.F.R. § 212.55(a). A major driver behind the promulgation of the 2001 Roads Rule was to achieve a transportation system that is fiscally sustainable. 36 C.F.R. § 212.5(b) (“The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding expectations . . .”). Subpart A of the Travel Management Rule obligates units to identify the MRS needed for safe and efficient travel and for the protection, management, and use of National Forest system lands. <i>Id.</i> § 212.5(b)(1).</p> <p><u>Example (Comment 1220-3, GEN-REG):</u> Recreational Trails - General Provisions 33-11-102. Legislative declaration (1) In order to provide for the greatly increasing outdoor needs of a rapidly expanding Colorado population for public access to , travel within , and enjoyment and appreciation of the out-of-doors areas of Colorado and for the conservation, development, and use of natural resources against fire and other natural and geological hazards, it is hereby declared to be the public policy of this state and among the purposes of this article to: Increase the accessibility and encourage the use of such natural resources by the residents of this state and by nonresidents; provide opportunity for the development of public and private facilities for persons visiting and utilizing the natural resources of this state; encourage an increase in riding, hiking, bicycling, and other compatible recreational activities as influences for the improvement of the health and welfare of the people; and to provide for the needs of specialized recreational motor vehicles. It is recognized that joint simultaneous trail use by motorized and nonmotorized interests may at times be incompatible, and it is the intent of this article to provide separate trails and facilities for each of such motorized and nonmotorized interests, when feasible.</p>
PO-ALT	Comments that propose a new alternative	<p><u>Example (Comment 6-10, PO-ALT):</u> Our position is that the existing system of OHV routes does not adequately meet the needs list above. The benefits to the public would greatly benefit from an enhanced system of OHV routes. A Pro-Recreation alternative is viable and needed by the public. Motorized recreationists are the majority of the visitors to the project area. There is a great need for motorized access and OHV recreational opportunities. We support a Pro-Recreation alternative. We support a Pro-Recreation alternative that provides additional motorized recreational opportunity in order to meet today's needs and the needs of tomorrow. A Pro-Recreation alternative is viable and needed by the public.</p> <p><u>Example (Comment 1007-1, PO-ALT):</u> Analyze an alternative that attempts to balance costs with revenues when designing and designating its transportation system in this process. We understand this will be difficult but the PSI should at least attempt to put the transportation system on a trajectory towards sustainability. To this end, the PSI should analyze an alternative that brings costs at least within 60% of revenues.</p>

Table D-2
Resource Comment Categories

Code	Description	Example
TAC	Transportation and Access <i>Includes comments on specific routes, which can relate to multiple resource categories, particularly recreation. For example, much of the use of the PSI transportation network can be recreational for certain individuals and groups.</i>	<p><u>Example (Comment 1041-107, RI-TAC):</u> Salida Ranger District, Route 311 (Seven Mile Creek) (ID 110): Significant Features—4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Wildlife Viewing. Comment: The rating of this trail lends itself to beginners and more experience drivers. The area in which it lies is great for scenery and family outings. With the tunnel and cabin lends to Colorado history.</p> <p><u>Example (Comment 1007-150, RI-TAC):</u> The PSI should address the fiscal sustainability of its transportation system. As discussed above, the PSI's forest-wide RAR (which looked at ML 3-5s) and the district-level TAR Addendums (which looked at ML 1-2s) offer compelling information about the state of the PSI's road system. It is imperative that the Forest Service use the travel planning process to put the PSI on a trajectory towards balancing costs with revenues.</p> <p><u>Example (Comment 1062-168, RI-TAC):</u> NFST 1384. - Squirrel Creek Trail. (5.1 miles). San Isabel Lake Area. Multi-use trail. This is a trail that is extremely important for motorized access! This trail ensures a high quality trail-riding experience by allowing loops and linking of trails on the east side of Hwy. 165. The trail links some of the area's most desirable motorized single track (South Creek Trail (NFST 1321) and Dome Rock Trail (NFST 1387)). The trail contains a mix of small to medium sized rocks with long sections of decomposed granite. Historically, Squirrel Creek was a road that was popular with tourist throughout the 20's and 40's. A great ride and historical experience as well. Remains of bridges, picnic areas, and early guardrails are easily visible. It was the first national forest campground in the country. The foundations of an old hotel with Info signs are very interesting.</p> <p><u>Example (Comment 1233-118, RI-TAC):</u> RD 182 (JACK RABBIT HILL) 2.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: Convert to ML 2 road with no mixed use. Relevant Data: Intersection with Bighorn sheep winter range: 2.36 mi. Intersection with Elk production area: 1.47 mi. Intersection with Mule deer critical winter habitat: 1.47 mi.</p>
LRSD	Land Use, Recreation and Special Designations (includes roadless areas)	<p><u>Example (Comment 1059-12, RI-LRSD):</u> Minimization of conflicts between motorized users, both full-sized vehicles and OHVs, and quiet users such as hikers, mountain bikers and equestrians, should be a high priority when designating permitted uses.</p> <p><u>Example (Comment 1133-9, RI-LRSD):</u> Here are just a few ideas our volunteers are proposing: Install signage to help educate recreational users on proper trail etiquette. For example, signs could be posted at the head of all roads and trails that offers simple dos and don'ts, educate motorized and non-motorized users on how to use roads and trails properly, how to ford water with minimal impact, ascend hills with minimal tire spin, how to dispose of human waste in primitive areas away from water sources, and how to leave campsites cleaner than they found them. Information could also be included about why the area has not been an 'open area' since the 1980s. why that has now changed and what behavior is required of users to ensure it stays open.</p>

Table D-2
Resource Comment Categories

Code	Description	Example
FW	Fish and Wildlife	<p><u>Example (Comment 1220-30, RI-FW):</u> CPW has some general concerns and recommendations for the USFS when they are proposing to open or close roads regarding aquatic resources in the PSI National Forests. Roads and trails that actually cross a streambed without a culvert or bridge can add significant sediment to the system. Increased sedimentation will negatively affect aquatic invertebrates and the fishery by filling in pools and interstitial spaces for invertebrates. This sedimentation can also impact fish spawning and egg hatching. In addition, roads and trails that are routed through riparian areas, or are poorly designed and maintained, can also contribute a significant amount of sediment even if they do not cross the stream. Road culverts can also impact fisheries by limiting or completely restricting upstream migration. By not allowing free passage, populations become fragmented which can limit the sharing of genetic material. CPW recommends flat bottom or open bottom culverts that are placed in such a way so there is no drop from the culvert to the stream channel below.</p> <p><u>Example (Comment 1062-49, RI-FW):</u> Seasonal closures that affect only motorized users, are inconsistent with the best available science for protecting habitat (Sime, Carolyn A; 1999. Domestic Dogs in Wildlife Habitats, Effects of Recreation on Rocky Mountain Wildlife) and seasonal closures should be made universal to all users.</p>
SOC	Social Interests, Economics and Environmental Justice	<p><u>Example (Comment 1007-120, RI-SOC):</u> Analyze the economic benefit from non-motorized recreation on local economies in and around the PSI. For each alternative, analyze the economic impact on local economies if these non-motorized users are displaced by ORVs.</p>
WAT	Water Resources and Quality	<p><u>Example (Comment 1007-98, RI-WAT):</u> Ensure that any new motorized designations do not degrade watershed health resulting in a downgrading of a watershed's condition class. The PSI must comply with its water quality BMPs in this process. Do not add routes to the system that are located within a 100' riparian buffer. Refer to our spreadsheet in Appendix 6 that lists specific routes that should be closed to public motorized in order to protect and restore water quality.</p> <p><u>Example (Comment 1090-3, RI-WAT):</u> I am a PhD environmental engineer and college educator. I have worked on several EIS projects focusing on water quality issues. These can be addressed with bridges, erosion control, etc., etc. and not genuine reasons for denying access.</p>

Table D-2
Resource Comment Categories

Code	Description	Example
TES	Threatened and Endangered Species and Special Status Species	<p><u>Example (Comment 625-3, RI-TES):</u> All efforts should be made to protect threatened and endangered species. In particular, the eastern section of the South Creek Trail, #1321 (the section of trail between the intersection with the trail that connects to the Squirrel Creek Trail and Camp Burch/Pueblo Mountain Park) is a wild and lightly used stretch with at least two rare/threatened plant species, wood lily and fairy slipper orchid, that grow along this stretch of trail. Considering there is no access/outlet through Pueblo Mountain Park, and its habitat for these two plant species, it is recommended that this approximately 3 mile section of the trail be closed to motorized use.</p> <p><u>Example (Comment 1228-3, RI-TES):</u> FR 133 Rock Creek Road: More than .31 miles of this road runs near and parallel to Rock Creek. Rock Creek is home to a population of threatened Greenback Cutthroat Trout. TU believes it is critical to protect this trout population from sediment load and other risks associated with motorized use. Decommissioning FR 133 east of the Colorado Trail would help protect the Greenback Cutthroat Trout population in Rock Creek.</p>
NOI	Noise	<p><u>Example (Comment 652-4, RI-NOI):</u> Hikers are looking for quiet space where they can enjoy the forest. The noise of motorized travel, and the need to be on the lookout for high speed travel significantly degrades this experience.</p> <p><u>Example (Comment 1062-41, RI-NOI):</u> Sound. Motorized and non-motorized uses are equally legitimate uses of public lands and especially on USFS roads and multi-use/motorized trails. Sound from motorized use is to be expected in areas open to motorized use. The Organizations would offer that the State of Colorado already has strict standards for any and all sound emanating from OHV's. This very detailed standard has proven to be effective since 2006 and governs vehicles produced as far back as 1971. OHV users themselves have funded efforts to educate, test and "police" themselves for sound level compliance. We feel that complaints of noise and demands for sound reduction are once again unfounded and will often be used as a selfish excuse to try and reduce or eliminate motorized access and use of public lands.</p>
CR	Cultural Resources	<p><u>Example (Comment 1120-1, RI-CR):</u> Why would the Alpine Tunnel, rd 298 of Salida Ranger District, be decommissioned at all? There are restored historic buildings at the end that hold a great piece of Colorado history. The Palisades part of the road are an incredible piece of engineering that should be kept open.</p> <p><u>Example (Comment 1231-10, RI-CR):</u> Pomeroy Lake Road #297 – This area is also incurring damage to cultural resources on federal and private property and also includes register eligible buildings and sites. This area has a very high number of OHVs that are traveling off the designated route which is causing trespassing and damage issues to owners of private property. This area would benefit from signage that marks the designated route. It would also be extremely beneficial to have personnel monitor the area for compliance with the ability to write tickets if necessary.</p>
FR	Fire	<p><u>Example (Comment 1074-2, RI-FR):</u> Growing up in Oregon, I saw that once large areas of forest had their roads closed, the forest fires became much more difficult to control. Roads passable by fire fighting vehicles need to be maintained in order to preserve the ability to fight fires.</p>

Table D-2
Resource Comment Categories

Code	Description	Example
HS	Health and Safety	<p><u>Example (Comment 1232-2, RI-HS):</u> Health and safety issues will be created by the proposed road closures. Fire and EMS services will not have access to private property homes or their land.</p> <p><u>Example (Comment 1070-3, RI-HS):</u> Tri-State's electric power delivery system is critical to the general public's welfare. Any short-term, intermittent loss of electric power delivery or communications could result in significant and catastrophic hazards affecting public health and safety. Loss of life, property, or natural resource values can also occur as a secondary effect of power delivery system failure. Continuous, safe, reliable delivery of power to end-users is a critical function in our society and maintaining safe and permanent access to this infrastructure is a key component to maintaining this system reliability.</p>
AQ	Air Quality and Air Quality Related Values	<p><u>Example (Comment 1020-41, RI-AQ):</u> Air Quality: The EPA recommends that the Draft EIS evaluate how road-based activities could affect air quality. The primary air quality impacts of travel management are due to dust (particulate matter) emissions from soil disturbance and vehicle travel on unpaved roads.</p> <p><u>Example (Comment 960-18, RI-AQ):</u> I have been known to succumb to the thrill of mountain biking from time-to-time, but motor noise and exhaust fumes on unnecessary roads bisecting our public lands can cause many types of sentient trail users to choke.</p>
CC	Climate Change	<p><u>Example (Comment 1062-11, RI-CC):</u> Properly constructed roads and trails within the forest coupled with sensible timber management will all help to mitigate any effects of climate change both today and into the future. Minor adjustments to USFS design criteria can also be used to mitigate more extreme weather events and any increased runoff that might be attributed to climate change.</p> <p><u>Example (Comment 1007-138, RI-CC):</u> Put differently, simply acknowledging climate impacts as part of the affected environment is insufficient. Rather, agencies must incorporate that information into their hard look at impacts and comparison of alternatives.</p>
VEG	Vegetation	<p><u>Example (Comment 1020-54, RI-VEG):</u> Noxious Weeds: Management of noxious weeds is an important topic to address in travel management analysis since these species tend to gain a foothold where there are disturbances in the ecosystem, such as those related to road construction or motorized vehicle use on unpaved roads and trails. In addition, Inventoried Roadless Areas are often reservoirs for native plants and warrant rigorous efforts to limit invasive species impacts. We recommend the Draft EIS provide information on the current state of invasive species in the PSI and how each alternative would impact the problem. Specifically, we recommend that the Draft EIS describe how management actions will incorporate and fulfill the purpose and goals of the Forest Service's Rocky Mountain Regional Invasive Species Management Strategy to address invasive species through prevention; early detection and rapid response; control and management; and restoration and rehabilitation.</p>

Table D-2
Resource Comment Categories

Code	Description	Example
SOI	Soil Resources	<u>Example (Comment 1007-132, RI-SOI):</u> The primary soil type across a large portion of the Pikes Peak and South Platte Districts, and a small area of the South Park District, are decomposed granites. Decomposed granite is highly erosive. Roads and trails that are poorly located can result in erosion and sediment flows into streams. Extreme wet weather events can interact with erosive nature of the soils causing severe impacts on the transportation infrastructure.
GEO	Geologic Resources	<u>Example (Comment 844-21, RI-GEO):</u> As a hiker, I have tried to explore the areas described in the above three paragraphs. However, I am deterred by the presence of off road vehicles and the scarred landscape they have created. As indicated, this area has unique geologic features and also offers a perspective of the Tarryall, Kenosha, and Platte Ranges and surrounding areas that is not available anywhere else.
LG	Livestock Grazing	<u>Example (Comment 1266-2, RI-LG):</u> There is a grazing lease on which several roads in question are located (those off Teller Co Rd 511), I know there have been problems with gates left open while cattle are on pasture, which can and has resulted in some obvious problems.
TRI	Tribal Interests and Traditional Cultural Resources	Category not used in this analysis—no relevant example.

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I-1	RI-FWV	Jean Public		wildlife protection should be of utmost foremost concern. they die on road. we need to protect them. birds too.	Non-substantive	
I-2	GEN	Jean Public		shut down unused roads. don't build new ones. this comment is for the public record. please receipt.	Non-substantive	
I-3	RI-FWV	Jean Public		why don't you have any concern for wildlife elives at all? you have simply irgnroed their right to live too.	Non-substantive	
2-1	GEN	Dudley Fecht		The roads and trails that have been open to the motorized public in the past for a long time should remain open to the motorized public.	Non-substantive	
2-2	RI-TAC	Dudley Fecht		We have the OHV sticker fund to maintain these trails and roads for ever.	Non-substantive	
2-3	GEN	Dudley Fecht		After all its public land FOR the public, Not for special interest groups to lock it up. Its a way for special interest groups lawyers to make money off our tax dollars, charging \$700.00 an hour.	Non-substantive	
3-1	GEN REG	Glenn Morgan		USFS -- I'd like to state my unequivocal sense that the proposed closure of hundreds of miles "grandfathered" roads and trails in the Pike/San Isabel complex is not only unnecessary, but contrary to the concept of Forest Service lands being "The Land of Many Uses." The Forest Service mission is guided by the concept that public lands are just that -- public. That principle was affirmed by the passage of Multiple Use-Sustained Yield Act and championed by Dr. R. McArdle. To exclude a major (and growing) group of users from access to land they are part owners in --violates the basic principle of multiple use and access for all -- not just members of elite groups. Please count me among those who support COHVCO, TPA and the rights of ALL citizens to responsibly use the roads and trails in PSI - including those whose motorized use predates NEPA.	Substantive	
4-1	GEN	Kevin Baldwin		Do not close down any more roads/trails to motorized vehicles. I am tired of these groups depriving people access to public lands.	Non-substantive	
4-2	RI-SOC	Kevin Baldwin		Many people have health problems that are not their fault and these health problems keep them from accessing Colorado's beauty without a motorized vehicle. Colorado should be accessible to all Americans with or without a motorized vehicle.	Substantive	
4-3	GEN	Kevin Baldwin		Colorado should be accessible to all Americans with or without a motorized vehicle. This state is not for the elite only who have money and continually sue and force government to do what they want.	Non-substantive	
5-1	GEN	Mark Dreyer		In your planning Please keep roads and trails open to use to all.	Non-substantive	
6-1	GEN	Doug Abelin	Capital Trail Vehicle Association	We have assembled the attached information and issues from our members and other motorized recreationists for the project record. We appreciate the opportunity to provide our comments for the Pike and San Isabel National Forest Travel Management Plan. We enjoy riding our OHVs on primitive trails and roads in the Pike and San Isabel National Forest.	Non-substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
6-2	RI-LRSD	Doug Abelin	Capital Trail Vehicle Association	All multiple-use land managed by the Forest Service provides a significant source of these OHV recreational opportunities.	Non-substantive	
6-3	PO ALT	Doug Abelin	Capital Trail Vehicle Association	We are looking forward to the development of a reasonable Pro-Recreation alternative for the Pike and San Isabel National Forest Travel Management Plan.	Substantive	
6-4	GEN	Doug Abelin	Capital Trail Vehicle Association	We have assembled the following information and issues from our members and other motorized recreationists for the project record. We appreciate the opportunity to provide our comments for the Pike and San Isabel National Forest Travel Management Plan. We enjoy riding our OHVs on primitive trails and roads in the Pike and San Isabel National Forest.	Non-substantive	
6-5	RI-LRSD	Doug Abelin	Capital Trail Vehicle Association	All multiple-use land managed by the Forest Service provides a significant source of these OHV recreational opportunities.	Non-substantive	
6-6	GEN	Doug Abelin	Capital Trail Vehicle Association	<p>We are passionate about OHV recreation for the following reasons:</p> <ul style="list-style-type: none"> · Enjoyment and Rewards of OHV Recreation · Opportunity for a recreational experience for all types of people. · Opportunity to strengthen family relationships. · Opportunity to experience and respect the natural environment. · Opportunity to participate in a healthy and enjoyable sport. · Opportunity to experience a variety of opportunities and challenges. · Camaraderie and exchange of experiences. · For the adventure of it. <p>Acknowledged Responsibilities of Motorized Visitors</p> <ul style="list-style-type: none"> · Responsibility to respect and preserve the natural environment. We are practical environmentalists who believe in a reasonable balance between the protection of the natural environment and the human environment. · Responsibility to respect all visitors. · Responsibility to use vehicles in a proper manner and in designated places. · Responsibility to work with land, resource, and recreation managers. We are committed to resolving issues through problem solving and not closures. · Responsibility to educate the public on the responsible use of motorized vehicles on public lands. 	Substantive	
6-7	RI-LRSD	Doug Abelin	Capital Trail Vehicle Association	<p>Our position is that the existing system of OHV routes does not adequately meet the needs list above. The benefits to the public would greatly benefit from an enhanced system of OHV routes.</p> <p>We feel that we are representative of the needs of the majority of visitors who recreate on public lands but may not be organized with a collective voice to comment on their needs during the public input process. These independent multiple-use recreationists include visitors who use motorized routes for family outings and camping trips, weekend</p>	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				drives, mountain biking, sightseeing, exploring, picnicking, hiking, ranching, rock climbing, skiing, camping, hunting, RVs, shooting targets, timber harvesting, fishing, viewing wildlife, snowmobiling, accessing patented mining claims, and collecting firewood, natural foods, rocks, etc. Mountain bikers seem to prefer OHV trails because we clear and maintain them and they have a desirable surface for biking.		
6-8	RI-SOC	Doug Abelin	Capital Trail Vehicle Association	Multiple-use visitors also include physically challenged visitors including the elderly and veterans who must use wheeled vehicles to visit public lands.	Substantive	
6-9	RI-LRSD	Doug Abelin	Capital Trail Vehicle Association	All of these multiple-use visitors use roads and motorized trails for their recreational purposes and the decision must take into account motorized designations serve many recreation activities, not just recreational trail riding. We have observed that 97% of the visitors to this area are there to enjoy motorized access and motorized recreation.	Substantive	
6-10	PO ALT	Doug Abelin	Capital Trail Vehicle Association	Our position is that the existing system of OHV routes does not adequately meet the needs list above. The benefits to the public would greatly benefit from an enhanced system of OHV routes. A Pro-Recreation alternative is viable and needed by the public. Motorized recreationists are the majority of the visitors to the project area. There is a great need for motorized access and OHV recreational opportunities. We support a Pro-Recreation alternative. We support a Pro-Recreation alternative that provides additional motorized recreational opportunity in order to meet today's needs and the needs of tomorrow. A Pro-Recreation alternative is viable and needed by the public.	Substantive	
6-11	GEN	Doug Abelin	Capital Trail Vehicle Association	The comments following this letter support our position in an extremely strong manner. Important Note: Highlighted comments on the following pages are provided to demonstrate the type of information that needs to be worked up as part of the public disclosure process and used in the evaluation and decision-making process. Following all of the changes in the Pike and San Isabel National Forest project area shown is provided as an example of the analysis that must be undertaken for a complete EIS analysis and for public disclosure. Full and adequate consideration of these issues, comments, and information will easily justify an alternative to enhance existing motorized recreational opportunities. We look forward to seeing these comments addressed in the final EIS. We would also like to receive copies of information that specifically address our highlighted areas when it becomes available.	Substantive	
6-12	PO ALT	Doug Abelin	Capital Trail Vehicle Association	We are looking forward to the development of a reasonable Pro-Recreation alternative for the Pike and San Isabel National Forest Travel Management Plan.	Substantive	
7-1	GEN	Lawrence Crowley		The Pike San Isabel National Forest is one of the most majestic parcels of land in Colorado. With more peaks over 14,000 feet than any other national forest, vital habitat for numerous endangered species, and the headwaters for 60% of the drinking water serving Denver, it is truly an invaluable piece of Colorado's identity, heritage, and economy. As you review and update the Travel Management Plan for this region, I urge	Substantive	FL-I

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				you to impose greater controls on off road vehicles. The people who recreate on motorized vehicles should have access to the forests, but it should be separate from areas where people visit to escape noise and pollution. I ask that you prohibit motorized travel through roadless areas, lands proposed as Wilderness, and sensitive wildlife habitat. Doing so will keep portions of the forest free of noise and other forms of pollution for those who enjoy backpacking, hiking, hunting, fishing, or otherwise enjoy visiting the Forest to experience nature without noise and pollution.		
579-I	RI-TAC	Noreen Haines		Please consider closing Tin Cup Pass road to off road vehicles. It is next to impossible to drive a car on it. There are hundreds of off road ATV's speeding by. The dust is continuous. Some are air board. They do not slow down and have torn up the road tremendously. At least have it patrolled. St. Elmo is a parking lot for trailers and trucks for ATVs in the region. Thank you for your consideration	Substantive	
580-I	GEN	Dominick Holland		My name is Dominick Holland it has come to my attention that there is talk about trail closers I'm asking you please don't close half moon rd in Leadville Colorado my family has been going there for over 40+years an I've grown up camping there an trail riding an my grandfathers ashes are up there it has a very special place in my family's heart an we take yearly trips up there to enjoy the beauty please don't ruin a tradition for my family thanks	Non-substantive	
581-I	GEN	Rodger Holland		I'm a Colorado native and plan to stay that way, please let our voice be heard, closing trails will only drive up the unwanted vandalism in our state . Leaving trails open and letting various clubs maintain will stop all of this behavior.please hear our voices we need to be heard loud and clear. Let us all enjoy nature.	Substantive	
582-I	GEN	Cody Costa		Please please please do not close down the trails and miles for recreational vehicles we love the Forrest almost more then anybody else we like to use it daily on weekends whenever we can its out home it's our playground you can't do this. Please do not close the trails and take away miles.	Non-substantive	
583-I	RI-SOC	Kent Wolfe		To whom it may concern: I am writing to express my opinions on the proposed limitations to the Pike and San Isabel OHV trails. I am a resident of Florida and travel to Colorado each year to enjoy the Jeep trails in the Pike and San Isabel forests. I calculate that I have an economic impact of several thousand dollars to the area for each week my wife and I spend Jeeping. We spend most of our time taking pictures of the flora and fauna of the Alpine meadows. Without access to the trails, given our age, it is highly unlikely we would be able to get to the areas where we like to compose our pictures.	Substantive	
583-2	GEN	Kent Wolfe		Given the options we've seen that have been offered thus far, I perceive an overwhelming and overpowering attitude to limit access to public lands by the OHV community with little consideration of these reduced or limited trail access will have on a great number of Americans who enjoy the mountain majesty.	Non-substantive	
583-3	PO ALT	Kent Wolfe		The very low number of trails that wind through the forests as a percentage of land compared to the vast numbers of acres available for use by all warrants continued access to all the trails. In my humble opinion, this alone is a position for considering additional trails in fact.	Non-substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
583-4	GEN	Kent Wolfe		These forests are public lands for all Americans and it is my earnest hope and desire for continuing access, WITHOUT LIMITATIONS by the OHV community.	Non-substantive	
584-1	GEN	Dee McNenny		Hi, I'm a motorized recreation enthusiast and ask that the existing 4x4 trails not be closed or decommissioned. If trails must be closed and I must choose an option, then I choose C&D, which will see us lose less trails and miles.	Non-substantive	
585-1	GEN	Barry Shields		Being a native of Colorado for the past 68 years, I have seen over and over the closing of roads to the public. I am a member of a jeep club in the Denver area. We are always having roads closed off to us that were once open and that we could drive on. With the influx of new people coming to Colorado to live I encourage you to keep the roads open that we have now and maybe even think about making more roads that ALL these new Colorado people can use.	Non-substantive	
586-1	GEN	Stephen J. Kelliher		I would like to voice my support for whichever plan minimizes trail closures for offroad recreational vehicles in Pike and San Isabel National Forests. My understanding is that plans C&D minimize negative impact on trail access for recreational 4x4 use. If there was a plan that did not close any trails, I would support it.	Non-substantive	
588-1	GEN	Shelly Holland		I do not know why you would ever want to close the trail! The only thing I can think is that you must been having some thug asses going up and tagging up a part of history. I think if they put that gate across the path again anybody with a bolt cutter should just cut the dam chain. This is not private property!!! I have been going up this trail ever since I was about 7 or 8 years old and now that I am older and my dad's ashes are in half moon where he first brought me as a child I will fight who evet wants to close this trail. Or for that matter I will kick the SHIT out of who ever is vandalizing the MILL!!!!!!!!!!!!!!	Non-substantive	
589-1	GEN	Brian M. Falls		To whom it may concern, Closing more trails that responsible individuals use for recreational purposes is not acceptable. These are our lands. Those, like me, who use these trails always pack out more than we pack in. We also help to maintain trails as much as the Forest Service allows our volunteer work.	Non-substantive	FL-2
589-2	RI-TAC	Brian M. Falls		Decommissioning these trails will result in heavier traffic on the trails that remain open, causing more wear and tear, and eventually leading to the potential closing of other trails. When these trails were mapped in the 80's, the technology used was woefully inaccurate. It is blatantly obvious that trails like halfmoon creek and others were clearly meant to be designated for motorized vehicle usage. Had the mapping technology been accurate, it would have identified where the roads were.	Substantive	FL-2
589-3	GEN	Brian M. Falls		Furthermore, these trails are used for hunting access, firewood harvesting, and Christmas tree harvesting. Closing any of these trails would be a travisty. Please, do not close any more of our trails. If it comes down to maintenance, there are any number of clubs that would happily do the work for free.	Non-substantive	FL-2
590-1	GEN	Mark Kemper		My name is Mark Kemper, and I wanted to voice my concern for the proposed closure of this network of motorized trails. The forests of Colorado are a special and beautiful place that are enjoyed and shared with many four wheel drive enthusiasts. Being apart of a number of these groups, the community as a whole is dedicated to protecting the land we	Non-substantive	

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				use. Off road groups conduct trail clean ups, advocate heavily to only drive on the established trail and maintain a route through mountainous areas that might not be easily reached in the event of an emergency.		
590-2	RI-TAC	Mark Kemper		On top of that the mapping in 1984 was said to be inaccurate and it is obvious certain trails like halfmoon creek were meant to be a motorized designation, but the mapping technology failed to adequately identify where the road was.	Non-substantive	
590-3	GEN	Mark Kemper		For the OHV and nature enthusiasts I would like to request and provide my support so that these trails remain open for motorized use.	Non-substantive	
591-1	GEN	Robert Rosenkrantz		I support the Forest Service's efforts to close trails to offroad use. Offroad vehicles cause irreparable damage to the trails and they should be prohibited from as many trails as possible.	Non-substantive	
593-1	GEN	James Mickel		i just got back from colo trail riding love it please keep them open for the jeeps	Non-substantive	
594-1	GEN	Kent Sundgren		I have recreacted in these areas for over twenty years. Some, if not all, of the trails/roads you have closed were notoriously open and used for all of that time. To allow their closure over what at most is a technicality, is just not equitable to all users. All trails/roads that have been in notorious use should be kept maintained and open. There in not enough Multiple-Use trails in these forests.	Non-substantive	
594-2	RI-SOC	Kent Sundgren		The OHV community provides much more economic impact for local and state coffers than given credit for in many aspects.	Non-substantive	
594-3	GEN	Kent Sundgren		Please keep existing notoriously used trails and roads open for Multiple-Use access, AND build new and more trails for such use. Thank your for caring for OUR public lands.	Non-substantive	
596-1	GEN	Dawn Ott		My family has been camping, jeeping, dirt bike riding and enjoying our national forests in Colorado for over 50 years. It is the reason we LIVE in Colorado. My parents, their children, and their children's children have grown up in those forests learning to respect the trails, appreciate nature and find escape from the stresses of today's world. My father taught me to ride a dirt bike in Colorado before I could touch the ground. We have spent hundreds of nights in the Lost Park area, the Holy Cross area and the Buffalo Peaks area. We pay taxes to support the management of these recreational areas and I believe there can be a better solution than just closing the trails. Various camping spots off of Lost Park road are some of our favorites. So much so that some of our loved ones ashes have been spread in the area. Please try to find a compromise that is not as radical as Alternative B. Thank you for your consideration Dawn Ott	Non-substantive	
597-1	GEN	Kevin Geiger		Thank you for allowing people to comment on the proposed changes in the Pikes San Isabel Nation Forest. I live in Teller county and I use the national forest roads and trails around my home quite frequently, I am also a member of a 4 wheel drive club that has adopted the trails in the China Wall area, 212, 212A and 204, we work hard at maintaining these roads to keep them open, we have worked with the NFS and followed their plans for the area.	Non-substantive	

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597-2	RI-TAC	Kevin Geiger		<p>Another area of concern is the Rainbow Falls area, this area is a very popular area for campers and OHV use and the closure of any trails in the area would be extremely difficult to enforce and cause many people to travel illegally on trails and roads in the area.</p> <p>Another area of concern are the trails in the 370 & 379 area, these are some of the more difficult trails close to Colorado Springs, closing of these trails may encourage people to look for more challenging places to play and create their own illegal trails. I do not believe any changes are necessary, the closure of any trails would just put more stress on the trails left open and create heavy traffic and more conflicts between groups trying to recreate in the areas left open.</p>	Substantive	
597-3	RI-SOC	Kevin Geiger		<p>It would also create economic hardship in the counties that support OHV recreation, who would want to camp and recreate in an area where there is so much traffic it takes the fun out of it. Again, thank you for giving me a chance to express my feelings on this issue.</p>	Substantive	
599-1	GEN	Aaron		<p>Hello! My name is Aaron and I love exploring the back roads and off-road trails of Colorado, Wyoming and Utah! My daughter is almost 1 years old and I can't wait for the day she starts remembering these trips. If you close these trails she will never be able to explore them and a whole generation along with her will lose out on the opportunity to see these great areas. PLEASE DONT CLOSE THE TRAILS! This would take away from so much that Colorado has to offer!</p>	Non-substantive	
601-1	RI-TAC	Kent Winchell		I live in Colorado Springs and regularly ride my ATV in the Pike National Forest. Please keep NFSR 346 open to public access and reopen NFSR 322A.	Non-substantive	
601-2	RI-TES	Kent Winchell		I think the threat to endangered species is not impacted by the very small percentage of forest land open to ATVs.	Non-substantive	
602-1	GEN	Chuck Burton		We are unable to attend the Meeting in Salida this evening, thus I am submitting my comments by email. Please accept my comments and feedback about the PSICC Travel Management Proposal: Existing travel management was effective and partially implemented NEPA decisions should remain in effect. Many of the concerns raised in the litigation have not been supported by on the ground experiences with existing TMP.	Non-substantive	FL-3
602-2	RI-TES	Chuck Burton		Endangered species issues raised in the litigation impact a very small portion of the entire forest and major threats to these species are not related to roads and trails.	Non-substantive	FL-3
602-3	RI-TAC	Chuck Burton		<p>At this time, we generally support the proposed Alternative D with the following modifications:</p> <ul style="list-style-type: none"> • Full Implementation of the South Rampart Travel Management Plan developed in 2011; • No conversion of NFSR 346 to Administrative Use Only, but maintain NFSR 346 open to public access; • Reopening of NFSR 322A; • Reopening and reestablishing public access across the South Platte River in the Hackett, Longwater and Metberry Gulches; • Not decommissioning the Closes Lake 4WD road (NFSR 381) in the Lake RD but maintain OHV access; • Not converting the Aspen Ridge Road (NFSR 185) to Public ML2 Road for highway legal vehicles only but maintain OHV access; • Not converting the Marshall Pass Road (NFSR 200) to Public ML2 Road for highway legal vehicles only in the Salida RD but maintain OHV access; and • Reopening the last mile (+/-) of the North Foose Creek Road (NFSR 225) in the Salida RD to dirt bikes by removal of 	Substantive	FL-3

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				the administrative use only restriction. 4 The motorized community has a long and strong partnership with the PSI in addressing route maintenance and construction. This partnership has provided millions of dollars for these issues from the CPW trails grants program, which has been used to mitigate impacts from many activities as evidenced by the recent Bear Creek efforts.		
603-I	RI-TAC	Chris Connell		I wanted to make a few comments about the new upcoming travel management decisions. My wife and I have owned and operated the St. Elmo General Store Inc. This is our 22nd year. We have managed to make a living running our General Store for quite a few years and hope to be here for many years to come. We are situated on a very popular loop from St. Elmo over Hancock pass to the Alpine tunnel and down into Pitkin. Then Cumberland pass to Tin Cup town site and finally over Tin Cup Pass back to St. Elmo. This loop is traveled mostly by ATVs and Side by Sides but is also popular with Jeeps and motorcycles. When the passes all open usually by mid July our business doubles. This popular area is vital to the success of not only our General Store but also to Silver Plume Store in Pitkin , Tin Cup General Store , Frenchy's Cafe in Tin Cup , Taylor Park Trading Post , and The Nugget Cafe in Taylor Park. The season in our area does get very busy but it only lasts for 6 weeks. July 4th to Mid August is our "make it or break it" time. It is very important to our business that any decisions made as far road/trail closures go, be made with small business in mind.	Substantive	
609-I	RI-CR	Katie Lunder		Alpine Tunnel: I have visited there a few times! Some of my favorite pictures came from here! I was deeply saddened that I heard they could be closing this! We went there on our honeymoon and again in 2014, we wanted to go this year, but sadly couldn't!! Why would you close this? It's simply too beautiful to close and really it is a piece of Colorado History! Would you deny future generations this place simply to only be used for "administrative purposes" <-- what does that even mean? How is this benefiting us as Coloradans to prevent children learning from our rich history? I frown upon this and I hope you all realize that this place is a MUCH bigger benefit than it is a negative. sure it is not the easiest place to get to and you have to travel a bit to get there, but it is worth the very bumpy ride! Please reconsider!	Non-substantive	
610-I	RI-SOC	Betty Brewer		I am a senior who loves the great outdoors of Colorado. Your state has much to explore and appreciate. As a senior I am no longer able to hike and navigate trails unless it is in my Jeep. For that reason I encourage you to adopt Plan D of your Travel Management plan. I wheel with groups who are responsible, care about our planets' environment and we even clean up trails by bringing along sacks to pack out any found trash. We have the good fortune to be able to support communities we visit. We stay in local RV Parks, we eat out at restaurants, we spend in excess of \$300 to fill our motorhome tank with diesel fuel. I always buy souvenirs at local community shops. It is a win win to keep trails available for our enjoyment. Thank you for keeping the lives of seniors in your focus.	Substantive	
611-I	GEN	Bradley Mikkelsen		I'm a father of 2 daughters, independent businessman, and avid Colorado outdoors enthusiast always promoting responsible use of Colorado public lands. I am also an active member of the Larimer County 4x4 Club (The Mountaineers) and contributor to	Substantive	

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				Trailsoffroad.com a public trails guide site. I have been camping in the Jefferson area (Pikes National Forest) for my entire life, and am just one member of a large extended family based out of Denver that regularly camps and utilizes Pike National Forest public road/trails. One of our most frequented areas is the Rock Creek Hills trails network off of Terryall Lake Road. The lands are very important to me and my Family. Having camped off these roads since I can remember, I have tons of childhood memories in this area and am developing these same memories with my children today. Our family has placed ashes of our loved ones that have passed on at some of the campsites making them sacred for us, and we continue to plan on adding more to our sanctuary. If these lands are closed to vehicle use it will sever all possibilities of visiting the resting places of the people we love especially for those who cannot make it back there without vehicle assistance. The heartbreak our family would endure if these trails were closed would be devastating.		
611-2	RI-SOC	Bradley Mikkelson		As a Contributor for trailsoffroad.com these trails are also a source of income for me and my family. I'm out on trails all over Colorado every week throughout the summer collecting information on trails so I can generate the most accurate and up to date information for the general public. Some trails for monitored for work include Rock Creek Hills, Bordenville Gulches, lost park road, China Wall, Jefferson Cutoff, Michigan Creek, Georgia pass, Twin Cone pass, and bunches more. Our goal as a company is to provide the information to the general public and promote responsible use of these trails.	Non-substantive	
611-3	GEN	Bradley Mikkelson		This is my passion and if the opportunity was taken from me I don't know what I would do, along with the other thousands of Coloradoans that flock to the mountain to escape the chaos of the city. These lands are ours and should be open to everyone and all from of transportation. Please consider everything involved and how it will affect the general public when making decisions about trail closures. These trails might be just another dirt road to some people, but for people like me, these trails and areas are our life.	Non-substantive	
612-1	GEN	Rodney M. Thomas		Used trail 109 and surrounding trail system.	Non-substantive	
613-1	RI-NOI	Carol Lavoie		I would hear less noise when out hiking/snowshoeing/x-c skiing in the Pike/San Isabel National Forest. There's enough motor noise in town that I have to listen to every day. When I go out to the woods, I NEED quiet, meaning just natural sounds of the wind/birds/water etc.	Substantive	
613-2	GEN	Carol Lavoie		Please consider that there are a lot of people like me are not very vocal. We're not as likely to attend a public meeting to verbally vent our opinions, not like those outgoing people who tend to go out riding their ATVs through our public lands. I wish I could comfortably speak in public as they do.	Non-substantive	
613-3	RI-TAC	Carol Lavoie		I realize that they also have a right to use these lands to ride their ATVs, but please restrict their use to already-damaged lands. There are plenty of places that already have trails/roads that they can use. I don't think they should be allowed to create improvised roads/trails. I've recently helped the FS with remediation work near Boreas Pass, and am willing to do more to help.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
614-1	GEN	Morgan Boldrin		Hello. As a front range resident I use all the trails around Colorado and enjoy the access they provide to the beautiful state we live in. Please keep these trails open and unrestricted for our use and enjoyment! Thank You, Morgan Boldrin	Non-substantive	
615-1	GEN	Ryan LeVier		I am a Disabled Veteran that recently returned to my home state of Colorado after 20 years of military service abroad and around the United States. I spent the last years of my military service in Texas where the amount of National Parks or National Forest Service Land is ridiculously low. As an ardent student of history, I completely understand the reasons for this, however when I stumbled into an opportunity to return to my home state this year I jumped at the chance to return to the land that I love. I'm not yet familiar with all of the affected areas - my time back in Colorado has been short but in that time I've explored and learned the Rampart Range and Mount Baldy areas over 6 to 8 different weekends during this summer (2016). In the future I have bigger plans to continue to expand my exploration efforts. I attended the public comment meeting on 25 August in Colorado Springs where I reviewed the different proposed options. After looking at the maps and realizing the enormity of your efforts I will only speak to one specific road, what it means to me and my thoughts on the different alternatives. I arrived to Colorado earlier this year with dreams of exploring the home I had left 20 years earlier. I quickly discovered the Rampart Range Road as I stumbled across this wonderful alternative route between Woodland Park and Garden of the Gods. The alternative route provided spectacular views with little interruption from other people, It was an excellent re-introduction to the mountains I grew up with. Later I was introduced to Mount Baldy and 379/379.A. This road offered the perfect getaway on a cool summer evening from hustle and bustle of Colorado Springs. The views were spectacular and breathtaking. Later I was able to take my oldest son on this same trip to show him the wondrous views Colorado has to offer.	Non-substantive	
615-2	RI-TAC	Ryan LeVier		At the top of 379.A I discovered the Open Gate with the Entry Prohibited sign (located circa 38.776, -104.985) it was disappointing to see the top of Baldy so close, yet so far from me. I am ecstatic to see in Alternatives C and D that the final approach to the very top is proposed as being converted to a special purpose trail (requiring an OHV sticker to my knowledge and understanding). I am happy to see certain road changes in Alternatives C and D that expand available areas to explore.	Non-substantive	
615-3	GEN	Ryan LeVier		Additionally, I have Degenerative Disk Disease in my back between T3 & T4 Vertebrae and Severe Arthritis in my left foot from bad parachute accident during military training many years ago. While I do maintain a level of fitness, my days of extended foot marching are over due to physical pain. My chariot is my Sports Utility Vehicle and that vehicle enables my exploration efforts. I view Alternative B as an unacceptable course of action for consideration. In that Alternative, Route 379.A would not be possible for me ascend to the top of that route and enjoy the scenic views that it afforded to me and my family.	Non-substantive	
615-4	GEN REG	Ryan LeVier		I view Alternative B as a violation of my rights that are afforded to me under the Americans with Disabilities Act. A cursory search and amateur reading of ADA materials indicate in my mind that an alteration to the accessibility of key features might constitute an alteration to a Path of Travel.	Substantive	

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615-5	GEN	Ryan LeVier		Lastly, I've found that Alternative A (as compared to Alternatives C & D) does not offer any reconciliatory actions to the Wilderness Society, Quiet Use Coalition, WildEarth Guardians, Rocky Mountain Wild, and Great Old Broads for Wilderness. The common goal for everyone should be the shared enjoyment of public spaces with appropriate and measured controls emplaced to preserve the National Forests for future generations. To that end, it is my belief that there is no group that would find Alternative A as an acceptable course of action. I maintain good employment in the area and look forward to enrolling my kids in the local schools. Everything about Colorado is far superior to the environment I have left behind, the scenic vistas and wonderful outdoor activities make for a far superior quality of life. I cannot imagine achieving the same level of peace and introspection without access the National Forests that I enjoyed this summer.	Non-substantive	
616-1	RI-TAC	Jim Vosberg		Thank you for the Salida meeting. It explained a lot and helped clear up what is going on and what you need to move forward. My knowledge base is the Leadville area and what I can comment on is the Clearcreek drainage above Clearcreek reservoir. There is a unnamed road above Winfield going south, toward Browns peak and Mt Huron named Lulu that does not show up on the mapping It accesses Lulu Basin, Sheep and Goat hunters use it . Could it stay a primitive high clearance road? Also the road to Winfield cemetery I feel should stay accessible to light duty vehicles. It is badly washed out above black bear gulch and stops at the wilderness boundary. I think the road number is 390 but I am not positive. One other issue is the 389 lost canyon closure , that is an improved road to savage basin, and is used by people a lot. It is easy access to view Mt Elbert and the Clear creek drainage . The closure of the spur road and Boswell parking are fine (boswell parking 398B could prove an issue).	Substantive	
617-1	GEN	Anonymous		I love going up on trail 110 it holds a special place for me and my family. This should not be shut down from the public.	Non-substantive	
619-1	GEN	Wade Bredemeier		I have lived in the Woodland Park area for most of my life. My wife, myself and my special needs daughter love to ride our UTV in the area. With all of these trails closing it is getting harder for us to enjoy our sport. Please leave the trails open to OHV so we can continue to ride close to our home.	Non-substantive	
622-1	RI-TAC	Robert Massine		I was unable to attend the Salida meeting, so I wish to express my thoughts at this time. I am in favor of the "D" option of choice. In fact, I would like to see even more trail opened up to motorized travel. New open riding areas as proposed, specifically the single track area in the Rainbow Falls area, and administrative areas only, and more would be wonderful to have available. It's a shame that some groups want to have all OHV groups out of our national lands. They belong to everyone. We should have more areas available, such as NFSR322A. Everyone knows that our trails and old roads use has already diminished greatly over the years. Always more closures and gates.	Substantive	
622-2	RI-SOC	Robert Massine		Please give us back our natural recreation areas, it's the fair and reasonable direction, benefitting commerce, vacation centered business, family life, and all those who are not physically fit to backpack and hike. Hikers already have millions of acres of Wilderness and foot travel trails and they are a smaller demographic and less money spending recreational	Substantive	

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				groups than the motorized users.		
623-I	GEN	Mary Jane Nickell		I am an avid ATV trail user. I am extremely concerned regarding recent litigation that may close the trails I frequently utilize. I am respectful of nature, the trails and restoration of different areas. The forest and nature provide me with the solace I enjoy. I am retired and frequently find I can enjoy the trails at any time the weather co-operates. I enjoy dispersed camping. I am respectful of the land and leave it as undisturbed as possible. I especially enjoy the wildflowers, birds and various wildlife I see along the routes. Trout Creek near Buena Vista, 717 and Round mountain are a few of my frequent trails. These trails should remain open for all of those people who enjoy the forest. I believe I have the right to utilize these trails on my ATV and camping. I am willing to assist with the forest service to help maintain trails, document trails etc. I am a senior citizen, I believe the forest belongs to all of us, not just a few special interest who seem to want to control everything and deny others the use of the forest. We pay taxes the same as they do. I am requesting you support my interests in the litigation and keep the trails open. I totally support alternative D.	Non-substantive	
624-I	GEN	Anne Marie Holen		I live in Salida and am a frequent visitor to the backcountry, on foot, XC skis, and snowshoes. I attended the public meeting at the SteamPlant in Salida and want to make these comments: I had trouble reading the large maps on the tables. The light was not adequate. So I will make general comments. Yes, there are many forms of backcountry recreation, but we also recognize that some activities that people might think are fun are not OK. Carving names on aspen trees is not OK. Using Colorado Trail confidence markers as shooting targets is not OK. I question the idea that loud motorized travel is just as "OK" as quiet travel on foot.	Non-substantive	
624-2	RI-TAC	Anne Marie Holen		Last summer and this summer I hiked the entire Colorado Trail, including both the East and West Collegiate routes. Enjoyment of the hiking experience is greatly impacted by motorized uses of the trail (and also by mountain bikes). DIRT BIKES SHOULD NOT BE ALLOWED anywhere on the Colorado Trail. Mountain bikes should not be allowed anywhere on the Continental Divide National Scenic Trail. Currently dirt bikers are allowed to use the CT/CDT from Monarch Pass into the Cochetopa Hills. The trail is in terrible condition in some places because of this. Dirt bikes are also a source of anxiety to hikers. As a woman hiking solo, I try to hide from dirt bikers. (When I see Colorado Trail signs with bullet holes in them, I'm pretty sure it wasn't backpackers who did that.) Likewise, the Timberline Trail that I had to hike prior to entering the Collegiate Peaks Wilderness near Texas Creek is a mess. Once again, I found myself hiding from dirt bikers. Besides the noise pollution, dirt bikers tear up the trail. When muddy spots and rocks appear, they leave the trail to find easier terrain. I saw places where the "trail" was 8 feet wide because of this activity. While hiding from 3 dirt bikers along the timberline trail, I observed them leave the trail to climb up a hillside, damaging the plants and soil underneath.	Substantive	
624-3	GEN	Anne Marie Holen		I'll share a story from my childhood. While driving from New Mexico to Montana one summer (1967 or '68), my family camped near St. Elmo. My mom and sisters and I hiked up	Non-substantive	

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				an old jeep road. We didn't know where it went. We hiked up and up and up. Fog crept into the valleys. For me as an 11 or 12 year old, it was the wildest, most beautiful place I had ever seen. Finally we got to a pass with an old wooden sign that said TINCUP PASS, elevation _____. We got back to the truck and camper just before dark. We never saw anyone else. Now I doubt whether it would be possible to hike, snowshoe, or ski to Tincup Pass on any day of the year and not be assaulted with motor noise and fumes. I am so grateful for the experience of long ago, but also very sad that so many beautiful wild places are no longer peaceful.		
624-4	RI-TAC	Anne Marie Holen		I am not saying that I think all Forest Service land should be turned into Wilderness Areas, but I do think that quiet, non-mechanized forms of recreation should be given priority in land use policy. Without question that should be true for the Colorado Trail and Continental Divide National Scenic Trail.	Substantive	
625-1	RI-FW	Dave Van Manen		Emphasis should be on establishing an ecologically and fiscally sustainable road and trail system that will protect important habitat and wildlife species. With human population increases and climate change, the importance of wild places will become more and more important, not only to animal and plant species, but for human recreation. Places free from the noise and intrusion of motors will become more and more important.	Substantive	
625-2	GEN	Dave Van Manen		It is my understanding that the vast majority of recreational use is non-motorized - hence, the Travel Plan should reflect that. All illegal or socially created trails should be closed and rehabilitated.	Substantive	
625-3	RI-TES	Dave Van Manen		All efforts should be made to protect threatened and endangered species. In particular, the eastern section of the South Creek Trail, #1321 (the section of trail between the intersection with the trail that connects to the Squirrel Creek Trail and Camp Burch/Pueblo Mountain Park) is a wild and lightly used stretch with at least two rare/threatened plant species, wood lily and fairy slipper orchid, that grow along this stretch of trail. Considering there is no access/outlet through Pueblo Mountain Park, and its habitat for these two plant species, it is recommended that this approximately 3 mile section of the trail be closed to motorized use.	Substantive	
625-4	GEN	Dave Van Manen		The Mountain Park Environmental Center, a non-profit Nature Education and Retreat Center that operates in Pueblo Mountain Park, is permitted to use USFS trails in the area. Having that section of the South Creek Trail as a quiet, non-motorized trail that will maintain its wild qualities would be a benefit to our guests/clients/students.	Substantive	
626-1	GEN	Greg Warren		These comments are mostly related to the planning and management of the Continental Divide National Scenic Trail (CDNST). The background presented with the scoping notice was beneficial for understanding the Purpose and Need for the NEPA analysis.	Non-substantive	
626-2	GEN REG	Greg Warren		Information regarding the stipulated settlement agreement states: "The Forest Service will undertake motorized travel management planning to designate roads, trails and areas open to public motorized vehicle use on the six districts of the Pike and San Isabel National Forests pursuant to 36 C.F.R. Part 212, Subpart B which implements Executive Order 11644, as amended by Executive Order 11989, in compliance with all applicable federal	Non-substantive	

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626-3	GEN REG	Greg Warren		statutes and regulations, including NEPA, ESA and NFMA. The Forest Service will provide an explanation in its NEPA analysis (or analyses) of how it considered the criteria set forth in 36 C.F.R. § 212.55(a) in designating roads, trails and areas and considered, with the objective of minimizing, the criteria set forth in 36 C.F.R. § 212.55(b) in designating trails and areas..." The DEIS should also specifically recognize the authority of the National Trails System Act (NTSA) and E.O. 13195 – Trails for America, since National Trails pass through the Pike-San Isabel National Forests.		
626-4	RI-TAC	Greg Warren		The CDNST will need to be addressed following the procedures described in 36 C.F.R. 212, the 2009 CDNST Comprehensive Plan, and FSM 2353.44(b)(1), since motor vehicle use is currently allowed along the CDNST travel route. This would include the section of the CDNST from Monarch Pass to the vicinity of Windy Peak (trails #531 and #468), since these routes were not addressed in the Gunnison Travel Plan following 36 C.F.R. 212.55(a), 36 C.F.R. 212.55(b), and other analysis requirements. The GMUG Forest Supervisor's decision was revoked with the following explanation: "The CDNST is excluded from this decision and will revert to the previous decision related to travel management, which includes motorized travel. This direction is consistent with 36 C.F.R. 212.50 (b), stating the responsible official may incorporate previous administrative decisions regarding travel management made under other authorities, including designations and prohibitions of motor vehicle use...." This appeal correspondence is included as Attachment A.	Substantive	
626-5	GEN REG	Greg Warren		In addition to addressing the CDNST travel route, Green Creek trail #1412 should be assessed in relation to connecting directly with the CDNST. The CDNST sections of concern are depicted on maps in Appendix A.	Substantive	
626-6	GEN REG	Greg Warren		A general travel management planning recommendation is that any route that is to be designated for motor vehicle use should be in compliance with the applicable motor vehicle use design parameters as described in Attachment B. This would help provide for the protection of vegetation and water resources.	Substantive	
626-7	GEN REG	Greg Warren		The CDNST is within the scope of this analysis, since portions of these routes are on the San Isabel National Forest and 36 C.F.R. 212 and NTSA analysis requirements for allowing motor vehicle use on the CDNST travel route have not been met.	Substantive	
626-8	GEN REG	Greg Warren		In addition, the proposed action directly affects the CDNST, which brings CDNST considerations into the scope of the Environmental Impact Statement. This is due to potential direct, indirect, and cumulative impacts of past actions and new proposals that may substantially interfere with the nature and purposes of the CDNST (40 C.F.R. 1508.25). As such, management discretion is limited by the requirements of the NTSA, Executive Order 13195, the CDNST Comprehensive Plan, FSM 2353.42 and FSM 2353.44b.	Substantive	
				The FR Notice of final amendments to the Comprehensive Plan and final directives states, "The final amendments to the CDNST Comprehensive Plan and corresponding directives will provide guidance to agency officials implementing the National Trails System Act. The final amendments are consistent with the nature and purposes of the CDNST identified in	Substantive	

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				the 1976 CDNST Study Report and 1977 CDNST Final Environmental Impact Statement adopted by the Forest Service in 1981 (40 FR 150). The final amendments and directives will be applied through land management planning and project decisions following requisite environmental analysis" (Federal Register, October 5, 2009 (74 FR 51116)).		
626-9	GEN REG	Greg Warren		The proposed action should be modified or an alternative to the proposed action developed and analyzed in detail, which addresses motor vehicle use on and along the CDNST, so that such use is managed to be consistent with the NTSA and Executive Orders.	Substantive	
626-10	GEN REG	Greg Warren		The following CDNST guidance should result in travel management actions that are in compliance with the National Forest Management Act, the NTSA Sections 7, and Executive Order 13195:	Substantive	
626-11	GEN REG	Greg Warren		Motor vehicle use by the general public is prohibited on the CDNST, unless that use is consistent with the applicable land management plan and: (1) Is necessary to meet emergencies; (4) Is on a motor vehicle route that crosses the CDNST, as long as that use will not substantially interfere with the nature and purposes of the CDNST; (5) Is designated in accordance with 36 C.F.R. Part 212, Subpart B, on National Forest System lands and: (a) The vehicle class and width were allowed on that segment of the CDNST prior to November 10, 1978, and the use will not substantially interfere with the nature and purposes of the CDNST or	substantive	
626-12	GEN REG	Greg Warren		(b) That segment of the CDNST was constructed as a road prior to November 10, 1978; or (6) In the case of over-snow vehicles, is allowed in accordance with 36 C.F.R. Part 212, Subpart C,... and the use will not substantially interfere with the nature and purposes of the CDNST. Reference: NTSA Section 7, Comprehensive Plan Chapter IV(B)(6), and FSM 2353.44b(11)	Substantive	
626-13	RI-TAC	Greg Warren		The following are NEPA process considerations that are important to the travel management EIS analyses: The DEIS affected environment section needs to describe the CDNST corridor conditions, including identifying the location by depicting the travel route on alternative maps. (40 C.F.R. 1502.15).	Substantive	
626-14	GEN REG	Greg Warren		The Environmental Consequences section needs to describe, in part, (1) any substantial interference to the CDNST nature and purposes and (2) how each action alternative, "ensures that the use of off-road vehicles on public lands is controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands..." (40 C.F.R. 1502.16) and meets the requirements of the criteria for designation of roads, trails, and areas (36 C.F.R. 212.55).	Substantive	
626-15	GEN REG	Greg Warren		Where CDNST route segments are currently designated for motor vehicle use, or are to be designated for motor vehicle use through 36 C.F.R. 212 processes, the DEIS needs to identify (1) the name of the NEPA document related to the motor vehicle use designation, (2) the specific date that the route was added to the forest transportation atlas, and (3) the date that the segment was constructed. This is necessary since some sections that are	Substantive	

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				currently open to motor vehicle use may not be in conformance with restrictions found in the NTSA, CDNST Comprehensive Plan, and related directives. (Comprehensive Plan, Chapter IV(B)(6)). For example, the CDNST travel route to Windy Peak was not constructed prior to November 10, 1978, as demonstrated on the Travel Plan Map in Appendix B.		
626-16	GEN REG	Greg Warren		NEPA "substantial interference" and "minimize conflicts" analyses and determinations need to be rigorous (40 C.F.R. 1502.24).	Non-substantive	
626-17	GEN	Greg Warren		Geospatial data that supports the assessments should be openly available to the public.	Substantive	
626-18	GEN DATA	Greg Warren		The Forest Plan needs to be revised and the CDNST needs to be fully integrated into the new direction. The CDNST must also be integrated into travel management planning. As such, the forthcoming path for this travel planning analysis may need to adapt as new information is presented and assessed. As such, I have attached a document titled, "CDNST Planning Handbook" to be part of the scoping comments for this project, as well as to provide baseline planning information to help guide the future revision of the Forest Plan – Attachment C.	Substantive	
627-1	RI-WAT	Jerry Unruh		There is probably no more destructive practice done by individuals in our wild lands and National Forests than ORV use, particularly when it occurs off designated trails. As such, my preference would be to completely ban them from our public lands. I recognize that such a possibility is not practical, but it certainly is practical to close all illegal trails, and particularly to eliminate "high marking" and travel over sensitive wetlands.	Substantive	
627-2	GEN	Jerry Unruh		My understanding is that the Pike and San Isabel Forests (PIS) do not have the budgets to support the 500 miles of ORV roads we now have. Clearly many of these roads must be closed. It would be far better to put these limited budgets into land rehabilitation, closing illegal routes and enforcement of ATV use laws.	Substantive	
627-3	RI-FW	Jerry Unruh		The roads previously authorized did not give adequate consideration to wildlife needs and habitat protection. I recognize that the ORV users are quite overbearing but they represent considerably less than 10% of the users of PIS and ORV use is overwhelmingly destructive. Why should PIS put such emphasis on these users when 90% of PIS visitors primarily come for non-motorized activities?! In short, I urge you to decrease ORV access to public lands particularly those that would cause significant wildlife and habitat effects.	Substantive	
627-4	RI-LRSD	Jerry Unruh		Most certainly there should be no routes into wilderness study areas. All illegal routes should be closed and other illegal practices should be banned.	Substantive	
628-1	GEN	Mike Swiech		I am a 65 year old owner of a Polaris side by side motorized Off Highway Vehicle. I have camped in and ridden my OHV in the Pike and San Isabel National Forests for the past several years. I am writing to express my support for Alternative D of the PSI Travel Management Plan. It's important to me to express my feelings that the National Forests are for the benefit of all people. Not singling out one group of users over another. Moreover, I believe that the natural resources must be used for the benefit of all our people, and not monopolized for the benefit of the few...Theodore Roosevelt Thank you,	Non-substantive	

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				Mike Swiech 9108 W. Radcliffe Dr. Littleton, CO. 80123 720-563-1974		
629-1	GEN	Cindy and Jim Brabander and Driscoll		We drive two ATVs and a Jeep regularly in the PSI national forest areas. I own 210 acres of land here that borders the National Forest as well as another property in Woodland Park at 905 Forest Edge Place, Woodland Park, CO 80863, and a property in Denver at 545 S. Gaylord Street, Denver 80209. Due to my long term residence and property ownership in Colorado I have a keen interest in the PSI EIS work because we use the motorized trails regularly throughout the state, so any action to change trail access will directly impact us. We applaud the ongoing efforts to ensure our precious land in Colorado is used for the best long term environmental outcome possible. Preserving the beauty and sustainability of our remote areas is important to us, as we hope it is to everyone who lives in or visits our state. After studying the alternative proposals, we would support Alternative D. In it I was heartened to see that a few additional trails are proposed that would create loops, which greatly enhance the experience of touring with an ATV. Having said this, we are also very concerned about the potential further access limitations to existing trails and roads, particularly the proposed decommissioning of the popular CR300 that starts near Manitou Springs and roughly parallels Highway 24 west. We sincerely hope that this proposal can be changed.	Substantive	
629-2	RI-TAC	Cindy and Jim Brabander and Driscoll		We also believe the trails designated for closure near Greenhorn Mountain should not be decommissioned as they are not in the wilderness area. Closing short existing spur trails have a far lesser impact and so those would be reasonable tradeoffs for the concerns above.	substantive	
629-3	RI-SOC	Cindy and Jim Brabander and Driscoll		The continued access to our public lands for vehicle oriented recreation is a very important one to my partner and I, and to many outdoor enthusiasts. I have met several disabled ATV riders on trails in our state, who would not be able to see the incredible beauty and views from our OHV roads and trails if access continues to decline. And as those of us in the baby boomer demographic continue to age, our ability to hike also declines - and OHV access allows us to continue to enjoy our public lands. We hope this is not forgotten during the discussions about these proposals.	Substantive	
629-4	GEN DATA	Cindy Brabander and Jim Driscoll		Link below to 2013 study showing the economic contribution of off-highway vehicle use in Colorado is nearly \$1Billion: http://archive.sharetrails.org/uploads/EconomicStudies/1-Economic_Contribution_of_OHV_Use_in_Colorado_ExecSummary_August2013.pdf	Substantive	
630-1	GEN	Scott Galloway		I am writing to show my support for alternative D in the areas of Pike and San Isabel National Forests. I currently ride a 2015 Polaris eps Trail which is a 50" machine and frequently ride in the Pike and San Isabel National Forests. The group I ride with, including myself are very conscientious about trail etiquette and leave no trace as we all pick up trash and remove debris from trails on every ride. I do believe public lands should be for all of the public not a select few.	Non-substantive	
631-1	RI-CR	Rebecca Zipp		Hello, I wish to express my sadness that the Alpine Tunnel Trail is on the chopping block for closure. This trail has so much to offer as a part of Colorado history. In 1996, the Alpine Tunnel was placed on the national register of historic places. This designation is	Substantive	

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632-I	GEN	Elizabeth Swiech		<p>important as our children are not being taught about all the great people that made up their past. The tunnel structure brought the east to Colorado, closure of this is going to deprive young families from accessing this site. Hiking this trail is not feasible with young children or people with disabilities. Please reconsider your decision to close this trail, perhaps you can get help to restore the damage so that many other generations can enjoy the colorful Colorado history.</p>	Substantive	
634-I	RI-TAC	Jeanne Younghaus		<p>I have comments related to the following routes in the Fourmile Management Area and that are on the San Isabel District 2010 MVUM map: Routes identified as "contested" in the law suit: FS376E 376G 376H FS373B 373C FS308E 308F 308G Other routes (not contested): FS375A.A FS311A 311C 311D FS376D 376I FS376A.A 376A.B 376A.C FS315A 315B 315C 315D All of these routes are very used (obvious, impacted, and popular) on-the-ground today. For the benefit of the using public as well as the natural environment each of these routes should be managed in the future as legitimate camping spurs. Furthermore, it would be appropriate to contain (both by barriers and public education) these existing routes so as to prevent their becoming larger and/or more impacting to the environment. To do so would achieve the goal of moving "toward a safe, affordable, and environmentally sound transportation system, while leaving room for future site-specific revisions as needed". None of the alternatives (A, B, C, D) deal with all of these routes in a manner that reflects the situation and needs that exist on the ground nor do they provide an understandable policy for the using public. To be brief, spurs that exist on the ground and on MVUM deserve to be managed as legitimate camping spurs. In addition, today there are numerous other obvious, impacted, and popular camping spurs on the ground; but not identified on the MVUM map, that deserve consistent, appropriate management policy. I have specific comments on 2 particular routes: FS311D and FS375D. 311D should be left open as it is the major access to a popular hiking trailhead. 375D should be listed (as in alternatives C and D) as Special Use. Furthermore I strongly encourage the US Forest Service to implement a policy and plan for Designated Camping in the Fourmile Area. Until such time, camping areas will continue to proliferate.</p>	Substantive	
635-I	GEN	Bret Williamson		<p>Thank you for having the scoping meeting in Colorado Springs. The maps you provided are outstanding. I support Alternative A, C, or D. Alternative B is preposterous! It closes off</p>	Non-substantive	

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				nearly all preferred motorized routes. It is a direct attack on motorized recreational users.					
635-2	RI-TAC	Bret Williamson		As for Alternative C or D, I would prefer to see Route 630 kept open and a connector created back to 347 (see attached map).	Non-substantive				
636-1	GEN	Stan and Marlene Kozlowski		We ride in Pike and San Isabel National Forest and support alternative D. We have moved to Colorado from New York State 5 years ago. One of the first things we did was join the Colorado Quad Runners and riding our ATV is one of the most enjoyable things we do in Colorado. When we travel to different locations we support the local economy by eating out, buying gas and staying at the local hotels. As a club we believe in Stay the Trail and appreciate what the Travel Management team can do to support alternative D.	Non-substantive				
637-1	GEN	Peg Rooney	Arkansas Valley Audubon Society	On behalf of the Arkansas Valley Audubon Society (AVAS), representing 500+ members in southern Colorado, I am sharing the following: 1. The EIS should address eliminating existing problems rather than creating new ones by focusing on expansion of roads in this area. 2. An environmental analysis of the current and proposed road system as a whole must be done. A study of all user-built trails, unauthorized trails and non-system trails should be completed.	substantive				
637-2	RI-FW	Peg Rooney	Arkansas Valley Audubon Society	3. Protection of habitat, birds and other wildlife must be a priority. A bioblitz should be conducted to reveal any threatened/endangered/sensitive species- animal and plant- that could be impacted by trail expansions. 4. Current roads that have adverse impacts must be closed. 5. A balanced approach, taking into consideration motorized and non-motorized users' needs, must be achieved. Off-Road vehicles are creating unacceptable impacts to wildlife, watersheds and non-motorized recreation. The degree of impacts was not realized when forest plans were developed. Now that the impacts are known, off-road vehicle use must be restricted to those areas of national forest that can actually withstand the damage, not impact other users at any time of year and not increase negative effects on wildlife.	Substantive				
637-3	GEN	Peg Rooney	Arkansas Valley Audubon Society	Motorized vehicles users must have access to national forests, but only on designated roads. All roads should be off-limits to these vehicles unless they are specifically marked for off-road use. All cross-country motorized use should not be allowed, including snowmobiles. Snowmobiles disturb wildlife and other non-motorized users. Most people come to the forests and open spaces for birding, wildlife watching, hiking, hunting, for solitude and to remind ourselves of what's really important. Indeed, 90% of the people visiting these areas come for these activities. As Aldo Leopold said, "Recreation is commonly spoken of as an economic resource...but, it also has an ethical aspect". We expect any forest service plan to respect this ideal.	Non-substantive				
638-1	GEN	Jeff Wilson		Please keep the trails open for the jeep community	Non-substantive				
639-1	GEN	Roger Cox		Let me first tell you a little bit about myself and my experience in Colorado. I have lived in the state for over 40 years, and have been an active user of roads and trails and the Pike and San Isabel forests for over 35 years. I have traveled this area using four-wheel-drive pick up, jeep, mountain bikes and most importantly hiking on foot. This long window of use and observation has allowed me to see the terrible degradation of the land that has	Substantive				

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				<p>been caused by heavy motorized use. I would suspect that not many members of your staff have had an opportunity to view this problem over a 35 year or longer horizon. Therefore I hope you will pay special attention to my observations and suggestions. My first observation is that your scoping process is fundamentally flawed because it overlooks the basic facts of the ecosystem, soils, steep terrain, and the climate (heavy afternoon thunderstorms) that we have in these Nat Forests. Any objective analysis of the simple physics involved with ATVs OHV's and dirt bikes in steep fragile to rain will reveal that these vehicles travel too fast, spin their tires too much, creating massive erosion in the mountains. It is therefore impossible using any of your 4 alternatives to meet your stated objective for travel management which I quote. "Allow for a sustainable system roads, trails and areas for public motorized use." Notice that you use the word SUSTAINABLE in this sentence! My specific recommendation is that much more study is needed of individual roads and roads, and that many or most of these on steep terrain will have to be decommissioned or closed to motorized use. So much damage has already been done, and I hate to think what our public lands will look like in another 10 or 20 years if you continue to ignore these basic facts! To properly do the studies that I have suggested will take more time than your current schedule allows, so I think you need to adjust it, and in the meantime temporarily close these roads to motorized use.</p>		
639-2	RI-TAC	Roger Cox		<p>I will offer three specific examples of areas where there is currently huge erosional damage: First there is trail 1436, the Green timber/Poplar Gulch trail. There is massive erosion on this trail created by dirt bikes. Big deep trenches, no water bars, and so much loose rock and gravel that it is almost impossible to walk on the trail anymore. I personally hiked this trail this summer and it is now very dangerous for foot traffic because of all the erosion. It should be decommissioned immediately. My second and third specific observations have to do with jeep Roads: Mosquito Pass, between Leadville and Fairplay. 30 years ago I was able to ride this pass on my mountain bike and there was actually soil in the roadbed, I remember this very clearly because I crossed in a thunderstorm, staying on the road, and I was covered with mud when I finished my ride. Last month I tried to drive over mosquito pass in my jeep, and found no soil in the roadbed! All the tundra soil is gone! Now there is only large rocks, And massive erosion created by so much ATV use, I found the road to be impassable and had to turn around at the 12,600 foot level due to the environmental damage !! This road should be closed and decommissioned. The Hancock Pass Road between Saint Elmo and Pitkin is another example where excessive ATV use has created so much erosion that it is nearly impossible to use this road anymore. In some sections there is nothing left but rocks the size of grapefruits and basketballs in the road bed. This road should be closed and decommissioned. The bottom line is, if you want to manage for true sustainability, motorized vehicles should only be allowed on roads that are graded and properly designed as roads. Where access to private in holdings is required on steep 4wd roads, there should be gates which only the land owners can access. Please keep in mind sustainability as you move forward with this EIS process, thank you!</p>	Substantive	

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640-1	GEN	Jud Morhart		I am a senior citizen (current age = 72 years old) who spent 28 years in public service as a public school administrator and 15 years as a training specialist for the Los Alamos National Laboratory in Los Alamos, New Mexico, before retiring in 2011. During my younger active years I loved to spend many hours hiking, camping, fishing and hunting in the Santa Fe National Forest and Carson National Forest of New Mexico. One of my children has married and taken residence in Colorado, so my wife and I moved to Littleton, Colorado. When I was younger and more agile, I had no problems hiking many miles at or above 9,000 feet. Great walking distances and vertical changes were challenges I enjoyed taking. Now my advanced age, leg problems and general physical condition have severely limited my ability to be active in the forests I love. Therefore, I have taken up ATVs and find I am able to renew my soul and find enjoyment traveling on forest roads and trails in the Pike National Forest and San Isabel National forest. I am a member of an ATV club in Denver that allows me to meet other retired senior citizens that are in the same life scenario I am in, interested in the back country, but unable to enjoy the areas without the use of an ATV.	Substantive	
640-2	RI-SOC	Jud Morhart		Civil Action No. 11-cv-00246-WYD appears to me to be an action by several groups of plaintiffs who are self-indulgent and insensitive to the needs of senior citizens who want to enjoy many of the same backcountry areas they want to enjoy. It appears to me that the groups want to close roads and trails in federally managed areas with the intent to create more wilderness areas where no vehicle traffic is allowed. This action creates a disparate impact on several other citizen groups where "The Land Of Many Uses" becomes a land where only a few of young, agile hikers can use the federally managed backcountry. No longer could senior citizens, handicapped by age and physical infirmities access the National Forests that have been set aside for reasonable use by all citizens. In this age of technology, motorized use/access of federally managed areas is a reasonable use. Request: 1. Please be sensitive to the needs of senior citizens who enjoy the backcountry of our national forests and BLM lands by allowing reasonable access to motorized trails in these federal facilities. 2. Please be aware of the actions of some political groups, who are self-indulgent and insensitive to others needs, such as the needs of senior citizens. I support Alternative D.	Substantive	
641-1	GEN	Lauren Martin		It is very unacceptable to close trails to responsible recreational users. There are some popular trails in this area such as Eagle Rock and Sarah Wrap that people use to escape from the hustle and bustle of the city. The mapping systems used in the 80's was woefully inaccurate and failed to identify where the roads truly were. I myself and along with many others have volunteered many hours cleaning up any trash or debris on these trails. We spend the time to teach people about how to stay the trail and to be responsible while out on the trail. Closing these trails will cause remaining trails to have more traffic and more wear and tear. People not only use these trails for motorized use but also to hunt, gather firewood, and harvest Christmas trees. It's great to use these trails as well to travel between towns and take in Colorado's natural beauty instead of traveling a busy paved highway. It would be a huge disappointment and a hard impact on many peoples live to close these trails. Please keep open the few trails we have left to enjoy this great state.	Substantive	

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642-1	RI-TAC	Chas Clifton	Wetmore Volunteer Fire Department	The Wetmore Volunteer Fire Department wishes to recommend closure of the unimproved spur road from Colorado 96 near Mile Marker 19. The spur begins at N. 38° 10' 30", W 105° 9'7". It is shown in the photograph attached. This dispersed camping area attracts campers who tend to leave their fires burning. The fire department has responded there numerous times. The poor condition of the road, however, means that even a 4WD wildland fire engine cannot be brought all the way to the end of the road safely. In addition, San Carlos District Ranger Paul Crespin has stated that the species of campers this area attracts has saddled him with several recent hazmat clean-ups. Two posts and a chain by the highway could close it off, if the Forest Service wants to retain administrative access (see attached map).	Substantive	
646-1	RI-TAC	Wylie Ewing		I'd like to offer a suggestion that the Lost Lake trail from CR306 to Lost Lake be marked for summer nonmotorized use.	Non-substantive	
646-2	GEN	Wylie Ewing		My wife and I have been residents of Buena Vista for about 20 years, and have enjoyed access to the National Forest foot trails in the Cottonwood Pass area. Our age limits our range, but we enjoy the summer access through the Denny Creek, Avalanche Creek, the gated old logging roads and especially the Lost Lake trail. Our comment relates to the latter.	Non-substantive	
646-3	RI-TAC	Wylie Ewing		The easy to moderate trail to Lost Lake, about 1 mile long, starts from CR306 18 miles west of the Buena Vista traffic light, and has become very popular, with a number of websites giving directions and comments, including the Buena Vista Chamber of Commerce. Recently, we encountered an individual who was on the concierge staff at Mt. Princeton Hot Springs resort while walking the gated road toward Spout Lake. He was very pleasant, and was charting GIS coordinates of local walking routes to provide information to his resort guests. The views from the trail are stunning.	Non-substantive	
646-4	RI-TAC	Wylie Ewing		We've seen 17 cars parked along the side of CR306 (photo above) and in the small 4 car parking area across from the trailhead. The trailhead is unmarked, (see photo) and isn't posted as to travel restrictions. A portion of the trail follows an old 4WD track that is slowly being restored to its natural state except for the portions that have heavy foot traffic. Access to and use of the jeep road by ATVs/UHVs would be difficult and isn't apparent, probably due to the rerouting of CR306 in 1990. However, without some indication as to the permitted uses, eventually the trail will be accessed and used by trail bikes and ATVs. See photo at right. To preserve the current use of the Lost Lake trail by hikers, I ask that consideration be given to indicating that the trail is for nonmotorized use, either by signage or (difficult to implement) a gate. Currently there's no onsite marking, nor does any information I've found that suggest the trail is intended for nonmotorized use. Nonmotorized summer use is in line with the other access points south of CR306 (old gated roads, Ptarmigan Lake trailhead, Colorado trail) and indicating similar use for the Lost Lake access would simply be an extension of the current policy.	Substantive	
647-1	GEN	Alan Robinson	Friends of Four Mile	Here are comments in the scoping process and the NOI for the Pike/San Isabel National Forests; Colorado; Pike/San Isabel National Forests Travel Management Plan. They are submitted on behalf of the volunteer service group Friends of Fourmile, a Chapter of the	Substantive	FL-4

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				<p>non-profit Cooperating Association GARNA headquartered in Salida, Colorado. For some 13 years and with over 14,000 volunteered hours our Chapter has been actively cooperating with the USFS Salida District and the Royal Gorge Field office of the BLM in implementing and monitoring the existing 2003 Fourmile joint Travel Management Area Travel Management Plan. For more information on the mission and accomplishments of our Chapter please use the link in the signature below. As a preamble we note we are pleased the long-standing legal challenge regarding the PSI NMVUM has reached a settlement, and the Agency is actively pursuing an EIS. In our view, waiting for the settlement had the indirect result of preventing the Salida District from revisiting its own TMP for Fourmile in spite of the fact that this 2003 document should, by its own standards, have had such a revisit after its first five years. As a service group which truly supports and assists the two agencies in a non-confrontational spirit, we look forward to this coming EIS and welcome any results it produces which will lead to the balanced and sustainable use of the Forest's resources, which is a mission our group shares with your Agency. Please note that our Chapter's area of concern is only the 100,000ac joint management area known as the Fourmile Travel Management area in Chaffee County and our comments are restricted to that area. We are responding to a combination of the NOI with a heading 3411-15-P plus information some of our Chapter members learned during the recent Salida CO Scoping meeting, and an examination of the alternative maps available through your website.</p>		
647-2	GEN DATA	Alan Robinson	Friends of Four Mile	<p>Here are our general comments regarding the process for far. 1) With the level of detail in the NOI , at the Scoping presentation and even website maps there is still some confusion over what would or wouldn't be proposed in the four current alternatives. We look forward to learning more as the process develops. 2) Can you give us information on how to access the PSI TAP Addendum reports on which the Fourmile recommendations may be made in Alternatives C and D? 3) We do not have enough information on how the INFRA database differs from the information in the NMVUM; if the INFRA database is available to the public can you please tell us how to access it? Here are specific comments concerning the Fourmile TMP area. 1) By our examination the only settlement-closed routes in Fourmile are 308 E,F,G; 376E, H; 373 B,C; 376 G (partial after entering short distance). Is this correct? 2) From our understanding of the detailed alternative maps there is no alternative in which these closed routes would be opened. Is this correct? 3) If this is the case then we suggest that opening all these routes be included in an alternative (presumably C) so that their public use and impact is evaluated during the EIS.</p>	Substantive	FL-4
647-3	RI-TAC	Alan Robinson	Friends of Four Mile	<p>In our own view, after having monitored use and impact associated with these settlement-closed routes (and dozens more) for over 13 years, all of these are clearly dead-ended short camping spurs not intended for through travel. Their use for many years has been as popular dispersed camping sites. In some cases there is reason to erect physical barriers to limit expansion but environmental impacts at these sites have already taken place in past years and conditions are now stabilized. In our experience, closure of such sites is a) likely to lead merely to trespass, or b) camping visitors will shift their use to currently undisturbed sites, with a net increase of environmental impact.</p>	Substantive	FL-4

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647-4	PO ALT	Alan Robinson	Friends of Four Mile	In alternative B it appears that some additional short non-through travel routes currently on the NMVUM and now used as camping sites would also be closed or converted to "parking areas." In general our comment in 3) above would apply to these routes i.e. to summarily close them completely would lead to a spread of impacts elsewhere. What is a necessary discussion is whether short camping spurs should be taken off the NMVUM and given some other classification as camping areas and not travel routes. The suggestion to label them as parking areas (where onsite vehicle camping is allowed) makes sense but only if it is physically obvious and enforced that such areas cannot be arbitrarily expanded by users. The concept of creating specific areas for camping is consistent with our Chapter's long-held view that the urgent next step in the Fourmile TMP is to establish "designated dispersed camping" (in place of the current "dispersed camping.") We hope one of your alternatives could eventually be modified to include this concept, perhaps in B which we understand is the alternative favored by the environmental groups bringing the suit, or if not in C or D.	Substantive	FL-4
647-5	RI-TAC	Alan Robinson	Friends of Four Mile	If we are correct in all or most alternatives the currently-open route 311D would be closed. Perhaps this is just an oversight but this is not a "camping spur" but a 1+ mile entry road to the east end of a popular non-motorized system trail to the Davis Meadow. There are currently no obvious or recurring environmental impacts along this route and little no overnight camping is observed in conjunction with this typically day use trailhead. No illegal motorized use of the trail has been observed for years. We suggest you keep it open as trailhead access in all alternatives – we don't believe it was identified for closure in the settlement. In our 13 years of patrolling, photographing, monitoring and mapping in the TMP area we have documented a number of other short spurs which are old, new or expanded camping sites which do not appear on the NMVUM and likely not on the INFRA database (which we have not seen). We suggest that in the upcoming EIS you address those sites (which our members have mapped and identified) with a view of making a decision whether they should be closed and revegetated or possibly enter the above-discussed status as parking/camping areas. More generally all those sites, whether settlement-closed, proposed for elimination or conversion to parking areas should enter into the broader consideration of establishing designated dispersed camping, and a commitment by the Forest Service to enforce the carrying-capacity mechanism that this type of camping approach implies.	Substantive	FL-4
647-6	GEN	Alan Robinson	Friends of Four Mile	Thank you for the opportunity to comment. Please ensure we are on a direct mailing list to receive updates on the process. As a Chapter we are ready to provide what assistance we can to your staff on the EIS team or in the Salida District office to ensure this is a useful and productive effort that results in the sustainable and balanced resource management we all seek.	Non-substantive	FL-4
650-1	RI-FW	Chas Clifton		Thank you for the opportunity to comment on national forest travel management. I write as a life member of Backcountry Hunters and Anglers, a locally focused "boots on the ground" conservation group founded in Oregon in 2004, devoted to protecting ecosystem-wide conservation across the continent. In that vein, I urge the Forest Service to work more closely than in the past with Colorado Parks and Wildlife on identifying elk-	Substantive	

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				calving and bighorn sheep-lambing areas that are crossed by roads *and* motorized trails. These roads and trails should be closed during calving and lambing times. In addition, the Forest Service should be closing routes identified as "administrative" to public motorized use. We are also concerned about the impact of motorized travel on winter range. The winter route closures identified in Alternative D are a good start, but I suggest that state wildlife biologists could identify others. Some areas that need to be looked at for such season closures are Reed Gulch (FSR 435), Wylie Gulch (FSR 440), Black Mountain (FSR 882), Lost Park (FSR) 56).		
651-1	GEN	Tom McLaughlin		I also own 40 acres directly adjacent to Pike National Forest at 4149 County Road 51 in Divide CO. I am an avid ATV rider and regularly ride in both Pike and San Isabel National Forests. I purchased the mountain property in Divide specifically for its proximity to the National Forest, and the opportunity to ride the many nearby trails on the 717 system. In my view, any trail closures will only increase congestion in the remaining trails, given the increasing popularity of the OHV hobby among Coloradans. It will unnecessarily reduce the enjoyment that strictly legal and "tread lightly" trail riders such as myself derive from riding the extensive trails in the two National Forests. We derive tremendous enjoyment in experiencing the remote natural beauty afforded trail riders in these forests.	Substantive	
651-2	RI-SOC	Tom McLaughlin		I am adamantly opposed to major trail closures, and expect that closures in Pike National Forest could adversely impact the value of my mountain property. Further, proposed restrictions will have a negative impact on the OHV industry, as well as the hospitality and various support industries that support off road activities.	Substantive	
651-3	GEN	Tom McLaughlin		Since Alternative A is unlikely to be pursued, I state my support for Alternative D as the best course of action for trail management, with minimum impact to the many riders such as myself who regularly and responsibly enjoy the Colorado outdoors.	Non-substantive	
652-1	GEN	Giff Kreibel		I will comment on specific routes rather than which of the four plans I would prefer to see implemented. I am not familiar enough with the over 1400 miles of roads and trails involved in the plan to provide useful input at that level. I am, however, very familiar with many of the trails in the Salida area. I will comment on several of them. My comments will evolve around, sustainability, multiple use and environmental impact. First some general comments.	Non-substantive	
652-2	RI-TAC	Giff Kreibel		Sustainability: In the general information provided at the meeting in Salida on August 24th, the Forest Service stated that roads and trails were managed for sustainability. I think there are at least two reasons why sustainability is difficult if not impossible on many trails currently open to motorized travel. First, they were not designed with that in mind. Many sections, including steep sections, do not have the banking or switch backs needed for motorized travel. As a result, when going up steep trail segments, there is significant erosion caused by riders, especially when going up hill. Trails are often in places with extremely soft and fragile soil adding to the erosion problem. Where maintenance has been attempted, its usefulness is short lived. For example, water bars quickly become ineffective, as erosion caused by motorized travel results in the trail surface being lower than the level of the water bar. As a result, water continues to run down the trail rather	Substantive	

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				than being diverted. The second issue with sustainability is the continual shrinking of the Forest Service Budget. In spite of its best efforts, the USFS does not have the resources needed to maintain all of its roads and trails. Nor does it have the resources needed, to redesign trails to make them appropriate for motorized use.		
652-3	GEN	Giff Kreibel		Multiple use: All of the trails that I will mention specifically are open for multiple use. Hiking and mountain biking are the primary uses. I believe that multiple use is a flawed concept. The various user communities are looking for different experiences which are in conflict with each other. Motor bikes are supposed to yield to hikers. This rarely happens. It's not because they are inherently disrespectful or impolite. It is because it is often difficult or impossible for them to get off of the trail. The same is true of mountain bikers, but that is a subject for another time.	Substantive	
652-4	RI-NOI	Giff Kreibel		Hikers are looking for quiet space where they can enjoy the forest. The noise of motorized travel, and the need to be on the lookout for high speed travel significantly degrades this experience.	Substantive	
652-5	RI-TAC	Giff Kreibel		Comments on Specific Trails Greens Creek: There are several parts of this route that are quite technical. The route connects to the Monarch Crest Trail which is not at all technical. It is reasonable to assume that novice riders on the Monarch Crest Trail would get sucked into Green's Creek and get themselves in trouble. In the other direction, Greens provides access to the Monarch Crest Trail. This is part of the Continental Divide Trail. In the enabling legislation it states that the purpose of the trail is for foot and horse back travel. Motorcycle travel is inconsistent with this concept. I realize that the Crest trail is not part of the PSI TMP because is managed by another forest. However, I don't think that the PSI should be contributing to a use that is inconsistent with the purpose of that trail. The top part of the trail is quite steep. The soil is very soft, has a high percentage of organic material and is often damp. As a result motorcycle traffic results in significant erosion. Waterbars quickly become useless as the level of the trail gets eroded below the level of the water bar. There are many small streams that cross this trail. Each time a motorcycle crosses one of these silt is deposited in them which impacts on water quality. Pass Creek: The upper section of this trail is very technical, leaving a section of less than three miles that is usable for the majority of riders. The middle section of the trail is very damp and is made up of soil that is very heavy in organic material. As a result it is very subject to erosion. The top section of the trail is too steep for all but the most skilled riders. It is my understanding that the USFS is considering closing this section already. The short length of the trail makes it not worthwhile for motorcycle riders. Also this trail intrudes into a designated roadless area. Green Timber/Poplar Gulch: The same reasons that make Greens Creek unsuitable for motorized travel make these trails unsuitable as well. Additionally, this trail approaches 12000 feet in elevation. As such it passes through very fragile tundra. Any getting off of the trail to allow traffic to travel in the opposite direction is going to result in long term damage to the environment. Significant erosion has already taken place, especially on the Green Timber side. This erosion, in addition to obvious environmental issues significant degrades the hiking experience. Williams Pass: I understand that this area is only open to motorized vehicles in August. However, I think	Substantive	

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				that even this limited use is resulting in long term environmental damage. Even during August there can be significant water on the road. The soil is very boggy and any traffic at all results in significant erosion. Rainbow Trail: I am not familiar with the whole trail but would like to comment on two sections with which I am very familiar. The first is the section between the trailheads for Stout Lake and Bushnell Lake. Sections of this trail have a trench as deep as three feet. This trench is so narrow that it is impossible to walk in. The options are straddling the ditch or walking off the trail. The former makes for a very unpleasant hiking experience while the latter leads to braiding of the trail. The second section is between Rt 285 and County road 108. I have only been using this section for three years and have noted a significant increase in erosion during that time. This is especially true of the very steep sections between Rt 285 and Sand Gulch. These sections are impossible for all but the most skilled riders and there continued use will just continue the erosion.		
654-I	RI-SOC	John McDaniel		As an avid riding family we spend about 2 weeks every summer and another week in the fall riding the mountains in Colorado. As a family we probably add \$1500-\$2000 a week to the Colorado economy when we visit. Any shrinking of the available riding areas would force us to reevaluate our options. I have enjoyed riding and playing in the Colorado mtns since I was a kid and hope my grandkids will continue to have access and not be forced to chose a different riding area or different state all together.	Non-substantive	
655-I	RI-SOC	George Rasco		On behalf of my family I would like to add comments concerning the use of our land in Colorado. In the past we have enjoyed the beauty of our national land by use of motorized off/on highway vehicles. We respect the right to use these lands not as a gift but a privilege and we treat the land with care. We reside outside of Colorado so our use of these lands requires us to travel across the state spending money at hotels, restaurants and gas stations. Please keep these areas open for our use and for the economic benefit to these business owners in the area of concern and across the state. When we do have time off, Colorado is always an area we want to visit. If the use of motorized vehicles is limited we will probably choose to travel elsewhere.	Substantive	
656-I	GEN	Jim Wolf	Continental Divide Trail Society	We have reviewed the notice of intent to prepare an EIS with respect to a proposed travel management plan. (81 Fed.Reg. 48375, July 25, 2016). As stated in the notice, the EIS evaluation and record of decision will determine which roads and trails will be designated or redesignated for public motorized use and published on future motor vehicle use maps. As one of the parties who may be interested in or affected by the proposed action, we welcome the opportunity to submit these comments.	Non-substantive	
656-2	GEN REG	Jim Wolf	Continental Divide Trail Society	The mission of the Continental Divide Trail Society, founded in 1978, is to help in the planning, development, and maintenance of the CDT as a silent trail and to assist users plan and enjoy their experiences along the route. The "silent trail" that we advocate is one that conforms to the nature and purposes of the Continental Divide National Scenic Trail (CDNST) as set out in its 2009 Comprehensive Plan (Comp.Plan) as follows: The nature and purposes of the CNDST are to provide for high-quality scenic, primitive hiking and horseback riding opportunities and to conserve natural, historic, and cultural	Substantive	

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resources along the CDNST corridor.						
656-3	GEN	Jim Wolf	Continental Divide Trail Society	<p>We have reviewed the notice of intent to prepare an EIS with respect to a proposed travel management plan. (81 Fed.Reg. 48375, July 25, 2016). As stated in the notice, the EIS evaluation and record of decision will determine which roads and trails will be designated or redesignated for public motorized use and published on future motor vehicle use maps. As one of the parties who may be interested in or affected by the proposed action, we welcome the opportunity to submit these comments.</p>	Non-substantive	
656-4	GEN REG	Jim Wolf	Continental Divide Trail Society	<p>In this case, the one important issue (as stated above) is: to determine which roads and trails will be designated or redesigned for public motorized use and published on future motor vehicle use maps. This issue is important to us because "motor vehicle use by the general public is prohibited on the CDNST" unless one of the exceptions set out in the Comp.Plan applies[1]. Our comments will focus upon the extent of analysis necessary for an informed decision with respect to the applicability of these exceptions and identifiable needs for revision of designations to meet changed conditions.[2] The CDNST extends from Tennessee Pass (on U.S. 24 north of Leadville) southward to Windy Peak (south of Monarch Pass and Marshall Pass). Along the way, the Trail passes through several designated wilderness areas: Holy Cross (briefly); Mount Massive; and Collegiate Peaks. Motorized vehicle use is prohibited in wilderness areas[3]. As such, no further analysis is necessary regarding travel in these areas in order for an informed decision to be made in the forthcoming EIS.</p> <p>We will turn, therefore, to an examination of nonwilderness roads and trails and our views with respect to the character and extent of analysis necessary for an informed decision. We will treat roads and trails separately, since they are subject to different direction in the National Trails System Act (NTSA)[4].</p> <p>A. Roads</p> <p>The use of motorized vehicles on roads which will be designated segments of the CDNST shall be permitted in accordance with regulations prescribed by the Secretary of Agriculture.[5] The applicable direction requires that the road segment under consideration must have been designated in accordance with 36 CFR Part 212, Subpart B and constructed as a road segment prior to November 10, 1978.[6] Now, although motor vehicle use on roaded segments of the CDNST may sometimes be lawful, that does not imply that it is desirable. The "nature and purposes" discussion in the Comp.Plan emphasizes that the primary purposes of the Trail is to provide the "hiking and horseback access to lands ... where the environment remains relatively unaltered ... a simple facility for foot and horseback use." It continues by citing a memorandum from the Deputy Chief of the Forest Service to Regional Foresters clarifying the Forest Service's intent with respect to motor vehicle use on newly constructed trail segments (and existing roads): As the CDNST is further developed, it is expected that the trail will eventually be relocated off of roads for its entire length. ... It is the intent of the Forest Service that the CDNST will be for non-motorized recreation.... Allowing motorized use on these newly constructed trail segments would substantially interfere with the nature and purposes of</p>	Substantive	

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the CDNST. (emphasis added)[7]						
656-5	GEN	Jim Wolf	Continental Divide Trail Society	<p>We first wish to compliment the Forest for the extensive efforts it has made over the past 30 years, in accordance with this direction, to remove the CDNST from roads. Nevertheless, for the purpose of the analysis, each segment that remains on a road should be reviewed to assure that it has been properly designated and was constructed before the CDNST was established in November 1978. The DEIS should confirm that these requirements have been met and include electronic links to the supporting documents. For any road segment constructed before 1978, a reference to a motor vehicle use map depicting it as a road (and published and available to the public at that time) should suffice to establish legality. Even so, however, the analysis should consider whether the designation should be revised to meet changing conditions (specifically, the change in conditions resulting from the establishment of the CDNST and the conflict of motorized use with the nature and purposes of the Trail).[8] The section of the Comp.Plan providing for use of the ROS system in delineating and integrating recreation opportunities provides additional guidance with respect to situations where motorized access may be allowed.[9] For any road segment constructed after 1978, the options are (1) to withdraw the designation and prohibit motorized use there in the future or (2) to relocate the CDNST to an unroaded location. If any segment is found to be a post-1978 road, detailed analysis of this issue would be needed in the DEIS. If option (1) were adopted, motor vehicle use might still be continued on a newly designated route removed from the CDNST.</p>	Substantive	
656-6	GEN REG	Jim Wolf	Continental Divide Trail Society	<p>B. Trails. For national scenic trails in general, the NTSA declares that "the use of motorized vehicles by the general public along any national scenic trail shall be prohibited... ." However, it is further specifically provided that "other uses along the ... Continental Divide National Scenic Trail, which will not substantially interfere with the nature and purposes of the trail, and which, at the time of designation, are allowed by administrative regulations, including the use of motorized vehicles, shall be permitted by the Secretary [of Agriculture]."[10] The Forest Service has implemented this statutory direction by requiring: Designation of the route as a motorized trail in accordance with 36 CFR Part 212, Subpart B [36 CFR §212.51] The vehicle class and width were allowed on the trail segment prior to November 10, 1978 The use will not substantially interfere with the nature and purposes of the CDNST.[11]</p>	Substantive	
656-7	GEN	Jim Wolf	Continental Divide Trail Society	<p>The analysis that is necessary for an informed decision to be made, and for interested persons to review the decision, requires careful examination of the designation documents. A review of these documents would focus on minimization of certain enumerated effects, including: (1) Damage to soil, watershed, vegetation, and other forest resources; (2) Harassment of wildlife and significant disruption of wildlife habitats; (3) Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands.[12] The extent to which these effects have been eliminated or minimized is a fundamental consideration in evaluating whether the proposed action will not "substantially interfere"</p>	Substantive	

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				with the nature and purposes of the CDNST. Will the proposed action provide high-quality scenic, primitive hiking and horseback riding opportunities? Will the action conserve natural, historic, and cultural resources along the CDNST corridor? It is essential in arriving at an informed decision on a proposed action (and in reviewing and commenting upon a proposed action) that the EIS evaluate and, later, the record of decision examine and discuss these considerations.		
656-8	RI-TAC	Jim Wolf	Continental Divide Trail Society	To enable interested persons to comment upon the proposed action, therefore, the DEIS should afford electronic access to all documents that designate trails that may be used by motorized vehicles on segments of the CDNST. The DEIS should include a discussion of the extent to which motorized use has minimized effects upon the use and enjoyment of the CDNST and the extent of interference with the nature and purposes of the Trail. In addition, the DEIS should document whether the class and width of vehicles that would be allowed on a motorized trail segment were allowed on that segment prior to November 10, 1978. If the proposed use differs from that allowed in 1978, either the segment should be closed to motorized vehicles or the designation should be revised to ensure that the future use will conform to the class/width requirement.	Substantive	
657-1	GEN	Terry McCormack		Hello, As a hiker, mountain biker and off road vehicle user of the Pike and San Isabel National Forest I'd like to submit my comments for the PSI EIS in support of "Option D" as defined in the 160725_MVUM_Notic eof Intent document.	Non-substantive	
659-1	GEN	Chad Davidson		After hearing about the EIS going on in the San Isabel forest today I thought I might throw in my 2 cents. To start off I predominately visit the Ophir Creek/Greenhorn area. We spend a great deal of time outdoors and enjoy our time spent in the San Isabel National Forest. In my opinion it appears to be maintained very well. As a hunter, fisherman, hiker, mountain biker, camper, etc I cant say I have anything to complain about the road system/access in that particular area. I have been disappointed at the way we have found campsites after they have been used i.e. heaping mounds of trash left either in bags or in a fire pit unburned for the next visitor or the local wildlife to dig through. We have cleaned these messes up a few times. Aside from those errors in judgment and lack of respect others have had we feel the area is managed well. We would really hate to see the trails on pages 4 and 5 of the Scoping Alternative B map be closed down. Particularly road 396 on page 4 and trails 1314/1398. We enjoy ATVs on a few of them and ride dirt bikes on some of the others. We have been respectfully enjoying those trails for a least 15 years	Substantive	
807-1	GEN	Matt Reed	High Country Conservation Advocates	Thank you for considering the following comments submitted by High Country Conservation Advocates (HCCA) concerning the Pike-San Isabel National Forests (PSI) Travel Management Plan (TMP). Located in Crested Butte, HCCA was founded in 1977 to protect the health and natural beauty of the land, rivers and wildlife in and around Gunnison County. HCCA has engaged on public lands advocacy for almost 40 years, focusing on sustainable recreation, travel management, wildlife and other issues, and today has over 800 members.	Non-substantive	

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807-2	RI-TAC	Matt Reed	High Country Conservation Advocates	HCCA is opposed to efforts by the PSI to include Trail 531, the Monarch Ridge trail, as open to motorized use. HCCA also opposes the designation of Trail 1412, the Greens Creek trail which feeds into the Monarch Ridge trail, as motorized. Motorcycle use on these trails is substantially interfering with the nature and purpose of the Continental Divide National Scenic Trail (CDNST), which is to provide high-quality scenic, primitive hiking and horseback riding opportunities and to conserve natural, historic and cultural resources along the CDNST corridor.	Substantive	
807-3	RI-LRSD	Matt Reed	High Country Conservation Advocates	Motorcycle use on trails 531 and 1412 is resulting in conflicts with other trail users.	Substantive	
807-4	GEN	Matt Reed	High Country Conservation Advocates	Safety concerns, noise, dust and pollution from motorcycle use are interfering with the desired experience of others enjoying the CDNST.	Substantive	
807-5	GEN REG	Matt Reed	High Country Conservation Advocates	Motor vehicle use by the general public on the CDNST is prohibited, except where allowed by exception. Motor vehicle use on the CDNST is inconsistent with the National Trails System Act, which states: "The use of motorized vehicles by the general public along any national scenic trail shall be prohibited and nothing in this Act shall be construed as authorizing the use of motorized vehicles within the natural and historic areas of the national park system, the national wildlife refuge system, the national wilderness preservation system where they are presently prohibited or on other Federal lands where trails are designated as being closed to such use by the appropriate Secretary" (16 U.S.C. § 1246(c)) (2009).	substantive	
807-6	GEN REG	Matt Reed	High Country Conservation Advocates	The <i>Continental Divide National Scenic Trail Comprehensive Plan</i> and <i>FSM Policy direction</i> became effective in 2009. Pertinent passages in the Plan state: The nature and purposes of the CDNST are to provide for high-quality scenic, primitive hiking and horseback riding opportunities and to conserve natural, historic, and cultural resources along the CDNST corridor. ² It is the intent of the Forest Service that the CDNST will be for non-motorized recreation. ³ Specific Forest Service Manual direction regarding management of the CDNST echoes these prescriptions. ⁴ Motorized use on the CDNST is prohibited, except where allowed by limited exception.	Substantive	
807-7	RI-TAC	Matt Reed	High Country Conservation Advocates	In 2010 HCCA successfully appealed the decision in the Gunnison TMP that would have permitted motorcycle use on the Gunnison National Forest portion of the Monarch Ridge trail. The 2010 decision to designate Trail 531 as open to motorized use was reversed by the attached appeal decision. In light of this decision and the reasons stated above, HCCA is opposed by efforts of the PSI to include the Monarch Ridge trail in maps and data as open to motorized use.	substantive	
823-1	GEN	Mike Smith		Please balance Motorized and Non-Motorized Recreational Uses. Motos have astronomically more terrain already than non-motorized. Their lobby is powerful. Non-motorized users are not as organized or powerful, but there are tons of us out there. We do not bother them near as much as they bother us with noise, 2 stroke smelly engines, fast speeds, and many ignore closures. Goal should be to minimize conflicts between	Substantive	

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				motorized and non-motorized users. Plan priorities should be aimed at eliminating existing problems rather than to expansion of the road and motorized trail system. Please consider increasing the amount of non-motorized trails.		
835-1	GEN	Carol Beckman		The goal of the plan should not be expanding motorized use, but rather balancing motorized and nonmotorized use and eliminating current problems with motorized use. Motorized users need valid recreational opportunities, but also cause much more damage than nonmotorized users when they go off route. Illegal routes and off route areas should be closed. A goal of some motorized users appears to be splashing mud as high as possible on their vehicles. They drive off route or on illegal routes to mud puddles and wet areas, which are often the more environmentally sensitive areas. Motorized users create new, illegal, routes, which others then follow. These areas should be closed.	Substantive	
835-2	RI-TAC	Carol Beckman		Spurs, routes that don't connect to other routes, should be heavily considered for closure. They often serve no purpose and encourage users to go off route. Motorized users should not be allowed to drive off route for camping or hunting. One motorist drives a short way, and the next drives a short way past that, and the next a short way past that, creating a long route. Nonmotorized routes should not allow for motorized use. Signage is not always enough. Closures need to be effective. I was in the Bear Creek watershed about a week after Rocky Mountain Field Institute had been working there. RMFI had blocked a nonmotorized trail, with something that looked like it would be fairly discouraging to motorized users, logs and such, yet 2 motorcycles were on the nonmotorized trail, well past the "no motorized vehicles" sign and the attempt to block motorized access.	Substantive	
844-1	GEN	Rebecca Heisler		My primary area of interest and knowledge is in the South Park Ranger District. I have lived and hiked near Jefferson, CO for more than 12 years. During that time, I have seen a significant increase in the number of forest visitors as evidenced by the number of cars parked along Kenosha Pass, the increase in hikers and bikers on the Colorado Trail and other trails nearby, and the increase in numbers of dispersed campers off of FS Roads. More people means more encroachment on areas that in the past were "undiscovered". This is because nobody likes a crowded trail. One of the most satisfying qualities for me in the forest and wild places anywhere, is the solitude. Solitary enjoyment of the scenery, wildlife, sounds, trees, wildflowers, etc. the forest offers without a noisy, smelly OHV; dogs barking, or mountain bikers screaming at you to get out of the way is of extremely high value to me.	Substantive	
844-2	GEN	Rebecca Heisler		Park County and the South Park Ranger District is one of the most diverse areas with high peaks of over 12,000 feet to South Park, a broad, lush, mountain valley at around 10,000 feet. The diversity includes trees from alpine tundra, spruce-fir, lodgepole, aspen and even bristlecone pines; wetlands; rare plants; numerous wildlife including elk, moose, and even lynx; and interesting and varied geology and geography with spires, peaks, rolling hills, and a variety of rock types and structure. Forest land encompasses all of this diversity which requires preservation and protection.	Non-substantive	
844-3	RI-TAC	Rebecca Heisler		I would like to also applaud the South Park Ranger District (SPRD) for their engaged and active responses to some of my concerns as well as closing off the forest portions of Park	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
844-4	RI-LRSD	Rebecca Heisler		County Rd. 37 (Jefferson Lake Road) and Park County 54 (Georgia Pass Road) to off road vehicle traffic. This has made a huge difference and resulted in a more positive experience travelling on these roads. I would like to see the remainder of Georgia Pass Road on the Summit Ranger District also closed to OHV traffic because I believe that some of them may be coming onto the SPRD side and perhaps even illegally travelling on hiking trails.	Substantive	
844-5	GEN	Rebecca Heisler		The Denver and Colorado Springs metro areas are some of the fastest growing in the country. These front range metro areas are well known for their beautiful landscape and abundant recreational opportunities, be it hiking, biking, cross-country/downhill skiing, or watching wildlife in a quiet, safe wild environment. In fact, the PSI Nona Forest is one of the top 10 most visited forests in the neon. Most of the PSI visitors (90% [From < http://www.wildconnections.org/travelmanagement.html >]) engage in non-motorized activities and the close proximity to the Front Range metro areas is expected to attract more of the same population. It is interesting to note that a very small percentage of PSI visitors (about 6.5% [From < http://www.wildconnections.org/travelmanagement.html >]) engage in off-road vehicle (ORV) activity as their primary use.	Non-substantive	
844-6	GEN	Rebecca Heisler		Thus, current levels and future increases in population do and will require MORE road LESS areas. Now is the time to develop a vision for the future that provides more non-motorized opportunities by decommissioning OHV and other types of motor routes. This is only one aspect of a sustainable TMP.	Substantive	
844-7	RI-CR	Rebecca Heisler		Another aspect of a sound TMP that maintains broad and connected Roadless areas is the significant ecological benefits. "The benefits are numerous and include high quality soil, water (including drinking water), and air; plant and animal diversity; habitat for pensive species; reference landscapes and high scenic quality; premise and semi-premise recreant; cultural resources; and other locally defied unique characterizes" (From < http://www.roadless.net/sections/roadlessareas/profiles/_areas_PSI_spa_j.htm >) These are all high value characterizes that need to be considered in this TMP since these benefits could be significantly limited by the levels of roading and roads in the forest. A holistic approach is also needed.	Substantive	
844-8	RI-VEG	Rebecca Heisler		Park County is a National Heritage Area. The historic and pre-historic significance of the area has been recognized nationally. As more and continued explorations of cultural, biological, botanical, and all other aspects of a place are conducted, new and more information and understanding are acquired. All of these aspects need to be considered. In the case of cultural resources, there is a growing trend of vandalism and the at such sites. It would be good for the PSI to be cognizant of any cultural sites that could be impacted by the TMP and include ways to avoid their destruction.	Substantive	
				Also, I recently discovered through the Colorado Natural Heritage Program website (http://www.cnhp.colostate.edu/) that there are many Proposed Conservation Areas (PCA's) in South Park. Several of these are in the northern part of Park County on Forest Land at and adjacent to the continental divide. One of these, the Jefferson Hill PCA hosts "one of the largest (3,630 acres) bristlecone pine (<i>Pinus aristata</i>) forests ever documented" (http://www.cnhp.colostate.edu/download/documents/pca/L4_PCA-Jefferson%20Hill_11-	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				29-2015.pdf). This is new information for me and perhaps needs to be explored further as part of the Environmental Assessment for the TMP. Many people drive back into this area on FR 427 for dispersed camping (and have created illegal tracks off of some spur routes such as FR 809B). What a tragedy if a bristlecone pine tree was chopped down for firewood!		
844-9	RI-TAC	Rebecca Heisler		One other aspect of a sound TMP is a financial one. FS budgets continue to be cut, even though they require more funding, not less. Enforcement has virtually been eliminated in the South Park Ranger District due to budget cuts. You can be sure that this will result in even more infringement (illegal) of OHV use and damage to areas that are pristine or nearly so. In the South Park area it takes a long time to heal these fragile places once the damage is done due to the high elevation and harsh climate. In addition, the cost of maintaining, rerouting, and rehabilitating roads also needs to be considered since there are insufficient funds to do so.	Substantive	
844-10	RI-TAC	Rebecca Heisler		In general, the priority of the TMP should be to eliminate existing problems rather than expand the system of roads and motorized trails. Many existing problems could be eliminated if the PSI could decommission all OHV tracks that radiate from a main artery. This is because once a track exists, even if it is a legal one, the temptation to go off-road is just too great. The very landscape becomes an attractive nuisance.	Substantive	
844-11	RI-WAT	Rebecca Heisler		I have witnessed a group of OHV'ers get stuck in a creek where the water was running high with spring/summer runoff. By the time they were finished, a large area had been damaged along the creek and a mud bog had been created adjacent to the creek.	Non-substantive	
844-12	GEN	Rebecca Heisler		I have also witnessed an OHV being driven up a pristine sloped meadow on Georgia Pass. It only took two passes before there was significant damage to this area that will take years to heal. I have participated in illegal OHV track rehabilitation for the past two years. This is a huge problem in the South Park Ranger District where historic routes may have gone up and over the continental divide when they didn't know any better. Today, some of these routes are attractive nuisances to OHV traffic. Even if no historic route is present, going up a steep slope is an attractive nuisance and does severe damage to the land. Above Selkirk campground, the route(s) that comes up and over the divide has three tracks in places which has resulted in a scar about 50 feet wide on the slope.	Substantive	
844-13	RI-TAC	Rebecca Heisler		Existing illegal OHV routes or any type of road should be identified so that these areas can be closed off. Illegal routes need to be promptly and effectively (ie; the closure needs to be capable of remaining closed) closed. I have seen temporary barriers that were removed so the route could continue to be used even though it is illegal. Any route that is defined as having adverse environmental impacts should also be closed. A thorough, scenically rigorous, and proper environmental analysis (EA) of the road and motor route system needs to be completed that includes looking at the motorized system as a whole as well as individual segments. This will provide the necessary guidance to the TMP.	Substantive	
844-14	RI-TES	Rebecca Heisler		The EA should include but not be limited to : "Identification of impacts to threatened and endangered species.	Substantive	

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844-15	RI-FWV	Rebecca Heisler		Identification of wildlife impacts due to a denser route network and increased human activity. Identification of impacts to particularly significant habitat features, such as known wildlife corridors, wildlife concentration or production areas, and summer and winter range. Identification of impacts to particularly sensitive habitat, such as streams and wetlands". (From < http://www.wildconnections.org/travelmanagement.html >)	Substantive	
844-16	RI-TAC	Rebecca Heisler		Specifically, if one looks at the road systems adjacent to County Road 77, one notices a network of interconnected roads - some legal; some illegal. That is a lot of roads. Serious consideration to decommissioning all but main roads should be made.	Substantive	
844-17	RI-LRSD	Rebecca Heisler		Consideration should also be made to eliminating recreational roads on steep slopes, especially in sensitive areas. These are particularly attractive for OHV'ers to create new tracks.	Substantive	
844-18	RI-TAC	Rebecca Heisler		Consideration of maintaining roads on more level areas would better serve protecting forest land. For example: On the northeast side of Rd 77 from the forest boundary to Tarryall Reservoir Forest Road (FR) 141 should remain in place since it provides access to the Nate Stultz Trailhead. However, all roads off of FR 141 should be decommissioned. This includes any extensions of 141 shown on maps beyond the Nate Stultz TH as well as FR843 and 143.	Substantive	
844-19	RI-WAT	Rebecca Heisler		Ditto for FR 140: FR 845, 844, 829, 846, and others. There are many creeks and springs in this area that have been and could be adversely affected by OHV use.	Substantive	
844-20	RI-GEO	Rebecca Heisler		On the southwest side of Rd. 77, in the vicinity of Observatory Rock and Eagle Rock, illegal routes have been created around these two features, especially observatory rock. FR 834, 831, 833, 830, and any illegal routes off of these should be closed and barricaded as well as FR 148. This is a unique geologic area that should be preserved and protected especially since it appears (Google Earth) that an illegal route has encroached up the west flank of Observatory Rock up a valley with a drainage feature and steep slopes as one approaches the crest. This area too has many creeks and springs that could be mud bogged by vehicular use.	Substantive	
844-21	RI-GEO	Rebecca Heisler		As a hiker, I have tried to explore the areas described in the above three paragraphs. However, I am deterred by the presence of off road vehicles and the scarred landscape they have created. As indicated, this area has unique geologic features and also offers a perspective of the Tarryall, Kenosha, and Platte Ranges and surrounding areas that is not available anywhere else.	Non-substantive	
844-22	RI-NOI	Rebecca Heisler		Another general consideration is that there needs to be buffer zones between Roadless areas/wilderness areas and areas that are open to OHV use. OHV's in general make more noise than a highway vehicle. Noise levels and proximity to Roadless/wilderness areas should be considered to provide a noise free experience for the 90% of forest visitors that like the quiet.	Substantive	
844-23	RI-TAC	Rebecca Heisler		One other specific road that should remain closed from its beginning is FR 807. This road is part of the litigation that closed off certain segments of existing illegal roads and is currently closed from 0.55 miles from its start at Park County Road 37 (Jefferson Creek	Substantive	

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				Road) to its end and also includes 807A. This road should be closed from the beginning. There is a campground adjacent to the road at the start and campers are beginning to discover the road for non-motorized uses. I have seen both hikers and bikers on this road in the past year which include families with young children. I hike on this road generally once a week. It includes pine and aspen forest, with lush meadows. Abundant and varied wildflowers bloom in the late spring/summer throughout the area. There is evidence of numerous elk and deer and I have seen moose on the road as well. It is an old logging road with many branches, some of which tie into the Colorado Trail and some of which head south to private property. Many of the branches have been bermed or barricaded to prevent motorized travel. I have seen people target shooting along this road when it was open to vehicles and I have heard shooting nearby while hiking. At the end of the trail there is a camp ring and there had been permanent targets set up. The targets have recently been removed. The proximity of this road to campgrounds, the Colorado Trail, and young explorers; the wealth of varied plants and animals should preclude opening this road to vehicular traffic and I believe it would be an excellent route to close permanently in its entirety.		
856-I	RI-SOC	Lynn Gray		My family and friends from Texas vacation Colorado at least twice a year. Our main purpose to vacation in Colorado is the use of the trail system for out door recreation. We also help the local economy by spending money at attractions, RV camping, restaurants, fuel and shopping. There is a lot of out of state money coming into Colorado cause of the trail system. We are constantly meeting new families from other states doing the same thing we are. It would be a shame for you to limit that. I guess we could move our vacations to New Mexico but be sure to remember all the state of Colorado permit fees you will be losing also!!	Non-substantive	
863-I	GEN	Tom Moore		After attending your session in Salida I feel alternatives B and C are unacceptable. I have been on Chaffee County Search and Rescue many years and any road closures makes our job much more difficult.	Substantive	
888-I	GEN	Karen Alstead		I want to let you know how much my family and I love riding our motorcycles, camping, shopping, playing in your casinos, eating out, fishing and just enjoying the beautiful mountains and forests that your state has to offer. We try to make it to Colorado at least 2 to 3 times per year and bring our motorcycles to ride on the trails in the Pikes Peak National Forest. My family enjoys finding new trails along with new camping spots. That is why we keep coming back year after year. Thanks for making it such a fun adventure to explore the old and look forward to many more vacations with all the new areas that you are proposing to do in the near future. That will surely keep us coming back!!!	Non-substantive	
889-I	GEN	Heike Momiyama		Thank you for the opportunity to comment on the PSI Travel Management EIS during the scoping phase. I attended the public meeting in Salida to review the current proposals and I look forward to staying involved in the process moving forward. As a general comment, I feel there is currently more than enough access to public land for motorized use. It seems to me that some of the roads/trails in the contested MVUMs were established illegally/without planning or approval and are now on the maps simply because they already	Substantive	

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				exist. In my opinion, this sort of behavior should not be rewarded or encouraged. I therefore support the EIS process to review the roads/trails to ensure required due diligence is completed and proper process is followed.		
889-2	RI-NOI	Heike Momiyama		As for specific comments, I am interested in the area on the map designated as R78W/R77W and T13S/T14S (lower right portion of page 2). I own property in this area which borders National Forest land that includes roads/trails which allow ATV/OHV use. From my house I can currently hear the ATV/OHVs on these roads. I am in favor of minimizing this traffic. Option B shows decommissioning some roads in this area. I am supportive of these and any additional plans for decommissioning roads in this area to eliminate ATV/OHV traffic.	Substantive	
889-3	RI-HS	Heike Momiyama		In addition to the noise factor, the area is popular with hikers and cyclists. Mixing these activities with motorized use creates safety issues.	Substantive	
893-1	GEN	Timothy Fruits		I would like to start my comments with the statement 'I support alternative D'. That said, I wish to be more specific in recommending 'Special Use Areas' for Trials Motorcycles for both open riding and designated competitive events. The Trials riders and associated clubs are very willing help with mitigation measures that maintain area(s) or improve these designated special use areas. Measures could include seeding, structure placements, temporary signing to guide participants and reduce impacts.	Substantive	
893-2	RI-SOC	Timothy Fruits		Also, I would like to state, I spend money in communities, i.e., Alamosa, Salida, etc., surrounding and within USFS lands when visiting PSINF.	Non-substantive	
893-3	RI-TAC	Timothy Fruits		Next I would like to request establishment of open riding areas and special use area within the Rainbow Falls area for Trials Motorcycles on the Pikes Peak Ranger District. I would also like to request the South Park Ranger District consider establishing open riding areas specifically for trials motorcycles in the Badger Flats area (Thorpe Gulch) and in the Sledgehammer area (south and east of Elevenmile Reservoir).	Substantive	
896-1	GEN	Milton Powell		Don't close anything. However, open most of what has been closed	Non-substantive	
898-1	RI-TAC	Samantha Sherwood	Aurora Water	The road labeled 122 (in the South 1/2 of Section 7, Township 11 South, Range 80 West) is shown as a road proposed for "adding/revising seasonal closure". This road leads onto private property owned by the City of Aurora. The City should be provided continuous access to its property in accordance with a previously executed right of way, regardless of seasonal closures for the public. The city does not object to seasonal closure to the public as long as there is property access in accordance with the Right of Way.	Substantive	
898-2	RI-TAC	Samantha Sherwood	Aurora Water	Additionally, there appears to be a dispute over the ownership of Road 122 as it passes through the private property owned by the City. The City has attached two deeds which provide documentation of a right of way through the SE1/4 of the SE1/4 of Section 7, Township 11 South, Range 80 West; however, we have no documentation showing that there is a right of way or an easement owned by the Forest Service crossing the private property owned by the City. We request that the Forest Service either provide documentation to show that the portion of Road 122 crossing private property is under	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
899-1	GEN	Jed Caswall		Forest Service jurisdiction, or clearly remove that portion of Road 122 from the travel management plan (see attached maps).		
899-2	RI-WAT	Jed Caswall		While I normally refrain from voicing concerns within the context of a public comment period as presently ongoing regarding the future of motorized uses in our national forests, I am compelled to do so this time given the widespread destruction and degradation I have been personally witnessing over the past several years within the Pike National Forest as the result of the essentially unregulated use of off-road motorized vehicles. As a frequent hiker of many, many miles within our forests over the past 30 years, I have become increasingly disturbed at the amount of torn-up landscape I have come across while walking within areas that not too many years ago were pretty much left undisturbed by human activity.	Substantive	
899-3	RI-TAC	Jed Caswall		Closed/restricted use signs (and even physical barriers) are regularly ignored by those riding ever larger off-road vehicles as they tear along both on and off trail at ever higher speeds, gouging the soil and running down vegetation, and creating new travel paths wherever and whenever the impulse strikes, including across/through sensitive wetlands and up/down slopes.	Substantive	
901-1	RI-TAC	Stephanie Erbrecht		There seems to be no end to it! And the damage—it is really too much to bear. What is to be done? The current honor system employed to protect our forests is clearly proving useless. First and foremost, there needs to be consistent and firm enforcement of existing regulations backed up by meaningful penalties for violations. It also appears that the only way to protect the forests from further abuse is to significantly reduce or entirely close current mixed use areas to motorized off-road vehicles since allowing any off-road access regularly results in forays off trail and into areas that are not appropriate, and cannot withstand, the destruction caused by those vehicles and their irresponsible operators, e.g., bandit routes created off of Pike Forest Roads 141 and 143 NW of Tarryall Reservoir and in the general vicinity of the Nate Stultz trailhead. Please rein in the ongoing destruction caused by motorized off-road vehicles before more of our beautiful, quiet and natural forest areas are degraded forever. And please close Pike Forest Roads 141 and 143 to motorized off-road vehicles.	Substantive	
				I oppose adding any additional roads that will make our forests accessible to more vehicle traffic. Living next to the San Isabel where we hike and ride our mules, I see more and more abuse of the roads and in particular the trails that are off limits to motorized vehicles. Signs simply do not stop these people riding dirt bikes and four-wheelers from getting on the trails. These motorized vehicles do terrible and long-lasting damage. They leave trash in the woods that they pack in but are too lazy to pack out in spite of being on a motorized vehicle. And these are the same people who often don't stop when encountering hikers or horses/mules on these trails. Perhaps they don't know any better about the danger they present to large animals with riders, or perhaps they simple don't care; after all, it is all about speed and power! I believe we need LESS accessible roads, not more. Specific areas where this abuse is evident: the Sangres, Willow Creek, Lion Canyon, East Bear Trail, to name a few.	substantive	

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935-1	GEN	Ned Suesse	Central Colorado Mountain Riders	The CCMR is an OHV club in Salida, CO. Our mission focuses on education, advocacy, and stewardship, and our membership enjoys not only OHV use within the forest, but also hiking, mountain biking, hunting and fishing, and dispersed camping as well. Our club has adopted several motorized trails on the Salida Ranger District, and look forward to helping the Pike/ San Isabel National Forest educate, manage, and promote OHV use over the years and decades to come. From our perspective, the chance to do travel management is an opportunity to improve the overall travel infrastructure in the Forest. The Forest should not attempt to limit the scope of inquiry to simply appease an ill-conceived lawsuit with this exercise, but instead, they should look to make a legitimate long term improvement for the future of the Forest, both for users and natural values. These two goals are absolutely compatible.	Substantive	
935-2	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	Good trail systems, those which are well designed, enjoyable, and sustainable, enhance both user experience and natural values and habitat. As people find what they came for, they are not tempted to go beyond the established trail network, which protects natural habitat. Therefore, the Forest has an opportunity in this exercise to improve not only the OHV user experience, but also to improve habitat and natural values in areas away from trails. One need look no further than the excellent trail system on BLM at Hartman Rocks, or the new singletrack system at Rampart Range, to see how improved opportunities have virtually eliminated off route travel. Opening routes that meet user needs legitimizes closing routes that are not sustainable, it is truly a win-win situation.	Substantive	
935-3	GEN	Ned Suesse	Central Colorado Mountain Riders	OHV use has grown incredibly in Colorado over the last few years resident permits have gone up by 119% between 2000 and 2014, and nonresident by 1607%. OHV use accounts for \$1.5 Billion in the Colorado economy today, and there is no reason to expect this growth to slow, so the current travel management exercise must imagine a Forest with many times more users on whatever trails result from the current process in the years and decades to come. Thousands of people depend on the OHV industry for their work, and in the spirit of Multiple Use/ Sustained Yield, the Forest must work to accommodate that. While trail systems cannot grow commensurately with use, it is vital that this travel management plan recognize the cumulative demands on the Forest, to avoid excessive impact to areas that remain available for use. Miles traveled in the forest do not drop as miles available for travel do, meaning that remaining routes become overused and unsustainable to maintain, not to mention dangerous. Open OHV routes are also critical for Search and Rescue activity, increasing safety for all users.	Substantive	
935-4	GEN	Ned Suesse	Central Colorado Mountain Riders	Preference for Alternative D: After careful study of the different alternatives, our group believes the best option for sustainable multiple use trails is Alternative D.	Non-substantive	
935-5	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	Along with the TPA and COHVCO, we support modifications to this plan. Full Implementation of the South Rampart Travel Management Plan developed in 2011; No conversion of NFSR 346 to Administrative Use Only, but maintain NFSR 346 open to public access; Reopening of NFSR 322A; and Reopening and reestablishing public access across the South Platte River in the Hackett, Longwater and Metberry Gulches. Addition	Substantive	

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				of Trials riding areas near Rainbow Falls on Pikes Peak RD; Addition of Trials riding areas in Badger Flats and Sledgehammer areas on South Park RD.		
935-6	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	Alternative D proposes multiple seasonal closures for trails within the Salida Ranger District. These closure dates are not consistent with other trails in the area (for example, the Cottonwood Mountain Bike trail), do not affect all users (only motorized), and seem unnecessary given the realities of weather and snow in the area.	Substantive	
935-7	RI-FW	Ned Suesse	Central Colorado Mountain Riders	We propose that seasonal closures be limited to areas where they are deemed necessary for winter range or other wildlife habitat concerns, using best available science and recognizing the change in climate patterns toward warmer and shorter winters, and earlier calving activity. Further, for these closures to be effective, they should affect all users, not only motorized users (see "Domestic Dogs in Wildlife Habitats", Carolyn A. Sime).	Substantive	
935-8	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	Singling out only one use is ineffective and discriminatory, and belies the larger goal of protecting range and condition of trail tread, which is impacted just as much by people on foot, horse, or bicycle. Further, they should be consistent within the area the established baseline is the Cottonwood MTB trail which has a 12/15/15 closure, so any trail that needs a seasonal closure should match that standard. A simple and consistent closure schedule will make communication easy and enforcement possible.	Substantive	
935-9	GEN	Ned Suesse	Central Colorado Mountain Riders	The proposed seasonal closures seem to amount to de-facto over snow travel planning, especially for new vehicle types (e.g. motorized snow bikes) that can access the forest differently than in the past. This de-facto travel planning is not adequately addressed in the current route inventory process, since these vehicles are not confined to routes in over-snow travel, and managing their travel will require proper scoping and public engagement, which this process does not satisfy. The Forest should seek to understand what uses may become more popular, look for opportunities for those uses that are consistent with the Forest Plan, and engage in a scoping process with that perspective in mind, rather than attempt an illegitimate de-facto closure through a tangentially related process.	Substantive	
935-10	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	As noted above, OHV ownership has been exploding in popularity, and OHV users will travel to whatever area provides the experience they are looking for. Therefore, route closure does not tend to diminish OHV travel on the Forest, but rather shifts it to another location. This has implications for the Forest at both large and small levels where a user might choose to ride within their day, and where they might choose to stage for that day. We will address both of these concerns within the day specifically route by route, and where they might choose to stage in this section. We contend that it is illogical to consider route closure exclusively on a route by route case basis, because this misses the point that miles traveled are more fixed than miles available for travel. Route closure in one area will result in increased pressure on another. Some of the alternatives (for example, Alternative B), create so much closure that in areas along the front range (for example, the 717 trail system near Woodland Park) that users will be forced to continue along Hwy. 24 until they get to the next option, which is likely to be the Four Mile area on Salida Ranger district. Four Mile has one motorized singletrack route, which takes less than 30 minutes to ride completely from end to end, leading to a problem that the existing trail	Substantive	

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				system does not meaningfully satisfy demand, leading to a proliferation of non-system routes. We have specific suggestions within that area, however, at a landscape level, the important concept is that cumulative effect of a closure near Woodland Park extends to everywhere else on the forest. Furthermore, to the degree that non-system routes are in use, the Forest is challenged to do a complete cumulative effects analysis, because the information they operate from is incomplete. We hope that the Forest will be able to put real effort into a landscape level cumulative effects analysis and share the outcome of that work with our club.		
935-11	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	We understand the popularity and regional importance of the Four Mile Trail System near Buena Vista. We also understand that this area has seen increased use by all types of users and that the use of this area will continue to grow, especially if any of the proposed closures (in Alternative B, for example) take effect along the front range. Under a contract from the USFS, Great Outdoors Consultants created GPS maps of many potential routes in the Four Mile area. We were unable to get access to the resulting map, which is USFS property, but we believe that certain of these routes should be selected for adoption as system trails (as PSI has recently done with the buckhorn trail near Colorado Springs). There should be more than 40 miles of total singletrack system route mileage so that, when combined with Forest Roads and 50" trails, a visitor has a realistic amount of riding to justify the travel required. This will legitimize closures of unsustainable trails that have become pervasive.	Substantive	
935-12	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	We would encourage and support the District's decision to convert most any existing National Forest Service Road (NFSR) to Full Size Trails or another trail designation (e.g. Trail open to Motorcycles, or open to Vehicles 50" or less in width), whenever the primary purpose of the road is recreation and the road does not provide a direct access from one area to another. Conversion to Full Size Trails will help solve the problem of insufficient funds for road maintenance and make those routes eligible for Colorado Parks and Wildlife OHV grant funds.	Substantive	
935-13	GEN DATA	Ned Suesse	Central Colorado Mountain Riders	We encourage the use of conversion techniques contained in Chapter 17 of the National OffHighway Vehicle Conservation Council's (NOHVCC) 2015 Great Trails: Providing Quality OHV Trails and Experiences publication.	Substantive	
935-14	RI-LRSD	Ned Suesse	Central Colorado Mountain Riders	The importance and unique multiuse recreational qualities of the Rainbow Trail cannot be overlooked. Although NFST 1336 (AKA The Rainbow Trail) was not specifically listed in Exhibit A of the Settlement Agreement, we feel this trail is vitally important to meeting multiuse recreational needs and demands of the area. We support the District's efforts, past and present, to maintain this trail and especially the needs for routine and continued "heavy maintenance".	Substantive	
935-15	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 102. This route needs a legal connection to provide access to NFST 1336 (AKA Rainbow Trail). All trail users will benefit from this connection by creating loop opportunities along the Rainbow trail.	Substantive	
935-16	RI-TAC	Ned Suesse	Central Colorado	NFSR 108. This route is a common "loop" off of the Rainbow Trail from both NFSR 101 & NFSR 124. NFSR 108 is the most direct access to the Rainbow Trail from Salida. This	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
			Mountain Riders	route also provides access to private land and is the road to the radio towers on Methodist Mountain. It is commonly used by motorcycles and mountain bikes for loops. NFSR 124 is a vital loop connection and bailout point for all users.		
935-17	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 186. This route makes a nice loop with NFSR's 186B and 174A. User groups include mountain bikes, motorcycles, UTV's, ATV's, jeeps, and hunters.	Substantive	
935-18	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 205. This route provides a good exit/entrance to the far western part of the Rainbow Trail without using HWY 285/Mears Junction access. Allows users to loop off the Rainbow Trail back to NFSR 201. Congestion between all users at Mears Junction/ Shirley Site can be alleviated by leaving this route open.	Substantive	
935-19	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 218. This route provides easier access to Lost Creek and is popular with hunters, mountain bikers, UTV's, ATV's, motorcycles and hikers.	Substantive	
935-20	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 225. – Extension of this route would provide an important and vital connector and option for motorized users. It would provide an alternate route to HWY 50 and the very popular crest trail and/or loops off of Monarch Pass and the Continental Divide Trail. Also see comments regarding NFST 1412.	Substantive	
935-21	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 234. This route is the Monarch Ski Area Parking Lot, this remains important to facilitating access to the Monarch Ski Area	Substantive	
935-22	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 235. This route leads to Boss Lake, which is a very popular route for many OHV users including jeeps, UTVs, ATVs, motorcycles and non-motorized users as well. Many users utilize this route to access Boss Lake for fishing, camping, and hunting. We would support conversion of this route to a Full Size Trail.	Substantive	
935-23	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 273. This route accesses the very popular hiking trail in Raspberry Gulch. Other uses include dispersed camping, mountain biking, hunting and fishing access. We would support conversion of this route to a Full Size Trail.	Substantive	
935-24	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSRs 279 & 348. This route provides access to private land and mining claims and provides a challenging route for many OHV's and Jeep users. Hunters also find this route valuable for their access. We would support conversion of these routes to Full Size Trails.	Substantive	
935-25	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 101.A. This route provides access to dispersed camping and is often used during hunting season. We would support conversion of this route to a Full Size Trail.	Substantive	
935-26	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSRs 180.A & 180.B. These routes make a loop. The routes are moderately difficult and are used by UTV's, ATV's, jeeps, motorcycles, equestrians and mountain bikes. We would support conversion of these routes to Full Size Trails.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
935-27	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 181.A. This route provides access to a popular landmark called "The Crater" and is used by almost every user group. We would support conversion of this route to a Full Size Trail.	Substantive	
935-28	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 183.A. This route leads the public to stunning views of the Upper Arkansas Valley. Like NFSR 181.A, this route provides access for all user groups. We would support conversion of this route to a Full Size Trail.	Substantive	
935-29	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR's 200.D, 202.D. – Although this road is a short Dead End, it remains a very popular, flat and easily accessible dispersed camping spot used by hunters, anglers, OHV users, mountain bikes, hikers, equestrians and campers. We would support conversion of these routes to Full Size Trails.	Substantive	
935-30	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR's 200.E, 200.F, 203.B, 203.C, 204.B, 204.C, 204.D, 204.E, 212.A, 212.B, 222.A. Short routes that provide access to dispersed camping sites popular with multiple user groups including; hunters, anglers, OHV, mountain bikers, hikers, equestrians and campers. We would support conversion of these routes to Full Size Trails.	Substantive	
935-31	RI-LRSD	Ned Suesse	Central Colorado Mountain Riders	NFSRs 201.A, 201-AA, 201 CA, 201.CB. Short routes that provide much need access to dispersed camping sites. All near the historic town site of Shirley, which is an extremely popular multi use recreation Trail Head. Users of this area include all groups including hunters, anglers, OHV, mountain bikers, hikers, equestrians and campers. The proximity to this historic town site along with the former Denver and Rio Grande Western Railroad's Marshall Pass roadbed and the access that is provided from this area to many popular trails and roads makes this area and the associated trails vitally important to all forms of recreation. We would support conversion of these routes to Full Size Trails. Additional designated parking and dispersed camping areas would be beneficial to recreational uses in this area.	Substantive	
935-32	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR's 214.A & 214-AA. This route provides access to a small tributary stream of Pass Creek and access to the dispersed camping route of 214-AA. This route provides access for all user groups. We would support conversion of these routes to Full Size Trails. In addition, NFST 1411 is not specifically listed on the lawsuit, but is a treasured trail for its difficult nature.	Substantive	
935-33	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR's 214.F, 225.D, 225.E, 228.A, 344.H, 344.I, 365.B, 365.C, 373.B, 373.C, 375-AA. – Provides access to dispersed camping sites popular with multiple user groups. We would support conversion of these routes to Full Size Trails.	Substantive	
935-34	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 237.B. Provides access to dispersed camping sites with easy access from NFSR 237 popular with multiple user groups. We would support conversion of this route to a Full Size Trail.	Substantive	
935-35	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR's 240.F & 240.G. These two routes provide access to dispersed camping sites along the very popular NFSR 240 and to North Fork Reservoir. This area remains popular with multiple user groups including hunters, anglers, UTV's, ATV's, mountain bikes, motorcycles, hikers, equestrians and campers. We would support conversion of these routes to Full Size Trails.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
935-36	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 250.AA. Enables access to dispersed camping in close proximity to the popular Mt. Shavano Trail Head. This area has multiple user groups including hunters, anglers, UTV's, ATV's, mountain bikes, motorcycles, hikers, equestrians and campers. We would support conversion of this route to a Full Size Trail.	Substantive	
935-37	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 250.B. This short route provides additional access to Squaw Creek and we would support conversion of this route to a Full Size Trail.	Substantive	
935-38	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR's 267.B, 267.C, 267.D, 267.E, & 267.F. These routes all allow access to dispersed camping along the very popular NFSR 267 (Tin Cup Pass.) In addition, NFST 1436 currently has no loop opportunities. We request the Forest look for opportunities to create a loop in this area, such as from NFSR 344 to Tincup, or by extending NFSR 348 to CR 126.	Substantive	
935-39	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 272.B. This route makes a loop and is in close proximity to the Brown's Creek Trail Head. Dispersed camping opportunities exist along this route and are used by multiple user groups. We would support conversion of this route to a Full Size Trail.	Substantive	
935-40	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR's 272.E, 272.F, 272.G & 274.B. – These routes provide access to dispersed camping in close proximity to the very popular Browns Creek and Raspberry Gulch Trail Heads. This area is very popular with multiple user groups including hunters, anglers, UTV's, ATV's, mountain bikes, motorcycles, hikers, equestrians and campers. We would support conversion of these routes to Full Size Trails.	Substantive	
935-41	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 278.C. The route makes a good connector/loop with NFSR's 278.A & 278.B. Popular with multiple user groups. We would support conversion of this route to a Full Size Trail.	Substantive	
935-42	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR's 308.B2, 308.E, 308.F, 308.G, 315.A, 315.B, 315.C, 315.D, 376-AA, 376.AB, 376.AC, 376.D, 376.E, 376.G, 376.H, & 376.I. – These routes allow access to dispersed camping sites in close proximity to the 4 Mile Recreation Area, a designated OHV area, but also popular with multiple user groups. We would support conversion of these routes to Full Size Trails. Additional designated parking and dispersed camping areas would be beneficial to recreational uses in this area.	Substantive	
935-43	RI-LRSD	Ned Suesse	Central Colorado Mountain Riders	Near the 4 Mile Recreation Area is a designated trail Open to Motorcycles Only (NFST 1425, AKA Triad Ridge). This trail is a wonderful recreational asset but it should be noted that a motorcycle rider with average skill, is able to traverse the entire trail in a very short amount of time (e.g., less than 30 minutes). We suggest that additional singletrack opportunities be provided in this area to develop a valuable, enhanced and satisfying recreational experience. Expansion of the recreational opportunity for motorcycles could be accomplished rather effortlessly through the adoption of historic "non-system" trails in the area with select modifications (e.g., reroutes, maintenance, etc.) to ensure an enduring and sustainable system of motorcycle trails.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
935-44	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	Examples of routes that should be considered include a connection between NFSR 1434 to NFSR 185D, from NFSR 185 to NFSR 187, from NFSR 185D to NFSR 300. Several example maps are attached, however, this is not an exhaustive list of routes that should be considered in this area (see attached maps).	Substantive	
935-45	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 311.D. This short route provides access to Seven Mile Creek and we would support conversion of this route to a Full Size Trail.	Substantive	
935-46	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	NFSR 322.A. This route is an extension of a route that accesses private land and/or a mining claim/radio/cell towers.	Substantive	
935-47	RI-LRSD	Ned Suesse	Central Colorado Mountain Riders	NFST 1412 (AKA Greens Creek). This trail is the prime remaining motorized single track on the east side of the Continental Divide Trail within the Salida Ranger District. Trail 1412 provides an important and vital access to the Crest Trail and access to the historic town site of Sargents and the surrounding area's trail system. The trail provides relief from the Crest Trail during high use times for motorized singletrack users and offers loops from both Monarch and Marshall Passes. The Cumulative effects of closing Greens Creek to motorized use would fall primarily to the Crest, by forcing motorized users to run back and forth on it. We would also offer that an opportunity exists to provide a loop opportunity by connecting NFSR 225 to the Crest Trail. This would provide a loop with Trail 1412. We understand this connection would require some effort to complete but should be a consideration for future planning to enhance recreational opportunities within the District.	Substantive	
935-48	RI-TAC	Ned Suesse	Central Colorado Mountain Riders	In addition, we believe that the Forest should open at least one of the following additional routes to create a motorized loop with the Crest trail: Silver Creek Trail (NFST 1407): Allowing motorized travel on this trail would create a logical loop connection to the Rainbow Trail, and improve trail condition by bringing OHV funds to bear on maintenance. Starvation Creek Trail (NFST 1408): Allowing motorized travel on this trail would take singletrack traffic off Poncha Creek road, improving safety and bringing OHV funds to bear on maintenance. South Fooses Creek (NFST 1776): This trail was traditionally motorized singletrack and reopening it to motorized use would enable loops that would diminish impact on the Crest. Further, the condition of the trail has deteriorated since motorized traffic has been removed, due to a lack of maintenance. NFSR 204 to NFSR 210 connection there is a user defined trail that connects these routes and would be very useful in creating loops and lessening impact on the Crest trail.	Substantive	
935-49	RI-LRSD	Ned Suesse	Central Colorado Mountain Riders	Finally, we believe the Travel Management effort should acknowledge the inevitable proliferation of electric assisted bicycles. Currently, these bicycles fall into a grey area depending on the amount of power they produce, which will be impossible to have effective enforcement for. We believe that within the timeline of the current Travel Management effort, e-bikes may have a large impact on the presence of combustion powered motorcycles, and the travel management plan should create a trail system that will work for all types of powered vehicles.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
935-50	GEN	Ned Suesse	Central Colorado Mountain Riders	In summary, the CCMR is supportive of the Forest's efforts to create a sustainable multiple use travel plan that meets demands, both human and natural, in the years and decades ahead. We believe this opportunity is an outstanding chance to make a more usable trail system, and we look forward to doing our part in helping to educate users, maintain trail, and promote safe and responsible OHV recreation within the Forest.	Non-substantive	
941-1	GEN	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	These comments are provided by the Pikes Peak Group (PPG) of the Colorado Mountain Club (CMC), and are also signed in part by Friends of the Peak. The PPG is a regional division of the statewide CMC, with approximately 500 members primarily in El Paso, Teller, Park, and Douglas Counties. The CMC promotes safe and skilled non-motorized recreation, and protection of the public lands on which that recreation largely occurs. Our focus in these comments is on the portion of the Pike National Forest nearest to Colorado Springs, as far west as Wilkerson Pass and Rock Creek Hills Road in Park County and as far north as Route 67 in Douglas County. This includes all of the Pikes Peak Ranger District, and parts of the South Platte and South Park Ranger Districts.	Non-substantive	
941-2	GEN	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	Our primary interests in these comments are access, balancing the needs of the broad range of recreationalists and other legitimate users of the national forest, and the need to protect natural and cultural resources. We want to ensure that official and unofficial trailheads, as well as rock-climbing locations, remain accessible after these changes – on this point, we are particularly concerned about the proposal to reduce the quality of Forest Road (FR) 320, Mount Herman Road. We want to ensure that both motorized and non-motorized recreation are possible in the national forest, without such recreationists coming into conflict with one another – on this point, we oppose the sharp reduction in concentrated areas motorized recreation that is proposed in Alternative B, but also recommend reducing OHV use in areas that accommodate non-motorized recreation. We want to conserve and protect natural places, including wilderness and roadless areas – on this point, we call for the closure of certain routes that cherrystem into such areas, and for OHV use to be blocked on other such routes.	Substantive	
941-3	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	Pikes Peak Area. These comments apply to the entire Pikes Peak RD south of US Highway 24, and are joined by Friends of the Peak. In the Crags area, we fully agree with the proposals to either close or administratively restrict FR. 385, and convert the spurs off FR 383 into parking areas.	Substantive	
941-4	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	We do not agree with the proposal in Alternative B to close most of the network of motorcycle trails north of Frosty Park into the North Cheyenne Creek and Bear Creek watersheds. These are the only routes dedicated to trailriding in the PSI close to Colorado Springs. We also do not agree with Alternative B's proposal to close all of the motorized routes north of Gold Camp Road (FR370) except the South Slope reservoir access, FR 376.	Substantive	
941-5	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	On the other hand, we also do not agree with Alternative C's proposal to leave all these routes as they are, except for a seasonal closure to 376.A, Bull Park, and conversion of 370.C and .D into motorized trails; nor with Alternative D's slight variation on C. A more nuanced look at this area would be best:	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
941-6	RI-FW	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	We believe that FR 376.A, a long dead-end that leads to critical bighorn sheep habitat, should be closed in its entirety, or at least at a point 0.43 miles from FR 376, where Alternative D proposes a seasonal closure.	Substantive	
941-7	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	The loop created by FR 379, joining FR 370 and FR 376, is an adventurous and scenic trip. However, the western extreme of FR 379 has deteriorated to the point of near-impassibility. To minimize resource damage, we recommend making this part of FR 379 one-way downhill, westward-bound, and also putting up signage altering people of the difficulty of the route. Because of this, we recommend retaining FR 370.C as a road, rather than an OHV trail, to provide a shorter and simpler alternative to the west end of FR 379. While FR 370.D itself could be either an OHV trail or retained as a road, we recommend closing the dead-end FR 370.DA and the end of FR 381, beyond Trail 672. We have no view on the proposals to convert FR 374 into a motorized trail, and allow FR 372 to deteriorate into a high-clearance road.	Substantive	
941-8	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	Southern Rampart Range. These comments apply to the parts of the Pikes Peak RD south of FR 322 and east of Rampart Range Road, including both sides of Rampart Range Road south of Woodland Park. In this area, as in the rest of the Rampart Range, we support the conversion of most 300.x spurs into being open to highway legal vehicles only, rather than being closed (except where you are recommending closure across the board) or open to OHVs. We are not convinced that converting 300.U and 300.V into motorized trails makes sense, but do not have strong feelings on that point.	Substantive	
941-9	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	We object to the proposal in Alternatives C and D to allow FR 320, Mount Herman Road, to deteriorate from category 2 to category 3, making it a high-clearance road. We also object to its seasonal closure in its entirety. Our primary concern is access to the popular Mt Herman Trail 716 and Limbaugh Canyon. Your proposal would seriously reduce access to the only official trails in this area that are easily accessible from the urban corridor – both West Monument Creek and Stanley Canyon are subject to Air Force Academy policies. These trails are also popular in the winter. So we ask FR 320 be left as is, or at a minimum left in the current condition and accessible up to those trailheads year-round.	Substantive	
941-10	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	We would also like to see further restrictions on other routes in this area, blocking them from OHV use with a goal of managing this area, like the Wildlands to the north, for non-motorized recreation. We are referring here to FRs 302, 307, 311, 313, 314, 315, 318, 319 and their .A and .B spurs. While these are longer routes than those north of FR 320, with both FRs 320 and FR 300 off-limits to OHVs, they all are dead-ends that with the exception of the loop at the end of FR 307 do not present the opportunity for long rides unless the dead-ends are linked by user-created routes that could not be legally used by motor vehicles. It would reduce conflict between different types of recreational users, and allow better management of this area that is so close to the urban interface, if it were devoted only to all forms of non-motorized recreation.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
941-11	RI-LRSD	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	Rampart East Wildlands. These comments apply to the area north of FR 322 and east of FR 563 and Rampart Range Road, including those routes. We are signing on to the comments provided by the Rampart Range Wildlands Project, which are attached to our own below. In short, we would like all routes in this area to be limited to highway vehicles only, and advocate for the closure (or conversion to administrative status) of FRs 324.B, 327, 300.D, 300.E, 300.C, 300.CA, and 300.CB. The network of roads around Saylor Park should remain open, including the end of FR 323, but again these routes should not have OHV traffic for the reasons described by the Wildlands Project: in a great number of documented locations, OHV use has departed the legal routes and infiltrated into the designated roadless area and the roadless lands that adjoin it. It is far simpler to manage motorized recreation if OHV use is legal in many areas west of Rampart Range Road, but not in areas east of it. This also minimizes conflict between OHV recreation and quiet use recreation, including biking, hunting, hiking, rockclimbing, and equestrian activities.	Substantive	
941-12	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	It has also come to our attention that the Town of Palmer Lake may prefer that FR 322, which provides access to Upper Palmer Reservoir, should be closed in part or all the way back to FR 300. Various types of vehicles have been bypassing or breaking the gate into their watershed and causing damage to their resources. We are not ourselves calling for the closure of that route, but do want it limited to highway vehicles only and would support any position taken by the Town.	Substantive	
941-13	RI-LRSD	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	Devil's Head Area. The TMP alternatives have few changes for the Devil's Head area, which for purposes of these comments is the part of the South Platte RD that is west of (but not including) Forest Road 563 and Rampart Range Road, and south and east of Route 67. This is and will continue to be an area devoted to motorized recreation, especially dirtbiking, except for the Devil's Head Trail. We will defer to advocates for those forms of recreation regarding this area, although we are not happy about the idea of opening the now-closed FR 157, which parallels motorcycle trail 677 as a cherrystem into the Rampart West Roadless Area, as a 50" trail. It would be better to as much as possible limit motorized recreation in this roadless area to the motorcycle trails.	Substantive	
941-14	RI-LRSD	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	Rainbow Falls Area, South to Woodland Park. These comments apply to the parts of the Pikes Peak RD that are east of Route 67 and west of Rampart Range Road. Most of this is in the Rainbow Falls area, but it includes other routes to its south, towards Woodland Park. Much of this area will continue to be an area devoted to motorized recreation. We will defer to advocates for those forms of recreation regarding this area, but want to point out a few thoughts about the alternatives. Alternative B would shut down most of this well-established recreation area. We do not think that would be a good result. However these routes were created, they exist and are very popular. Shutting them down would destroy a high proportion of the OHV opportunities in the Pikes Peak area, leading to even more demand for new areas to be established. Far better to retain what we have than start anew. A small number of these routes are proposed for decommissioning in all alternatives; we assume that perhaps there is a good reason for this but again defer to those who know better. We support the proposal in Alternatives C and D to limit many of the 9xx spurs off Rampart Range Road to highway vehicles only. These routes should	Substantive	

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				remain open as campsites, but not used by OHVs.					
941-15	RI-LRSD	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	North Divide Area, West to the South Platte. These comments apply to the parts of the Pikes Peak RD that are west of Route 67 and north of U.S. 24, as well as a small part of the South Park RD east of the South Platte River. Most of this is collectively considered the North Divide motorized recreation area, and it will continue to be an area devoted to motorized recreation. We will defer to advocates for those forms of recreation regarding this area, but as with the Rainbow Falls area to its east, Alternative B would shut down a large portion of it. We do not think that would be a good result. However these routes were created, they exist and are very popular. Once again, shutting them down would destroy a high proportion of the OHV opportunities in the Pikes Peak area, leading to even more demand for new areas to be established.	Substantive				
941-16	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	Tarryall Valley. These comments apply to the parts of the South Park RD that are north of Route 77, as far west as FR39. Generally speaking, we prefer Alternative C in this area. We strongly encourage that, as proposed in Alternative C, FR 133 (Rock Creek Road) and FR 817 be restricted to highway vehicles, as they depart from a non-OHV route and end after a fairly short distance at the Lost Creek Wilderness. We think the same restriction should be added to FR 134, for the same reason. We also note that there are many routes on the ground around FR 39 that are not included in the MVUM. We are not convinced that all the full and seasonal closures proposed in the rest of this area in one plan or another are warranted, but will defer to others who can better judge the region.	Substantive				
941-17	RI-TAC	Tom Mowle	Pikes Peak Group of the Colorado Mountain Club	Badger Flats/Puma Hills. These comments apply to the parts of the South Park RD that are south of Route 77, as far west as the Puma Hills, and north of US 24. Much of this area is dedicated to OHV recreation in the Badger Flats area, while the rest surrounds a roadless area around Farnum Peak. As in other OHV areas, we note that Alternative B would close most of the routes, while in some cases leaving more-problematic routes open. Within Badger Flats itself, we will defer to the OHV community regarding the condition and need for those routes. However, we believe that routes that dead-end at the roadless area, especially those that cherry-stem into it, should be closed or limited to administrative use, as such routes present a high risk of illegal use beyond the designated end of the route. Our greatest concern is with FR 231 and FR 237.A, as OHV users have frequently linked these routes along a trail that crosses the Puma Hills. While some effort has been made to block this connection, it would be more effective to close FR237.A, and limit FR 231 to use for access to the private property near its end. While we have not surveyed them in detail to know the level of risk posed to natural resources, we are also concerned about the following routes: on the west side of Puma Hills, FR 279, FR 237.B, FR 237.C, and the end of FR 144; on the southeast side of Puma Hills, FR 280, FR 44.2B, and FR 277.	Substantive				
942-1	RI-LRSD	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	These comments are provided by the Rampart Range Wildlands Project of the Colorado Mountain Club, and are also signed by the Pikes Peak Group of the Colorado Mountain Club. The Rampart Range Wildlands Project is a conservation and stewardship project of the Colorado Mountain Club (CMC), made up of members of the CMC's Denver and Pikes Peak Groups, and joined by other interested citizens. Our focus is the Rampart	Substantive				

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				Range "Wildlands" (the RRW), which are the part of the Pike National Forest that lies north of Forest Road (FR) 322 and east of FRs 300 and 563, excepting the part surrounded by the loop formed by FRs 323, 324, and 325. With the exception of dead-end spur roads, the RRW are roadless. Most of this land is part of the Rampart East Roadless Area (RERA), with the northern portion classified as Upper Tier under the Colorado Roadless Rule. Some parts of the RRW were arbitrarily and capriciously excluded from the RERA, particularly around FRs 327 and 300.C, and in the upper portion of North Monument Creek. Our position treats the entire area as roadless in fact, including those parts that are not (yet) officially recognized as part of the RERA.		
942-2	RI-LRSD	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Our overarching position is that roadless areas need to be managed to remain roadless. We are particularly concerned about minimizing the impacts resulting from designated motorized routes, about resource damage caused by user-created (non-NFS) routes into the roadless area, and the need to protect natural resources. We believe that preserving the natural and roadless character of this part of the PSI balances the needs of the broad range of recreationalists in this part of the forest, as there are ample opportunities for motorized recreation in nearby areas, including around Devil's Head, Rainbow Falls, and North Divide. This travel management plan will also be a tool for effective management of this area, and a starting point for a future forest plan.	Substantive	
942-3	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Roads that dead-end into the roadless area – both the official RERA and the surrounding RRW – should be closed or limited to administrative use unless they go to a notable destination. For example, FR 323 terminates at a set of campsites high on a ridge, offering panoramic views of the region. FR 323 certainly should remain open to motorized travel. Furthermore, where such dead-end roads remain open, they should be limited to highway vehicles. It is unfortunate, but true, that almost all dead end roads in the RRW have, at their legal terminus, extensions that are used by Off-Highway Vehicles (OHVs). These extensions, besides being illegal in their own right, are resulting in natural resource damage on hillsides and wetlands. Especially considering that FR 300 (Rampart Range Road) is not open to OHVs in this area, there seems little reason someone would off-load an OHV at a short spur, unless the plan is to continue beyond the closure point.	Substantive	
942-4	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Our preferred revisions to the routes in this area are as follows: Close, or convert to highway vehicles only, all 9xx series spurs, as proposed in all three alternatives. With the exception of FR 933, which is the only one for which an administrative designation might make sense, all of these are very short spurs to camping areas. Most (FRs 922, 924, 919, 920, 933, and 934) are the locus for illegal OHV use extending beyond the closure point or, in the case of FR 933, on side routes. At our last inspection, FRs 923, 935, 936, 937, and 938 did not have extensive OHV use beyond the closure points, but they may now.	Substantive	
942-5	RI-FR	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Close FR 327, or convert it to an administrative route for fire-fighting and public safety purposes, in its entirety or beyond milemarker 1.27 (from FR 300), at Stark Creek where a historic, though decommissioned, foot trail begins. Illegal OHV use occurs on historic or user-created routes at milemarkers 0.38, 0.68, 0.95, 1.27, 1.75, 1.95, 2.07; some of these transgress into Stark Creek and beyond to Bear Creek and eventually reach FR 563.	Substantive	

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				Beyond the legal terminus of FR 327, we have walked a network of over 5 miles of OHV routes, extending to private property beyond the National Forest boundary. The only effective way to manage this much illegal OHV use is to limit most of FR 327 to administrative vehicles and limit the open portion of the route to highway vehicles. This road does not go to any notable destinations other than a rock-climbing destination near milemarker 0.38 and the trail at milemarker 1.27, Stark Creek.		
942-6	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Close and rehabilitate FRs 300.D and 300.E, as proposed in all three alternatives. These routes do not exist in the configuration shown on the Motor Vehicle Use Maps (MVUMs). On the ground, they branch into a series of OHV routes that transgress into the headwaters of Stark and Gove Creeks – one of these connects to FR 327, another to FR 300.C.	Substantive	
942-7	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Limit FR 300.C and its spurs 300.CA and 300.CB to highway vehicles. While these dead-end into the area that is roadless, these routes do lead to high viewpoints overlooking the East Plum Creek valley. While we would not oppose the closure of these routes as proposed in Alternative B, we don't think that is necessary. Illegal OHV use occurs on historic or user-created routes at milemarkers 0.06, 0.08, 0.21, 0.41, at their endpoints, and at locations just short of their endpoints. A much more limited amount of OHV use also occurs around the gated route at milemarker 0.76. This illegal OHV use transgresses into the headwaters of East Plum Creek, and continues all the way to FR 324.A.	Substantive	
942-8	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Limit FRs 323, 324, 324.A, 325, and 325.A to highway vehicles. These are all well-maintained roads of easy grade, offering one of the few looping options for highway vehicles in this part of the National Forest. As noted above, FR 323 leads to a high panorama of Pikes Peak and North Monument Creek; FR 325 leads to the lake at Saylor Park; FR 324 connects these routes. There is no reason to close any of them as proposed in Alternative B. With all mileages in this section beginning at FR 300, illegal OHV use is occurring on historic or user created routes off FR 325 at milemarkers 0.73, 0.78, 1.30, and at its endpoint, continuing in that last case with braided routes across the headwaters of East Plum Creek all the way to FR 919. Illegal OHV use is occurring on historic or user created routes off FR 324 at milemarkers 1.89, 3.60, 4.51, and 4.84, continuing in that last case all the way to the Palmer Reservoirs and Ice Cave Creek. Illegal OHV use is occurring on historic or user created routes off FR 323 at milemarkers 0.03, 0.13, 0.17, 0.28, 0.45, 0.60, 0.85, 1.15, 1.43 (in this case continuing all the way through and across North Monument Creek and on to FR 322), 1.60, 2.19, and at its endpoint. Finally, illegal OHV use is occurring on historic or user created routes in two directions from the end point of FR 324.A, one of which continues through and across East Plum Creek to the FR 300.C complex.	Substantive	
942-9	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Close, or convert to administrative use, FR 324.B, as proposed in all 3 alternatives. Illegal OHV use is occurring on historic or user created routes at milemarkers 0.28, 0.35, 0.53, 0.68, 0.71, and 1.49. A small amount of such illegal OHV use also has been noted at its endpoint.	Substantive	

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942-10	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Convert FR 322 to highway vehicles only, assuming it is left open at all. This difficult route provides access to Upper Palmer Reservoir, and should be open or closed at the preference of the Town of Palmer Lake. Various vehicles have been bypassing or breaking the gate into their watershed and causing damage to their resources, so they the Town may prefer the road not remain open, in part or all the way back to FR 300. In any case, illegal OHV use is occurring into the roadless area on historic or user-created routes at milemarkers 0.80, 2.41, 2.45, 2.65, 3.23, and at its endpoint; while at last inspection the fences at milemarkers 0.20 and 1.05 were not being bypassed, that may no longer be true. Illegal OHV use is also occurring on the south side of FR 322, into the Limbaugh Canyon of Monument Creek, but we have not documented such locations as they fall outside our area of interest.	Substantive	
942-11	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Maintain or convert FR 300 to be open to highway vehicles only between FR 322 and FR 563, bordering the roadless area. In addition to issues noted above, there is also illegal OHV use occurring into the roadless area on historic or user-created routes at, with FR 322 as the zero point, milemarkers 2.03, continuing into the headwaters of North Monument Creek, 2.28, 5.93, 6.45, 7.43, and 8.30.	Substantive	
942-12	RI-TAC	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Convert FR 563 to be only open to highway vehicles as soon as the OHV route is completed that would parallel it on the west. Illegal OHV use is occurring into the roadless area at, with FR 300 as the zero point, milemarker 1.94 – continuing on to Bear Creek, Stark Creek, and FR 327 – and 3.74.	Substantive	
942-13	GEN	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	Placing these comments in context with the proposed alternatives: A. We disagree with Alternative A. Some of these roads should be closed or converted to administrative use, and others limited to only highway vehicles. No action is not an acceptable option.	Non-substantive	
942-14	GEN	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	We disagree with Alternative B, while supporting small parts of it. We support the closure of FRs 300.D and 300.E. While we do not think it is necessary to fully close 300.C and its spurs, we would accept it. We oppose the closure of FRs 325, 325.A, and 324.A – these should remain open, but be limited to highway vehicles. We oppose leaving FRs 324, 323, 324.B, and 322 open to OHVs – they should be limited to highway vehicles. We oppose leaving FRs 324.B and 327 open for their entire length, and especially oppose leaving them open to OHVs. These should be closed or converted to administrative use, perhaps with only highway vehicles allowed along the first 1.27 miles of FR 327. We oppose the closure of all the 9xx spurs as camping opportunities should remain along FR 300, and as a practical matter if these spurs are not present users will create others.	Substantive	
942-15	GEN	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	We disagree with Alternatives C and D, which appear to be the same in this area, though we support large parts of them. We support the restriction of FR 300 to highway vehicles. We support the closure of FRs 300.D and 300.E. We support the conversion of the 9xx spurs to highway vehicles only. We support the closure of FR 324.B. We oppose leaving FRs 325, 325.A, 324.A, 324, 323, 322, and 300.C and its spurs open to OHVs – they	Substantive	

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				should be limited to highway vehicles. We oppose leaving FR 327 open for its entire length, and also oppose leaving any portions open to OHVs – at the most, it should be converted to administrative use, perhaps with highway vehicles allowed along its first 1.27 miles.		
942-16	RI-LRSD	Tom Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club	While Alternatives C and D go a long way towards protecting the entire area that is roadless, which is the RERA and the adjoining roadless Rampart Range Wildlands, they do not go far enough. Given the difficulty and expense the Forest Service already faces in trying to meet its legal responsibility to prevent resource damage caused by those OHV users who refuse to "stay the trail," the best management solution is to focus on protecting roadless areas by keeping OHVs off their perimeter and cherry-stemmed roads. We do not believe that the roads that are the focus of our comments present either unique interest or challenge to OHV recreationists. Furthermore, there are many opportunities for OHV recreation in this area, in North Divide, Rainbow Falls, and the Devils Head area, as well as in the Rampart West Roadless Area, much of which has been dedicated to motorized trails.	Substantive	
944-1	RI-SOC	Bruce Bolander		I am a trials, off road and dual sport rider and I ride 8 to 10 days a year in Colorado with 8 other riders. We look for areas that have the most riding opportunities to spend our time. Keeping trails and areas open for motorized use is very important to us. We spend about \$150 / day / person in lodging, fuel, meals etc, so the economic impact from our small group is about \$10,000 for the communities we frequent.	Substantive	
944-2	RI-TAC	Bruce Bolander		There are some areas that should be established for open riding: In the Pikes Peak Ranger District establish an open riding and play areas within the Rainbow Falls area for special users such as Trials bikes and rock crawling. In the South Park Ranger District establish an open riding areas specifically for trials motorcycles in the Badger Flats area (e.g. Thorpe Gulch) and in the Sledgehammer area (south and east of Elevenmile Reservoir, near the intersection of NFSR's 243.2A and 243.2B, in an area near the end of NFSR 243.2B.)	Substantive	
948-1	GEN	Mary Gilkison		The mission of the Forest Service is "To sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations." The TMP should consider resource sustenance as a top priority in all decisions. Many illegal motorized routes still exist on the ground and they are damaging natural resources (soil, vegetation, and water) and wildlife habitat. The TMP should prioritize elimination of such problems and focus on a sustainable network of motorized routes. Proper environmental analysis should be conducted on the motorized route systems to identify potential resource problems. Elimination of existing problems would include closure of illegal routes and unnecessary short segments/spurs, in addition to closure, rerouting, or rehabilitation of system routes that are causing negative impacts to natural resources and wildlife habitat. No new motorized routes should be added until illegal routes are effectively closed and associated damage repaired.	Substantive	
948-2	RI-LRSD	Mary Gilkison		Based on USFS visitor surveys as well as the Colorado Parks and Wildlife outdoor recreation study, the overwhelming majority of forest visitors come for quiet recreation as	Substantive	

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				opposed to motorized recreation activities. The TMP should provide an appropriate balance between quiet recreation and motorized recreation uses. The presence of OHV activity in predominantly quiet recreation areas impacts quiet use experiences. Noise from motorized recreation activities should be considered an adverse impact to quiet recreation users, wildlife, and owners of nearby private property.		
948-3	RI-FW	Mary Gilkison		Colorado Parks and Wildlife consider wildlife migration corridors as very high priority areas to protect. CPW is required to be consulted on for activities such as oil and gas development. The TMP should include directives for consultation with CPW regarding system routes in wildlife migration corridors and wildlife sensitive areas. Seasonal or permanent closures should be considered based on CPW review and recommendations.	Substantive	
948-4	GEN	Mary Gilkison		Fiscal sustainability should be taken into consideration as part of the motorized route system. This includes evaluating financial and labor resource needs to properly manage and maintain designated routes. It should also include evaluation and potential closure of high risk/low value roads if funds aren't available to maintain them. As part of land lease contracts, the USFS should require permit holders to install and maintain gates and signs to prevent unauthorized use from the routes that the lessees are permitted to use.	Substantive	
948-5	RI-FW	Mary Gilkison		Specifically, the following routes or segments of these routes should be decommissioned, converted to quiet use trails, or have seasonal closures due to negative impact to wildlife (concentration/winter range/calving areas), wildlife habitat (riparian areas or snow surface protection), or presence of endangered species: Route ID Road/Trail Name RD 110.J ROAD SOUTH HALFMOON 4WD LEADVILLE 110.J ROAD SOUTH HALFMOON 4WD LEADVILLE 103 ROAD SAINT KEVIN LEADVILLE 109 ROAD MT. ZION 4WD LEADVILLE 110 ROAD HALFMOON LEADVILLE 111 ROAD DRY UNION LEADVILLE 174 ROAD WILLOW STUMP LEADVILLE 174 ROAD WILLOW STUMP LEADVILLE 369 ROAD SCHOOL HOUSE LEADVILLE 396 ROAD GRANITE BURN LEADVILLE 397 ROAD TWOBIT LEADVILLE 422 ROAD SAWMILL RIDGE LEADVILLE 125.D ROAD FOREBAY DISPERSED CAMP'G LEADVILLE 174.A ROAD WILLOW STUMP SPUR LEADVILLE 369.A ROAD PVT ACCESS NO. 1 LEADVILLE 369.B ROAD PVT ACCESS NO. 2 LEADVILLE 397.A ROAD POACHER'S LOOP LEADVILLE 397.C ROAD BLACK MTN SPUR LEADVILLE 173 ROAD DEAD HORSE GULCH 4WD SALIDA 181 ROAD FEDERAL QUARRY SALIDA 183 ROAD LONG'S GULCH SALIDA 184 ROAD TURRET SALIDA 188 ROAD CASTLE ROCK GULCH SALIDA 219 ROAD POWERLINE SALIDA 219 ROAD POWERLINE SALIDA 221 ROAD GREEN CREEK SALIDA 235 ROAD BOSS LAKE 4WD SALIDA 267 ROAD TINCUP PASS SALIDA 272 ROAD BROWNS CREEK SALIDA 274 ROAD EDDY CREEK SALIDA 295 ROAD HANCOCK SALIDA 296 ROAD GRIZZLY GULCH 4WD SALIDA 345 ROAD BALD MTN SALIDA 365 ROAD NORTH COTTONWOOD SALIDA 181.A ROAD THE CRATER 4WD SALIDA 185.E ROAD W. COLUMBINE GULCH SALIDA 201.C ROAD SILVER CR CUTOFF 4WD SALIDA 214.A ROAD RIDGE RUN SALIDA 214.B ROAD STUMPY CREEK 4WD SALIDA 214.D ROAD RIDGE RUN SPUR SALIDA 225.A ROAD FOOSES CREEK POWERLINE SALIDA 308.H ROAD 308.H SALIDA 322.A ROAD LUCKY MINE SALIDA	Substantive	

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948-6	RI-LRSD	Mary Gilkison		The following routes or segments of these routes should be decommissioned or limited to quiet use recreation due to their presence in roadless areas or their proximity and impact to roadless areas: Route ID Road/Trail Name RD 109 ROAD MT. ZION 4WD LEADVILLE 381 ROAD CLOYES LAKE 4WD LEADVILLE 398 ROAD LOST CANYON LEADVILLE 212 ROAD PASS CREEK SALIDA 348 ROAD HOPE GULCH 4WD SALIDA 185.DA TRAIL 185.DA SALIDA 185.DB TRAIL 185.DB SALIDA 308.B ROAD S. KAUFMAN RIDGE SPUR SALIDA 124 ROAD SAND GULCH SALIDA	Substantive	
953-1	RI-WAT	Eric Howell	Colorado Springs Utilities	I am providing comments on behalf of Colorado Springs Utilities (Utilities) regarding our utility operations relative to the potential changes in road and trail access under the proposed EIS. The following comments reflect our initial understanding, evaluation, and concerns regarding the individual alternatives as provided under the scoping commenting period. Utilities is a four service utility providing water, waste-water, electric and gas services to nearly 500,000 customer-owners within our service area(s). Currently, Utilities operations spans across 11 counties across the state of which most of these activities occur within the Pike and San Isabel National Forest districts. Therefore, Utilities will be actively engaged in this process to help identify those critical roads and trails to maintain needed access to existing infrastructure as well as areas where conditional water rights development may occur in the future considering best potential alternatives.	Substantive	
953-2	GEN	Eric Howell	Colorado Springs Utilities	Utilities has examined each of the four proposed alternatives and it is apparent that Alternative B will have the greatest impact involving our existing operations. Knowing that these alternatives will most likely change during the progression of the EIS, we would like to state the following as initial comments for consideration as alternatives are further refined: Alternative B is much too restrictive and presents access issues with current Utilities operations and infrastructure.	Substantive	
953-3	GEN REG	Eric Howell	Colorado Springs Utilities	At this time, Alternative D is most appealing of the four alternatives to assure needed access and provide compliance with CFR 212.5(b)(1); Maintain access for Utilities as currently designated for the appropriate use and transport of equipment and resources necessary for required operations, maintenance, or, reconstruction of existing Utilities infrastructure through a manner of either both public and or administrative use of roads and trails	Substantive	
953-4	RI-LRSD	Eric Howell	Colorado Springs Utilities	Maintain existing road or trail access for those roads and or trails that have been secured under specific rights-of-ways, existing special use permits or other agreements	Substantive	
953-5	RI-VEG	Eric Howell	Colorado Springs Utilities	Maintain and or improve access to complete forest and watershed management project work identified under current and future USFS and Utilities Memorandum of Understanding for the protection of priority watersheds	Substantive	
953-6	GEN	Eric Howell	Colorado Springs Utilities	Utilities will refine its evaluation of each of the alternatives to determine all access issues and proposed changes, and provide this information back to the USFS for consideration as alternatives modified for future comment under the EIS process	Non-substantive	
960-1	GEN	Julia Harris		Having grown up running in Colorado, I love the wildlands of this state, placing the highest value on silence and the clear air encountered in her mountains and valleys. In winter, the	Non-substantive	

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960-2	GEN	Julia Harris		quiet is what allows me to delight in sounds, like tiny rivulets of melting water. Those gaps between one sound and the next are almost deafening in the magnitude of solace they provide. Silence enhances awareness of the movement between things and moments, so that one might notice the soft scurrying of some small rodent atop the snow pack or the flutter of wings alight. The snow is enchanting when undisturbed and in that unsullied condition, conduces to running, snowshoe travel, and animal tracking. When I breathe in the pristine, crisp air, at altitude, I know that I am home.		
960-3	GEN	Julia Harris		There is a deep nourishment of the human living organism had only in sauntering by foot for ten or twenty miles on the sparkling reflection of blue, unpolluted skies, absent any evidence of another soul. In springtime, I adore the flowers that grow along the trails, but when motorized vehicles spew dust, the myriad colors arising naturally are dulled. I wonder how a bee might feel in its essential duty of pollination amongst such ruin. It would be silly to assume the leaves able to photosynthesize optimally through a coating of mud. I cough and wheeze when the motorcycles make exhaust, even if the drivers are polite and smile. It is too loud and I must cover my ears. They are doing harm.	Non-substantive	
960-4	RI-VEG	Julia Harris		To this end, it is important to me that our children know more than just dirt roads, snow machines, and off-road vehicles as sole alternatives to city parks and bluegrass lawns. The opportunity for undisturbed experience in untrammeled portions of the natural world is beyond monetary worth. I understand the history of 'multiple-use,' but some of the so-called 'use' that I have witnessed borders on violence.	Non-substantive	
960-5	RI-LRSD	Julia Harris		The Rainbow Trail between Highway 291 and County Road 108 is a perfect example of the fallout from such devastating disrespect. Tires have dug deeply into the earth, making hiking and running difficult. There is a concern about humans and animals spraining ankles in the ruts and ravines. As trails deepen, or widen, the soil no longer supports the roots of certain plants. The native vegetation is necessary to prevent further erosion, and its loss leads to a vicious cycle, which in turn affects streambeds and water supplies adversely.	Substantive	
960-6	RI-NOI	Julia Harris		I implore involved agencies and organizations to respect existing restrictions and to devote resources to the enforcement of limits that prevent further destruction of our wildlands. Once these natural spaces have been destroyed, the qualities we so appreciate about them now are gone forever. It is our duty to prevent the tragedy of the commons. Second growth ecosystems are different. Please consider actions to augment existing protections, such as closing unused or infrequently traveled roads. Close roads into all Congressionally-designated Wilderness; leaving such routes open is in direct conflict with the definition and purpose of Wilderness itself. There is no good reason to make new roads, even for supposed 'administrative' purposes. Plenty of roads and trails are currently in existence, creating population bottlenecks and narrowing wildlife corridors. This ecological congestion, in turn, limits biodiversity and places our collective planetary biology in danger.	Substantive	
960-7	RI-SOI	Julia Harris		Protect quiet options, especially in areas where this is already the dominant mode of travel.	Non-substantive	
				Protect native vegetation, both critical species and species that simply hold down dirt.	Non-	

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				Protect the flowering plants from accumulating layers of dust.	substantive	
960-8	RI-AQ	Julia Harris		Protect the air from motor vehicle exhaust.	Non-substantive	
960-9	RI-SOI	Julia Harris		Protect the earth and trails from ruts of tires.	Non-substantive	
960-10	RI-FW	Julia Harris		Protect wintering ranges for game and critical habitat for threatened species.	Non-substantive	
960-11	RI-SOI	Julia Harris		Protect watersheds from eroding soils and silt.	Non-substantive	
960-12	RI-LRSD	Julia Harris		Protect large roadless parcels for their own inherent value.	Non-substantive	
960-13	RI-NOI	Julia Harris		Protect animals from motor noise that might cause them to leave their natural homes.	Non-substantive	
960-14	GEN	Julia Harris		Protect our human harmony by respecting the agreements we have already made. Protect democracy by including peace for sensitive beings not numbed or hardened.	Non-substantive	
960-15	RI-LRSD	Julia Harris		Close to motorcycles Green's Creek, Pass Creek, and Monarch Ridge; encountering motorized vehicles here spoils user experience and feeds conflict.	Non-substantive	
960-16	RI-TAC	Julia Harris		Close the end of Lost Canyon to all motorized contraptions, as already prescribed. Close Foose's Creek to motors in winter, so that people can enjoy quiet snowshowing. Close Sand Gulch to motorized vehicles, to prevent user conflict on adjacent trails. Consider similar restrictions in areas such as Alpine Tunnel.	Substantive	
960-17	GEN	Julia Harris		Although I graduated cum laude in Environmental Studies & Conservation Biology; taught ecology, geology, and natural history at one of the country's premier outdoor science schools; and spent time in study and research at a famous outdoor ecology laboratory near here, it does not take a science nerd to know that knobby tires of any width do damage to trails and therefore to our precious native ecosystems.	Non-substantive	
960-18	RI-AQ	Julia Harris		I have been known to succumb to the thrill of mountain biking from time-to-time, but motor noise and exhaust fumes on unnecessary roads bisecting our public lands can cause many types of sentient trail users to choke.	Non-substantive	
960-19	GEN	Julia Harris		Please take these research-proven facts about ecology and trail damage into account when acting on your mandate to steward our natural lands.	Non-substantive	
963-I	GEN	Richard Rau		Many of us don't have time to attend endless meetings and bug you folks to maintain what little access we have left. We also don't have the wherewith-all nor the inclination to sue everyone every time we don't get our way. However, we are disheartened when it happens and necessitates us getting more involved. That said: Please consider Option D for the Upper Arkansas Valley TMP EIP. Funneling more and more people down fewer and fewer roads and trails pretty much only exasperates the problem and doesn't really fix anything. I encourage people to take a trip over to Aspen and take a hike on the Maroon	Substantive	

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				Bells trail which now-a-days you have to take a city bus to the trail head. When you get there you get in line and take a hike around the lake and are encouraged to leave as soon as possible to allow more people to have the same mediocre experience caused by too many other people on the trail. If you don't believe me, take look at Aspen's web travel pages which clearly state to not come on the weekends. We think that people who call this a wilderness experience are just crazy. I'm considered a newcomer to the valley by my native friends (I've only lived in Chaffee County 32 years) but I have been here long enough to know that being considerate to others in our wilderness is key. Unfortunately, the "environmentalists" aren't as considerate to others involved as we are to them. This causes us to get run over by them and their litigious and unbending zero-tolerance tactics. Also, please consider some play areas for groups like trials riders and the like in the Badger Flats / Thorpe Gulch and Sledgehammer areas. Please remember that not all of us are as young as we were and would like to take an occasional quiet trip in the truck out in the hills one day, maybe a hike the next.		
969-1	GEN	Mike Borum		I have been active in the Bighorn 4x4s 4WD club since 2000. Our club adopted the Eagle Rock trail (CR370) in the Pike San Isabel National Forest in partnership with the Colorado Association of 4WD Clubs. We work regularly with the Forest Service to maintain those trails for the motorized recreational community. With the impact of the Hayman Fire in 2002, the roads in and around Gold Camp Road, including CR370, CR370C and CR376, these trail systems have seen a significant increase in the number of visitors to our trail. The Eagle Rock Trail is well known around the region and the US as a fun and challenging road. It attracts hikers, motorcyclists, ATVs, and Jeeps. There are also several dispersed camp sites along its route. I am clearly concerned about the impact that any of the alternatives noted in the NOI may have to our sport, and I strongly urge you to consider Alternative C.	Substantive	
969-2	RI-TAC	Mike Borum		I have seen positive results in other states, notably South Dakota and Arizona, that have implemented an OHV permit system. The clubs that I have been associated with has told me of the cooperation they have experienced with the Forest Service in their locales. I believe that the Pike San Isabel Forest would greatly benefit from a similar source of revenue.	Substantive	
973-1	GEN	Kirk Bode	Colorado Springs Christian 4 Wheelers	I recently attended the PSI Travel Management Meeting on August 25. As an avid off roader and a current director of the Colorado Springs Christian 4 Wheelers I have great interest in this subject. I was a little shocked at what I saw for Alternative B, which I presume is the one alternative that is supported by the groups bringing this lawsuit. I understand having SOME trails closed due to erosion concerns, safety, or the trail has been user created and was never approved. But what I see on Alternative B is nearly 1/3 of the trails available for motorized use being shut down. Are not ALL of those trails numbered or named by the Forest Service? Wouldn't all trails that are named have to be approved at some level by the Forest Service? For example, Trail 717 Northwest of Woodland Park is proposed to be shut down. I have a hard time believing that one of the most popular ATV trails in this area was not planned out and created as a loop by the Forest Service to connect other trails in the area. How could a trail that serves so many	Substantive	

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				people be shut down? Southwest of Colorado Springs, trail 379 (Mount Baldy) is proposed to be shut down as well as 370.C (Eagle Rock) and 370.D & 370.DA (Saran Wrap). These trails have been unofficially adopted by our club as being the trails we volunteer many man hours of maintenance and clean up to help the Forest Service keep them open. Forest Service rangers such as Rick Ellsworth can attest to how much time we have spent up there working with them. As a group, we plan to volunteer for many years to come in that area. It would be a shame that those trails would close now after all the work we put into them. North of Woodland Park, in the Rainbow Falls area, trail 344 is proposed to be closed along with many others. This is another frequently used trail by members of our club as it can be made into a long loop by connecting with other trails in the area. Trails 1333 and 1334 South of Canon City are excellent ATV trails with good challenges and great views of the surrounding area. Trail 126 at Kenosha Pass is an excellent trail for jeeps or ATV's. It has some of the best views of the valley near Jefferson. Our club has a great time camping at Kenosha Pass and doing the trail the next day. Trail 279 in Chaffee County is another great ATV trail with awesome views of Mount Princeton. All these routes just mentioned are proposed to be closed. It would be a tragedy that these, among many other great trails, would be closed to users that enjoy them.		
973-2	RI-TAC	Kirk Bode	Colorado Springs Christian 4 Wheelers	I believe that by approving Alternative B, you would severely restrict motorized users to where they could recreate, and would force them onto other trails that would then be overused and would be harder to maintain due to the amount of people using them. Traffic on open trails would increase dramatically, making some unsafe due to constant oncoming traffic. Users would be forced to travel much farther distances to recreate since some local trails would be closed. Also, by closing trails that have been open for so many years, irresponsible users would be tempted to destroy all fences or barricades installed because they have been using it for years. Vandalism would increase greatly, costing more and more money to maintain closures.	Substantive	
973-3	GEN	Kirk Bode	Colorado Springs Christian 4 Wheelers	In closing, I believe Alternative B is simply not acceptable. To take away nearly 1/3 of motorized trails in the area is totally unfair to the users. I would approve of any alternative other than B.	Non-substantive	
977-1	RI-TAC	Jon Pfeiffer		A few years ago, there was something called the South Rampart Travel Management Plan. It was all ready to be signed by the Forest Supervisor. This plan had many details...however, the one main implementation concept that I would like to see in the MVUM EIS, is the following: Physically and legally connect the OHV (Off-Highway Vehicle) riding areas of: Rainbow Falls - to FSR 343 & 343B area - and then into the North Divide Riding area (FSR 357, which eventually gets you onto the 717 Trail System). So please consider legally connecting the Rainbow Falls OHV area to tie into the North Divide OHV area. It was all worked out in the South Rampart Travel Management Plan.	Substantive	
979-1	GEN	Polly Reetz		My family frequently uses the Pike and San Isabel National Forest for hiking, camping, photography, Christmas-tree cutting and birdwatching, among other activities. We have enjoyed the Forests' scenery and wildlife since 1976.	Non-substantive	

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979-2	RI-FW	Polly Reetz		<p>It's important that the EIS be based on an environmental analysis of the motorized system, both as a whole and as individual segments. The analysis should include, but not be limited to:</p> <ul style="list-style-type: none"> - identification of impacts to significant habitat features such as wildlife corridors, wildlife concentration areas, summer range and winter range. - identification of impacts to sensitive habitat, such as fens, riparian areas, wet meadows, streams, swamps, etc. - identification of impacts to threatened and endangered species - identification of impacts to vegetation and wildlife correlated with a spectrum of road densities and human activity levels. 	Substantive	
979-3	GEN	Polly Reetz		<p>Emphasis should be placed on closing and rehabilitating roads and trails that are no longer needed, that are causing resource damage and that encourage illegal use beyond the end of the route. In addition, illegal routes and areas of concentrated illegal use should be identified and these routes and areas closed to motorized use. The Plan should also adopt adequate measures to prevent continued illegal use.</p>	Substantive	
979-4	RI-LRSD	Polly Reetz		<p>Planning should recognize that the bulk of recreational use in the Pike and San Isabel National Forests is nonmotorized and take measures to accommodate these many nonmotorized recreational uses such as hiking, hunting, wildlife viewing, and photography.</p>	Substantive	
979-5	RI-TAC	Polly Reetz		<p>Measures should be identified, and implemented, for repairing heavily-used trails and preventing resource damage. Planning should minimize conflicts between motorized and nonmotorized users, by applying and implementing conflict minimization criteria in Forest Service travel management directives. Motorized routes should not be created in areas devoted mainly to nonmotorized recreation. Similarly, the Plan should explore and implement ways to work with private landowners to prevent the proliferation of unauthorized motorized trails extending from Forest lands onto private lands. One example: spurs which lead onto or end at private land boundaries could be closed and rehabilitated. The Travel Management Plan EIS should provide information on the costs of system road maintenance versus income provided for that purpose. If the P/SI does not have the funds to properly maintain system roads, a plan for road closures and rehabilitation should be created. Overall, the emphasis of the Travel Management Plan should be on eliminating existing resource damage problems and not on expanding the road and motorized trail system.</p>	Substantive	
981-I	GEN	Paul		<p>I am opposed to trail closings for this main reason. There are thousands of Coloradans who want these trails. If present trails are closed new ones will be opened presenting a whole new problem. The best forest management plan is to maintain the system that already exists thus avoiding many new unauthorized trails suddenly appearing.</p>	Non-substantive	
982-I	GEN	Jay Gingrich		<p>I have lived near the Pike San Isabel Forest for most of my life, since the 1970s: First on the edge of The South Park Ranger District, and presently between the Leadville and Salida Ranger District. The Forest has provided many opportunities, including obtaining firewood, hunting fishing, hiking, mountain biking, backcountry skiing, wildlife watching, and seeking quiet opportunities to experience nature. Perhaps more importantly it has provided a place to teach kids about wildlife, trees and plants, and about traveling in a natural environment. The hope is that these kids will not only become users of the Forest- but</p>	Non-substantive	

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				that they also will be stewards of the resource who will advocate for its protection.					
982-2	RI-TAC	Jay Gingrich		Increased Use: OHV use has not only increased in terms of number of vehicles/users, but the impact of individual vehicles has increased, as engines have become more powerful. I have seen larger machines operating almost as rototillers on Forest routes. This high impact use loosens soils, increasing erosion and siltation of streams, and spreads invasive plants. The funds for maintenance of routes have not kept pace with increased use of routes. It will be necessary to close some routes on a temporary basis to manage problems of illegal dumping, vandalism, and off-route motorized use, or on a permanent basis if no solution is found. This should first be applied to routes that do not have benefits that exceed the impacts of routes to vegetation, wildlife, habitat, endangered species, soils, and water. Seasonal closures should be increased to avoid damage and maintenance costs on routes that are subject to freeze/thaw action and water saturation. I have seen many routes successfully protected this way for over 40 years on the PSI landscapes. Financial Ability: Over many years the route system has grown from user-created routes. Plan revision must move to make priority use of limited financial ability to keep routes that generate the most value, and reduce or eliminate routes that do not meet the value criteria.	Substantive				
982-3	RI-NOI	Jay Gingrich		Noise: Motorized noise from OHVs must be properly considered as a risk to the majority of forest users and wildlife. Noise on Forest lands can also negatively impact adjacent public and private lands.	Substantive				
982-4	RI-FW	Jay Gingrich		Wildlife: Over many years, I have seen a reluctance of State wildlife specialists, who have the most local knowledge, to fully advocate for the needs of wildlife and habitat, due to fear of political repercussions. Winter range of wildlife, and seasonal areas used to raise young animals, and migration corridors are especially critical to survival. Seasonal route closures are usually acceptable to most users. An example is the Browns Canyon National Monument with its excellent lower altitude winter range, with water in arroyos where there is good cover. Route 184 from Turret should be seasonally closed during the winter months. I have seen the effects of closures of non-system/non MVUM routes east of Chaffee County Rd 371 just south of Railroad Bridge river access, by Lisa Corbin of Leadville R.D. Within a year of the closure, a herd of elk began grazing in the area during winter. This herd moves from summer range east of Hoosier pass, also supporting the need for corridors or connections between ranges. Type of Closures: Where routes intrude on wildlife Habitat, fragile soils, or seasonally vulnerable areas, administrative closures can maintain a minimum of access to foot travel users, hunters etc, USFS, Colo Parks/Wildlife, yet avoid totally closing a route.	Substantive				
982-5	RI-LRSD	Jay Gingrich		Seasonal Closures: Close roads to motorized use to protect quiet winter recreation. For example: Close the Fooses Creek Road #225 between November-April to provide for desired winter recreation opportunities and preserve the snow surface.	Substantive				
982-6	GEN	Jay Gingrich		Most motorized users appreciate the opportunities we all have on public lands. A few however, do not show respect for wildlife habitat, soils and the future privilege to use routes. Increase efforts to educate and inform users: Provide simple maps which show	Substantive				

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				permitted travel routes. Explain need for avoiding travel when wet. Ask users to report violations of travel rules. Increase FS law enforcement presence during busy use periods to contact users for education, and if needed to cite violations.		
982-7	RI-TAC	Jay Gingrich		CO - CHAFFEE COUNTY SALIDA RD TRAIL # 1412 GREENS CREEK Add seasonal closure first 6 + miles Close to motorcycle use. Motorcycle use is causing significant conflicts with the majority of trail users. Motorcycle use is substantially interfering with the nature and purpose of the Continental Divide Trail. It is interfering with desired experiences on the CDNT as a primitive hiking and horse riding trail. CO - CHAFFEE COUNTY SALIDA RD ROAD # 181 FEDERAL QUARRY Add seasonal closure. First 3.5 miles Dates Allowed: 4/16-11/30 with SUP access in winter. Winter range. Preserve tread surface. I have seen this road used for mud bogging in wet snow conditions.	Substantive	
982-8	RI-FW	Jay Gingrich		CO - LAKE COUNTY LEADVILLE RD ROAD # 397 TWOBIT Add seasonal closure. Close and decommission at 397.A intersection and north. Road is little used. Transitions to quiet use trail. Very high wildlife impacts. Unauthorized use branches off this segment. CO - LAKE COUNTY LEADVILLE RD ROAD # 397.A POACHER'S LOOP Add seasonal closure starting .5 mile from start for about 3 miles CO - CHAFFEE COUNTY SALIDA ROAD #365 NORTH COTTONWOOD Add seasonal winter closure at parking area inside USFS Boundary Convert to highway licensed vehicles only. Preserve winter snow surface. Reduce conflicts on road due to noise/dust/safety. Reduce unauthorized use on county roads. Winter range for big game. CO - SAGUACHE COUNTY SALIDA ROAD # 243.G COLORADO TRAIL Convert this road to an administrative road for about .5 mile N. of Marshall Pass Significantly reduce substantial motorized interference on Continental Divide Trail. Protect habitat for endangered Boreal Toad.	Substantive	
985-1	RI-SOC	Lynn Camp		Please carefully consider and support the comments submitted by TPA, COHVC and the CCMR. We moved to Colorado because of access to these trails. Many of our retired friends have second homes here for the purpose of recreational trail riding. My understanding is that the tourism money brought in to Colorado for these activities is second only to skiing. Unfortunately, many OHV enthusiasts are choosing to travel to Utah and Arizona for a more OHV-friendly environment.	Non-substantive	
988-1	GEN	Sam Ayars	Big Horn 4 x 4 Club	I heard about the possibility of some trail closures around the Pikes Peak and other Colorado Regions, and I was hoping to send the following comments in hopes of keeping these terrific trails open for public use. I am a member of the Big Horn 4x4 Club here in Colorado Springs, and we really have an entire 'culture' of outdoors fun and adventure based almost solely on travelling within our beautiful Colorado Rocky Mountains and we literally have dozens of annual events based on getting out and exploring and enjoying our great outdoors. I don't know what all the specifics and direct equities are as to which trails are looking at closure and which aren't, but I would like to list the trails I very much enjoy seeing each year, and I'm hoping to have at least some effect on keeping those trails open and available for recreational use. The trails I frequent most are: Chinaman Gulch, The Penrose system (Liberty, Patriot), Metberry and Hackett Gulch, Eagle Rock, Rainbow Falls, Holy Cross, Wheeler Lake, Blanca Peak, Halfmoon, Spring Creek, Medano Pass, and	Non-substantive	

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				Carnage Canyon. These are just the main ones we have on our annual list for 2016, but we always change it up each year because there is such great variety to see and explore. Please consider keeping these and all similar great trails open to the public. One of our club's mainstays is maintain a clean trail - we never leave debris or trash behind, and we always, always stay on the designated trails. Exploring Colorado via travel to/from these trails is literally my 'way of life'. If these trails closed, I literally would have very little to do throughout the year and would be quite sad and disappointed that such activities were closed off.		
988-2	RI-SOC	Sam Ayars	Big Horn 4 x 4 Club	Each of our members are happily willing to provide additional financial support to the Forest Service further by purchasing the OHV permits for each of our vehicles - that would be an easy way for us to help provide funding for trail administration.	Non-substantive	
988-3	RI-TAC	Sam Ayars	Big Horn 4 x 4 Club	Our club also sponsors Eagle Rock trail and maintains the cleanliness and access for the public - a service we are very happy and willing to continue. I am sure we could adopt other trails to further support this worthy cause. As well, our club offers over 400+ hours of volunteer help to maintain the trails in a proper way, which reduces trail damage and enables safer access to the public, and we are very happy to donate our time back to the state in order to support this wonderful hobby. One thing that came to mind is if some trails are closed, the traffic on the remaining trails would just become terrible, and I have to believe the trails would be damaged beyond a maintainable level - no one wants that.	Substantive	
988-4	GEN	Sam Ayars	Big Horn 4 x 4 Club	We love our state and we love our lands, and being able to 'reach' it is just such a huge way of life for thousands of Colorado families. We are really desperately hoping these trails remain open and remain available to the dramatic number of Colorado residents who dearly love to visit them.	Non-substantive	
988-5	RI-SOC	Sam Ayars	Big Horn 4 x 4 Club	Also, personally I have purchased tens of thousands of dollars worth of gear, equipment, tires, and upgraded camping gear etc just to enable us to safely and properly navigate and enjoy these trails. I can't imagine what would happen to the local off road industry if so many trails were closed. I don't have the best answer - not sure if there is a best answer, but please consider the impact this would have to SO many Colorado residents if these trails were to close down forever.	Substantive	
988-6	GEN	Sam Ayars	Big Horn 4 x 4 Club	We would do almost anything - certainly whatever we could do - to keep these popular trails open for recreational use. We all hope these great Colorado trails will remain open and continue to provide the wonderful opportunities that come with getting up into these great Rocky Mountains, enjoying the scenery and smells of the great outdoors. Please don't close down the Colorado trails - that would have a heartbreaking effect to one of the greatest pleasures available within this great state.	Non-substantive	
989-1	GEN	Wendell Ellis		I am writing in support of continuing to have multi-use trail opportunities in the Pike and San Isabel National Forest, which would include motorized OHVs. Out of the Alternatives, D seems best for me while still lacking in some aspects.	Non-substantive	
989-2	RI-TAC	Wendell Ellis		Also, I do not see any accommodation for cross country travel such as would be required for motorcycle trials type riding. I enjoy traveling to different areas to ride both motorized	Substantive	

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				and non motorized trails as I ride mountain bikes and motorcycles. It would be a shame to lose yet more area to ride and raise the impact on those areas left open.		
990-1	GEN	Jim Bensberg	Colorado Motorcycle Trails Riders Association	As President of the Colorado Motorcycle Trail Riders Association, I am writing on behalf of our 69 members in support of the proposed Alternative D with certain modifications. Having read the extensive comments provided by the Colorado Off Highway Vehicle Coalition and the Trails Preservation Alliance, we at CMTRA find ourselves in accord with COHVCO and TPA.	Non-substantive	
990-2	RI-TAC	Jim Bensberg	Colorado Motorcycle Trails Riders Association	We urge the Forest Service to immediately implement the South Rampart Travel Management Plan, as well. Our members are primarily interested in the continued use of narrow, single-track trails for motorcycles, but we also support wider trails and roads that allow for other OHV and nonmotorized recreation.	Substantive	
990-3	GEN	Jim Bensberg	Colorado Motorcycle Trails Riders Association	As you may be aware, CMTRA recently signed a document which recognizes our member association as a partner with El Paso County in the Jones Park area. Trail 667 has been formally adopted by CMTRA as an EPC trail and we hope to supplement this agreement with the Pike Ranger District as soon as the planned re-route is complete. Even though we believe that motorcycle recreation in the Bear Creek watershed was wholly compatible with efforts to preserve a non-native population of Greenback Cutthroat Trout, we accept the decision to disallow recreation near Bear Creek. Owing to our long history of maintenance of system trails in the Pike National Forest, we believe we have adequate standing to comment on travel management plans proposed by your office. Again, in consideration of the extensive comments provided to your office from COHVCO and TPA in their Sept. 7 letter, we at CMTRA fully support their joint recommendations.	Non-substantive	
992-1	GEN	Tracy Ayars		I belong to the Bighorn 4x4 Off-road Club here in Colorado Springs. I wanted to take a few minutes to say that I'm truly hoping and praying the trails remain open to so many of us who live in this majestic, beautiful State. We all love to get outdoors and enjoy the magnificent wildlife and amazing beauty of CO. I'm so grateful to live in such a beautiful place. One of our favorite things to do is go for a drive or a ride on our bikes, into the gorgeous Rocky Mountains. These trails that are being threatened with closures will change the lives of people like me that use them, take care of them, maintain and clean them.	Non-substantive	
992-1	GEN	Tracy Ayars		Please consider keeping these trails open, for all of us who truly enjoy them so much!	Non-substantive	
992-1	RI-SOC	Tracy Ayars		I've heard so many people mention buying OHV permits just to give more support to the Forest Service in hopes of keeping our much loved trails open.	Non-substantive	
995-1	GEN	Alex James		This letter is in support of motorized recreation opportunity on roads and trails within the Pikes Peak national Forest and all other Forest Service areas within the state of Colorado. It is my understanding that scoping has begun for a possible change to the designation (and/or closure) of existing roads and trails.	Non-substantive	
995-2	GEN REG	Alex James		BLUF: In my opinion, any reduction in the amount or capacity to host motorized recreation goes directly against the mandate for the Forest Service to conduct Multiple	Substantive	

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Use Forestry and provide access to the American public.						
995-3	GEN	Alex James		I am a US Army officer stationed in the Colorado Springs area. I have participated in motorized recreational sports for over 30 years and find the trails in Colorado to be magnificent. So much so, that my wife and I have decided to make Colorado our retirement home. This decision was based largely upon the access to roads and trails in the area and state that provide challenging levels of motorized public access to our National Forests. I have worked in and around the OHV community in several states at the local, state, and national level. In all instances there was a sincere desire to work with the Forest Service to keep our roads and trails open to the public. I am currently a member of a 4x4 club here in the Springs and so far this year we have contributed over 400 hours of service work to keep our adopted trail open, clean, and presentable. We will continue to do this.	Non-substantive	
995-4	RI-SOC	Alex James		There is a direct economic impact from motorized recreation that should not be ignored as well. Fuel, food, and lodging providers in areas with nearby trail systems are direct beneficiaries. Many thousands (better yet millions) of dollars are spent annually by members of this sporting community on parts and maintenance items. My family frequents our local trails such as Eagle Rock and Saran Wrap on a regular basis, but we also travel to longer distance destinations such as Buena Vista, Leadville, and Telluride in search of challenging and scenic trail opportunities. This, in turn, tremendously benefits the tourism revenue those communities see in their coffers every year.	Substantive	
995-5	GEN	Alex James		In closing, I want to make it very clear that I am in support of keeping all existing roads and trails open to vehicular access in the National Forest lands of Colorado. As an American Citizen, taxpayer, and supporter of National Forest multiple use forestry, I feel we can all work together to make this happen. I look forward to hearing from you in regards to any potential changes, meetings, or possible points of input during your scoping and decision process.	Non-substantive	
996-1	GEN	Mike Stokes		I am a Colorado Springs native and have been using the Pike and San Isabel trail systems with motorcycles, bicycles and hiking for over 50 years. I am a member of TPA, CMTRA, AMA and I volunteer on many occasions in helping with trail building and maintenance. I have a motorcycle shop in town here called Apex Sports, and we do several hundred OHV stickers sales a year. We believe in Alternative D as a choice to help all user groups. I grew up with the saying "Stay the trail, Share the trail" as my dad always taught me to be polite and courteous to anyone that comes along, even if they are not friendly back.	Non-substantive	
997-1	GEN	Rocky Smith		I am interested in the P-SI NF's travel management process. Please keep me updated on progress of the analysis and any resulting decisions. I have the following scoping comments: There must be a balance of motorized and non-motorized recreation. The majority of visitors to the NF engage in non-motorized activities. This it is very important to have significant portions of the NF where motorized use is prohibited or limited to main access routes.	Non-substantive	

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997-2	RI-TAC	Rocky Smith		Generally, non-emergency motorized use should be prohibited in most roadless areas. Any motorized road and trail system must be sustainable, i. e., there must be reasonably assurance that money will be available to properly maintain the roads and trails. There must also be assurance of sufficient money for enforcement of prohibitions and restrictions on use. Most user-created routes should be closed, obliterated, and restored to natural conditions. To do otherwise would reward illegal road and trail creation. Routes that meet any of the following conditions should be closed to motorized use: a) serve no legitimate purpose, such as short, dead-end routes; b) are causing excessive impacts, such as to riparian or wetland areas, or to wildlife habitat effectiveness; c) cause conflict with other uses such as non-motorized recreation.	Substantive	
997-3	OS NR	Rocky Smith		Off-route use of motor vehicles for game retrieval in hunting seasons should not be allowed or be greatly restricted. Such use can be very damaging to soils, which are often wet during rifle season due to melting snow. This use can result in creation of routes that are then used outside of hunting seasons, resulting in further damage to resources.	Substantive	
997-4	RI-TAC	Rocky Smith		The travel plan can allow vehicles to park a short distance off open routes for dispersed camping and other activities. Winter travel management should be part of the analysis. Motorized use needs to be prohibited in areas where there is substantial non-motorized use.	Substantive	
997-5	RI-TES	Rocky Smith		Motorized use must be limited to designated routes and areas. It must not be allowed in areas of moderate or better quality lynx habitat.	Substantive	
997-6	OS NR	Rocky Smith		Bicycles should not be allowed on all non-motorized routes. Some trails were not built for such use, and allowing bikes could be dangerous to bikers and other users.	Substantive	
1001-1	GEN	Elizabeth Kirkpatrick	Xcel Energy, Inc.	On behalf of Xcel Energy, Inc. (Xcel Energy), I submit these comments regarding the PSI National Forests Scoping for Travel Management. Xcel Energy is a major U.S. electricity and natural gas company with regulated operations in eight Western and Midwestern states Minnesota, Wisconsin, North Dakota, South Dakota, Michigan, Colorado, Texas and New Mexico. We provide energy-related products and services to 3.5 million electric customers and 2 million natural gas customers. In providing these services, Xcel Energy owns and maintains thousands of miles of electric transmission lines, including transmission infrastructure access on land that is being considered in the proposed PSI travel management plan road closures.	Non-substantive	
1001-2	RI-TAC	Elizabeth Kirkpatrick	Xcel Energy, Inc.	Xcel Energy wants to ensure that it has continued year-round access to our transmission lines and rights-of-way, regardless of road closures. This access is imperative as regular maintenance and vegetation management, as well as emergency response work is necessary to ensure the public's safety and continued system reliability across the state. Specifically, Xcel Energy needs continued access to the roads identified in the attachment. We have outlined each road necessary for continued access to our facilities by EIS alternatives.	Substantive	
1001-3	RI-TAC	Elizabeth Kirkpatrick	Xcel Energy, Inc.	Alternative B: FS road 211.C – Deceptive. Proposed for decommissioning. This is northeast of the Tarryall Substation and intersects the ROW near structure 1362. FS Road	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				287. Proposed for decommissioning. This is the road used to access the Tarryall Substation. FS Road 287.A. Proposed for decommissioning. Access to J Diamond B Ranch property and structures 1343 to 1345. FS Road 292 – Tappan and 292.A - Lookout. Proposed for decommissioning. Provides access to the 115 kV line (8384). FS Road 295 – Happy Platte. Proposed for decommissioning. Access to structure 26 on line 8384. FS Road 296 – Hyena Camp. Proposed for decommissioning. Access near structure 37 on line 8384. FS Road 222 – Flagstaff Mountain. Proposed for decommissioning. Access near structure 61 on line 8384. FS Road 205 – Bladder Bag, and 205.B – Likely. Proposed for decommissioning. FS Road 205 connects to 205.B for access to structure 57 on line 8384. FS Road 308 – Skelton Ridge. Proposed for decommissioning. Provides access to structures 36, 40, and 50 on the 115 kV line (8455). FS Road 319 – Powerline South. Proposed for decommissioning. Access to structures 114 to 110 on line 8455. FS Road 318 – Powerline East. Proposed for decommissioning. Access to structures 115 to 127 on line 8455. FS Road 896. A – Boomerang. Proposed for decommissioning. Access near structure 1334 on the 230kV line (5995) west of Tarryall. FS Road 444.2A. - Powerline. Proposed for decommissioning. Provides access along line 5995 from structure 1294 to 1281. FS Road 44 – Puma. Proposed for decommissioning. Provides access at 3 locations along line 5995. FS Road 162 – Ruby. Proposed for decommissioning. Access to structures on the 230kV line (5145). FS Road 208 - Proposed for decommissioning. Access to structures on the 115kV line (9811) via private access. FS Road 205 – Upper Poncha Powerline. Access to private land and structures along the 69 kV line (6905) and the 230 kV line (3006).		
1001-4	RI-TAC	Elizabeth Kirkpatrick	Xcel Energy, Inc.	ALTERNATIVE C & D: FS Road 514 – Russell Ridge. Road proposed for conversion to administrative use only. Access to line 5803. FS Road 221 – Longwater. Road proposed for decommissioning. Access to line 5803. FS Road 540 – Corral Creek. Road proposed for conversion to non-motorized trail. Provides access to FR 221 and line 5803 near structure 1385. FS Road 205 – Bladder Bag, and 205.B –Road proposed for elimination of mixed use. FS Road 205 connects to 205.B for access to structure 57 on line 8384. FS Road 308 – Skelton Ridge. Road proposed for conversion to administrative use only. Provides access to structures 36, 40, and 50 on line 8455. FS Road 208 - Road proposed for conversion to special use permit vehicles only. Access to structures on 115kV line 9811 via private access. FS Road 182 – Jack Rabbit Hill. Road proposed for conversion to public use for highway-legal vehicles only. Access to line 9812. FS Road 105 – Hagerman Pass. Road open to all vehicles with seasonal closure. Access to line 5245. FS Road 199 – Deadwood. Road proposed for elimination of mixed use. Access to line 5355. FS Road 295 – Happy Platte. Road open to all vehicles with seasonal closure. Access to structure 26 on line 8384. FS Road 222 – Flagstaff Mountain. Road proposed for elimination of mixed use. Access near structure 61 on line 8384.	Substantive	
1007-1	GEN	Josh Hicks	The Wilderness Society	We appreciate your consideration of these scoping comments in response to the Pike San Isabel National Forest's (PSI) Notice of Intent to Develop an Environmental Impact Statement for its Travel Planning Process. The planning area encompasses incredibly popular recreational destinations for quiet, non-motorized visitors; important habitat for a	Non-substantive	

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				variety of fish, wildlife, and plant species, including several that are threatened and endangered; ecologically and socially important wild, roadless lands; and sensitive aquatic and riparian resources. While the ecological integrity of the PSI is quite high compared to other landscapes in the lower 48 states, substantial areas of this public forest have been intensively managed during the past century. This intensive management left behind an excessively large legacy road system that is ecologically unsustainable and unaffordable. These management activities and associated road building, coupled with accelerating climate change impacts and inadequate management of motorized use, present significant opportunities to restore the ecological integrity and wild, roadless character found on many places across the forest. In addition, poorly managed off-road vehicle (ORV) recreation is severely impacting water, species, and wildlands and is resulting in user-conflicts across the forest. The PSI's Travel Management Planning (TMP) process is a unique opportunity to both establish an ecologically and fiscally sustainable road system that meets the needs of the public and improve management of ORV recreation to ensure this use is within the carrying capacity of the forest.		
1007-2	GEN	Josh Hicks	The Wilderness Society	Central Colorado Wilderness Coalition (CCWC), founded in 2002 in Colorado Springs, chose as its mission to protect, defend, and preserve for future generations the ecological integrity of wild places in central Colorado and promote permanent protection of those areas through wilderness designation.	Non-substantive	
1007-3	GEN	Josh Hicks	The Wilderness Society	The Colorado Mountain Club (CMC) is one of the largest outdoor recreation and conservation organization in Colorado. Founded in 1912, the CMC is organized to unite those who cherish, study, and explore the Rocky Mountains to stimulate public interest in the mountains, collect and disseminate information about the mountains on behalf of literature art, recreation, and science, and protect the ecosystems and landscapes of the Rocky Mountains. CMC's mission is based on the philosophy that outdoor enthusiasts are driven by the desire to protect the places they cherish and the club currently serves a membership of over 5,500.	Non-substantive	
1007-4	GEN	Josh Hicks	The Wilderness Society	Conservation Colorado's mission is to educate and mobilize people to protect Colorado's environment and quality of life. Conservation Colorado is a grassroots, statewide organization working to protect Colorado's air, land, water, and people, and we have an extensive history in Colorado of collaborating on the key environmental issues of the day, including 50 years of advocacy for wilderness and public lands conservation.	Non-substantive	
1007-5	GEN	Josh Hicks	The Wilderness Society	The Continental Divide Trail Coalition (CDTC) was formed in 2012 to work with the federal land management agencies in the completion, management and protection of the CDT. The CDTC is a 501(c)(3) nonprofit organization with 2000 members nationwide. In May 2013, CDTC was designated as the leading partner in the completion of the CDT by the U.S. Forest Service, National Park Service and Bureau of Land Management during a Memorandum of Understanding signing in Washington, D.C. To date, CDTC has been successful in coordinating over \$2 million in volunteer labor, improving and completing hundreds of miles of the CDT, building positive relationships with the federal land managers and local clubs, organizing the first border-to-border surveys of the Trail,	Substantive	

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				implementing an Adopt-A-Trail program, implementing Gateway Community programs and convincing Congress to appropriate over \$6.5 million for the CDT. CDT's goal in this process is to ensure the US Forest Service is evaluating the appropriate issues in assessing impacts, both positive and negative, to the CDT and its values. In 2009, the CDT Comprehensive Plan was amended and new direction affecting the management and stewardship for the CDT became effective. Any evaluation of impacts of this or any other similar type of planning should utilize this document to guide the process.		
1007-6	GEN	Josh Hicks	The Wilderness Society	The Friends of Mount Evans & Lost Creek Wilderness (FOMELC) is a 100% volunteer based non-profit organization founded in November 2005 to offer volunteer opportunities for all ages, physical abilities, interests and schedules. We work closely in cooperation with the Clear Creek, South Platte and South Park Ranger Districts of the United States Department of Agriculture, Forest Service as well as various partners throughout Colorado. We provide Wilderness advocacy through participation in stewardship, education and outreach in the Mount Evans & Lost Creek Wilderness areas of the Arapaho and the Pike National Forests. In addition, members of FOMELC perform trail patrols, clear downed timber, work on trail maintenance and trail repair, mitigate invasive weeds, and various other tasks in Wilderness to assist the USFS in their management goals.	Non-substantive	
1007-7	GEN	Josh Hicks	The Wilderness Society	Great Old Broads for Wilderness is a national organization, based in Durango, Colorado, that engages and ignites the activism of elders to preserve and protect wilderness and wild lands. With over 8,000 members and supporters, Broads gives voice to the millions of older Americans who want to protect their public lands as Wilderness for this and future generations. We bring experience, commitment, and humor to the movement to protect the last wild places on Earth. Our local South Park Broadband chapter has followed and engaged with public lands planning, management, and stewardship on the PSI for over 5 years.	Non-substantive	
1007-8	GEN	Josh Hicks	The Wilderness Society	The Quiet Use Coalition (QUC) works to preserve and create quiet use areas on our public lands and waters, while protecting natural soundscapes and wildlife habitat. Based in Salida, Colorado, this nineteen-year-old non-profit organization and its members have a deep connection to and knowledge of the PSI lands, and have contributed over 7,000 hours in volunteer labor assisting Forest Service staff in managing those lands.	Non-substantive	
1007-9	GEN	Josh Hicks	The Wilderness Society	The Rocky Mountain Recreation Initiative (RMRI) works to protect Colorado wildlands by promoting ecologically-based trail design that minimizes habitat fragmentation and human disturbance in Colorado's undeveloped landscapes. RMRI works with a statewide network of conservationists, sportsmen and wildlife biologists to assure that trail planning on Colorado's public lands incorporates the principles of conservation biology in the service of landscape integrity and preserving the quiet solitude of Colorado's remote backcountry.	Non-substantive	
1007-10	GEN	Josh Hicks	The Wilderness Society	Rocky Mountain Wild works to protect, connect, and restore wildlife and wildlands in the Southern Rocky Mountain region. We envision a biologically healthy future for our region – one that includes a diversity of species and ecosystems, thriving populations of wildlife, and a sustainable coexistence between people and nature. Protecting biodiversity is a BIG	Non-substantive	

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				job, and we know that we can't do it alone. We are actively building a diverse community of educators, students, activists, philanthropists, and citizen scientists to help us make our vision a reality. From providing guidance on our board of directors to helping us collect data in the field, our community makes our work possible – and fun.		
1007-11	GEN	Josh Hicks	The Wilderness Society	The Sierra Club Rocky Mountain Chapter was formed over 50 years ago to explore, enjoy, and protect Colorado. The Sierra Club's members and supporters are more than 2.4 million across the country with more than 55,000 here in Colorado. Inspired by nature, we work together to protect our communities and the planet. The Sierra Club Rocky Mountain Chapter works at the state level, and is also comprised of 10 local groups who focus their work at the municipal and county levels. We're involved in everything from hiking to environmental education and conservation. We are here to repair the follies of our past, protect the current national treasures Colorado holds in nature from damage or destruction, and plan for a future that is better than our present.	Non-substantive	
1007-12	GEN	Josh Hicks	The Wilderness Society	Wild Connections works to identify, protect and restore lands of the Upper Arkansas and South Platte headwaters to ensure the survival of intact roadless areas, native species and ecological richness, and to help forge a link in an unbroken chain of North American wildlands. This vision is embodied in the Wild Connections Conservation Plan, a science-based conservation plan for the PSI created by citizens using information from roadless area inventories, biological data and input from local workshops.	Substantive	
1007-13	GEN	Josh Hicks	The Wilderness Society	WildEarth Guardians is a non-profit organization dedicated to maintaining, protecting, and restoring the native ecosystems of New Mexico and the American West. Guardians has an organizational interest in the proper and lawful management of these National Forests. Our members, staff, and board members participate in a wide range of hunting, fishing and other recreational activities on these National Forests, including the CNF. Guardians represents approximately 43,000 total members and e-activists.	Non-substantive	
1007-14	GEN	Josh Hicks	The Wilderness Society	The Wilderness Society is a national, not-for-profit conservation organization with over 700,000 members, activists, and Facebook supporters. Founded in 1935 by Robert Marshall, Aldo Leopold, and Benton MacKaye, we provide scientific, economic, legal, and policy guidance to land managers, communities, local conservation groups, and state and federal decision-makers. In doing so, we hope to ensure the best management of our public lands. Our members in Colorado and throughout the United States are deeply interested in travel planning on the PSI as it pertains to quiet recreation, wildlife and wildlands conservation, cultural resource preservation, water quality protection, and the ability to enjoy public lands for inspiration and spiritual renewal.	Non-substantive	
1007-15	RI-LRSD	Josh Hicks	The Wilderness Society	It is important for the Forest Service to engage multiple constituencies, including but not limited to both motorized and non-motorized recreationists. It is important to remember that motorized recreation impacts quiet recreation experiences, and that this impact is asymmetrical. By default, planning only for motorized vehicles relegates quiet recreation to the margins on the landscape, which is not fair. To mitigate this problem, plan for all types of recreational experiences and settings (not just for ORV riding) when feasible. The Bitterroot National Forest Record of Decision for travel planning includes the following	Substantive	

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				<p>statement, which summarizes this issue well: "I concluded early in the analysis that motorized recreation opportunities on the Bitterroot National Forest could not be assessed without also considering opportunities for nonmotorized recreation. Motorized and nonmotorized recreation experience are linked in the sense that one affects the other. This is particularly true for the effects of motorized use on nonmotorized user experiences. Providing quality recreation opportunities for both types of users requires the consideration of motorized use within the context of the full spectrum of uses."</p> <p>Bitterroot National Forest Travel Management Planning Project, Record of Decision, p. I (May 2016). We encourage the PSI to approach its TMP process similar to the Bitterroot.</p>		
1007-16	GEN	Josh Hicks	The Wilderness Society	The Forest Service should be commended for the public outreach to this point. The dedicated website makes a variety of materials available to the public across formats to help them understand potential alternatives and the routes and areas at play. Making the alternatives and results of the travel analysis process available in GIS format has been incredibly helpful. Adding Google Earth KMZ files, in particular, is helpful for the public to understand in a high level of detail potential changes to areas of concern. The public materials such as the posters to support the scoping public open houses were clear and explained both the substance, process and timeline of travel management planning.	Non-substantive	
1007-17	GEN	Josh Hicks	The Wilderness Society	On the constructive side, details that help the public differentiate between the alternatives could be clearer. One must drill down into the mileage details to be able to determine macro differences between the alternatives. The descriptive labels on the preliminary alternatives are somewhat opaque and difficult to understand, especially if someone is not steeped in the history of the lawsuit and settlement agreement.	Substantive	
1007-18	GEN	Josh Hicks	The Wilderness Society	<p>As a general matter, the agency should communicate its resource "sideboards" for any outreach and education materials that it develops for this process (website content, fact sheets, slideshows, presentations, etc.) to establish appropriate expectations on where recreational opportunities will and will not be emphasized or allowed. We recognize this is stated in the scoping notice but reiterating this point at public meetings could help.</p> <p>Ensuring the public understands that the agency must comply with sideboards will help avoid frustrations that can result from misperceptions that more of the landscape is available for motorized recreational development and use than actually is. Important sideboards to emphasize with the public include: the intent for the PSI's designated transportation system to comply with all applicable laws; the need to consider effects on resources with the objective of minimizing the impacts resulting from the designated motorized trails and areas pursuant to 36 C.F.R. § 212.55(b); important resources that are impacted by the transportation system that must be considered include areas important for non-motorized recreation; aquatic resources such as rivers, wetlands, and watersheds that are not functioning properly due to roads and trails; core wildlife habitat areas; areas with high biological diversity and ecological value; and wilderness and roadless areas.</p>	Substantive	
1007-19	GEN	Josh Hicks	The Wilderness Society	We encourage the Forest Service to utilize an open house-style format for any public meetings associated with this process. An open house format will help prevent grandstanding at public meetings, thereby minimizing conflict and aggression. Additionally,	Substantive	

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				many members of the public may be uncomfortable with public speaking, especially in a hostile environment. An open house format could help ensure that the agency hears from these individuals. In terms of the open house format, the Forest Service could host workstations staffed by agency personnel who are available to answer questions.		
1007-20	GEN	Josh Hicks	The Wilderness Society	Resource maps, like those mentioned in the previous section, can be made available to help illustrate and explain resource constraints and other social and environmental concerns.	Non-substantive	
1007-21	GEN	Josh Hicks	The Wilderness Society	We want to briefly remind the agency of its basic NEPA obligations. These include the need to analyze a reasonable range of alternatives, take a hard look at the environmental consequences of these alternatives, and conduct a rigorous cumulative impacts analysis.	Non-substantive	
1007-22	GEN DATA	Josh Hicks	The Wilderness Society	The literature review attached as Appendix I surveys the extensive and best-available scientific literature (including the Forest Service's 2000 General Technical Report synthesizing the scientific information on forest roads) (Hermann Gucinski et al., Forest Roads: A Synthesis of Scientific Information, Gen. Tech. Rep. PNW-GTR-509 (May 2001), available at http://www.fs.fed.us/pnw/pubs/gtr509.pdf) on a wide range of road-related impacts to ecosystem processes and integrity on National Forest lands. The agency should refer to this literature review to inform its impacts analysis.	Substantive	
1007-23	GEN	Josh Hicks	The Wilderness Society	The PSI must analyze the site-specific impacts for any roads, trails, and areas that it is proposing to designate for public motorized use that are not part of the baseline system. This would include Maintenance Level I roads that the agency is proposing to open to public motorized use and user-created routes that the agency is proposing to add to the system. Site-specific impacts would include the localized direct and indirect impacts these changes to the system will have on water, wildlife, fish, cultural resources, non-motorized opportunities and other resources.	Substantive	
1007-24	GEN REG	Josh Hicks	The Wilderness Society	The Forest Service also agreed to several NEPA-related issues in its recent litigation settlement. These include the following: (1) The Forest Service will explain how it considered general criteria set forth in 36 C.F.R. § 212.55(a) in designating roads, trails and areas, and how it considered specific criteria in 36 C.F.R. § 212.55(b) ("the minimization criteria") in designating trails and areas (2) The Forest Service will include language in its purpose and need statement about compliance with applicable laws, the need to consider effects on resources with the objective of minimizing the impacts resulting from the designated motorized trails and areas, and the need to ensure that routes are properly analyzed for environmental impacts. We are pleased to see the agency include this language in its purpose and need statement. (3) The Forest Service will provide a no action alternative that only includes the route system depicted on the most recent MVUM prior to the agreement to represent the baseline system, excluding the routes designated for interim closure (Exhibit A). We are also pleased the agency complied with this element of the settlement. (4) The Forest Service will consider a range of reasonable alternative actions that would result in varying numbers and spatial allocations of routes designated for motorized vehicle use. The Forest Service agrees that it will analyze an alternative that does not include in the proposed action any of the contested routes or route segments.	Substantive	

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1007-25	GEN REG	Josh Hicks	The Wilderness Society	Executive Orders 11644 and 11989 and the Travel Management Rule Minimization Requirements—Regulatory and Policy Background: In response to the growing use of dirt bikes, snowmobiles, all-terrain vehicles, and other off-road vehicles (ORVs) and the corresponding environmental damage, social conflicts, and public safety concerns, Presidents Nixon and Carter issued Executive Orders 11644 and 11989 in 1972 and 1977, respectively, requiring federal land management agencies to plan for ORV use based on protecting resources and other uses. Exec. Order No. 11644, 37 Fed. Reg. 2877 (Feb. 8, 1972), as amended by Exec. Order No. 11989, 42 Fed. Reg. 26,959 (May 24, 1977). When designating areas or trails available for ORV use, agencies must locate them to: (1) minimize damage to soil, watershed, vegetation, or other resources of the public lands; (2) minimize harassment of wildlife or significant disruption of wildlife habitats; and (3) minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands.	substantive	
1007-26	GEN REG	Josh Hicks	The Wilderness Society	Exec. Order No. 11644, § 3(a). The Forest Service has codified these “minimization criteria” in subparts B and C of its travel management regulations. 36 C.F.R. §§ 212.55, 212.81(d). The agency has struggled, however, to properly apply the minimization criteria in its travel management decisions, leading to a suite of federal court cases invalidating a number of decisions. See WildEarth Guardians v. U.S. Forest Serv., 790 F.3d 920, 929-32 (9th Cir. 2015); Friends of the Clearwater v. U.S. Forest Serv., No. 3:13-CV-00515-EJL, 2015 U.S. Dist. LEXIS 30671, at *37-52 (D. Idaho Mar. 11, 2015); The Wilderness Soc'y v. U.S. Forest Serv., No. CV08-363-E-EJL, 2013 U.S. Dist. LEXIS 153036, at *22-32 (D. Idaho Oct. 22, 2013); Cent. Sierra Envtl. Res. Ctr. v. U.S. Forest Serv., 916 F. Supp. 2d 1078, 1094-98 (E.D. Cal. 2013); Idaho Conservation League v. Guzman, 766 F. Supp. 2d 1056, 1071-74 (D. Idaho 2011).	Substantive	
1007-27	GEN REG	Josh Hicks	The Wilderness Society	Collectively, these cases confirm the Forest Service’s substantive legal obligation to meaningfully apply and implement – not just identify or consider – the minimization criteria when designating each area and trail, and to show in the administrative record how it did so. In June of 2015, a Ninth Circuit Court of Appeals decision confirmed that the Forest Service is “under an affirmative obligation to actually show that it aimed to minimize environmental damage when designating trails and areas.” WildEarth Guardians, 790 F.3d at 932 (quotations and citations omitted).	Substantive	
1007-28	GEN REG	Josh Hicks	The Wilderness Society	The agency may not rely on compliance with forest plan direction as a proxy for application of the minimization criteria because doing so conflates separate and distinct legal obligations. See WildEarth Guardians, 790 F.3d at 930-31 (“generalized statements” in EIS for forest plan revision are inadequate; instead, “the Forest Service must provide a more granular minimization analysis to fulfill the objectives of Executive Order 11644”); Friends of the Clearwater, 2015 U.S. Dist. LEXIS 30671, at *46 (“Merely concluding that the proposed action is consistent with the Forest Plan does not . . . satisfy the requirement that the Forest Service provide some explanation or analysis showing that it considered the minimizing criteria and took some action to minimize environmental damage when designating routes.”). “What is required is that the Forest Service document how it	Substantive	

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				evaluated and applied [relevant] data on an area-by-area [and route-byroute] basis with the objective of minimizing impacts as specified in the [Travel Management Rule]." WildEarth Guardians, 790 F.3d at 931; see also id. at 932 ("consideration" of the minimization criteria is insufficient; rather, the agency "must apply the data it has compiled to show how it designed the areas open to snowmobile use 'with the objective of minimizing'" impacts). Specific recommendations for properly applying and implementing the minimization criteria – based on this and other direction from the courts – are included below.		
1007-29	GEN REG	Josh Hicks	The Wilderness Society	Recommendations: The ORV executive orders require the Forest Service to minimize impacts – not just identify or consider them – when designating areas or trails for ORV use, and to demonstrate in the administrative record how it did so. To satisfy its substantive duty to minimize impacts, the PSI must apply a transparent and common-sense methodology for meaningful application of each minimization criterion to each area or trail being considered for designation. That methodology must include several key elements. First, proper application of the minimization criteria is not solely an office exercise. Rather, the Forest Service must gather site-and resource-specific information and actually apply the criteria to minimize resource damage and use conflicts associated with each designated area. This necessarily will require the PSI to incorporate monitoring data and other information identifying resource or recreational use conflicts compiled by the agency or submitted by the public. See 36 C.F.R. §§ 212.52(a), 212.81(d) (requiring public participation in the designation of areas for OSV use); Idaho Conservation League, 766 F. Supp. 2d at 1074-77 (invalidating travel management plan that failed to utilize monitoring and other site-specific data showing resource damage).	Substantive	
1007-30	GEN REG	Josh Hicks	The Wilderness Society	Second, application of the minimization criteria should be informed by the best available scientific information and associated strategies and methodologies for minimizing impacts to particular resources. See Friends of the Clearwater, 2015 U.S. Dist. LEXIS 30671, at *24-30, 40-52 (invalidating route designations that failed to consider best available science on impacts of motorized routes on elk habitat effectiveness or to select routes with the objective of minimizing impacts to that habitat and other forest resources).	Substantive	
1007-31	GEN	Josh Hicks	The Wilderness Society	Switalski and Jones (2012) published a comprehensive literature review and best management practices (BMPs) for ORV use on forestlands. The BMPs provide guidelines, based on peer-reviewed science, for ORV designation decisions that are intended to minimize impacts to soils, water quality, vegetation, and wildlife, and conflicts with other recreational uses. The forest should incorporate these BMPs into its application of the minimization criteria. (The Bitterroot National Forest recently referenced and applied these BMPs in its travel management planning process. See Bitterroot National Forest Travel Management Planning Project, Record of Decision, pp. 18-22 (May 2016). These BMPs are provided as Appendix 3.	Substantive	
1007-32	GEN REG	Josh Hicks	The Wilderness Society	In addition to generalized BMPs, application of the minimization criteria should incorporate any site-or resource-specific scientific information or analysis. Such information might include, for example, wildlife population, habitat, monitoring data, or visitor use data.	Substantive	

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1007-33	GEN REG	Josh Hicks	The Wilderness Society	Third, proper application of the minimization criteria must address both site-specific and larger-scale impacts. See, e.g., Idaho Conservation League, 766 F. Supp. 2d at 1066-68, 1074-77 (invalidating travel plan that failed to consider aggregate impacts of short motorized routes on wilderness values or site-specific erosion and other impacts of particular routes). For example, the Forest Service must assess and minimize landscape-scale impacts such as habitat fragmentation; cumulative noise, and air and water quality impacts; and degradation of wilderness-quality lands and associated opportunities for primitive forms of recreation. The agency also must assess and minimize site-specific impacts to soils, vegetation, water, and other public lands resources, sensitive wildlife habitat, and important areas for non-motorized recreation.	Substantive	
1007-34	GEN REG	Josh Hicks	The Wilderness Society	Fourth, the Forest Service should account for predicted climate change impacts in its application of the minimization criteria and designation decisions. See, e.g., 77 Fed. Reg. 77,801, 77,828-29 (Dec. 24, 2014) (Council on Environmental Quality's revised draft guidance on consideration of climate change in NEPA states: "Climate change can increase the vulnerability of a resource, ecosystem, human community, or structure, which would then be more susceptible to climate change and other effects and result in a proposed action's effects being more environmentally damaging.... Such considerations are squarely within the realm of NEPA, informing decisions on whether to proceed with and how to design the proposed action so as to minimize impacts on the environment, as well as informing possible adaptation measures to address these impacts, ultimately enabling the selection of smarter, more resilient actions.").	Substantive	
1007-35	GEN REG	Josh Hicks	The Wilderness Society	Fifth, application of the minimization criteria must take into account available resources for monitoring and enforcement of the designated system. See Sierra Club v. U.S. Forest Serv., 857 F. Supp. 2d 1167, 1176-78 (D. Utah 2012) (NEPA requires agency to take a hard look at the impacts of illegal motorized use on forest resources and the likelihood of illegal use continuing under each alternative). To ease enforcement obligations and ensure user compliance in the first place, ORV designation decisions should establish clear boundaries and simple, consistent restrictions designed to minimize resource damage and user conflicts.	Substantive	
1007-36	GEN REG	Josh Hicks	The Wilderness Society	Sixth, the Forest Service must demonstrate application of the minimization criteria with respect to any open area designations. To satisfy the minimization requirements, per the Forest Service Manual direction, any open area designations must be discrete, delineated areas that are appropriate for cross-country ORV use. The Forest Service Manual on travel planning provides direction on designating open areas that proves helpful in terms of minimization compliance: "areas should have natural resource characteristics that are suitable for cross-country motor vehicle use or should be so altered by past events that motor vehicle use might be appropriate. Examples might include sand dunes, quarries, the exposed bed of draw-down reservoirs, and other small places with clear geographic boundaries." FSM 7700, Ch. 7715.73.	Substantive	

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1007-37	RI-LRSD	Josh Hicks	The Wilderness Society	<p>It will likely be difficult to minimize impacts from ORV open play area designations and, as such, we discourage the agency from designating such areas. Most forests across the country did not designate open play areas when undertaking subpart B travel planning. The PSI currently does not legally permit any ORV open play areas on its MVUMs. If the agency does propose to designate an open play area, we urge the Forest Service to limit its designation to extremely narrow circumstances and only site them in locales that are seriously altered by past events, such as quarries or old dump sites.</p>	Substantive	
1007-38	GEN DATA	Josh Hicks	The Wilderness Society	<p>Lastly, we want to highlight a report that was recently released by The Wilderness Society titled “Achieving Compliance with the Executive Order “Minimization Criteria” for Off-Road Vehicle Use on Federal Public Lands: Background, Case Studies, and Recommendations.” In this report, we provide the policy framework for designating ORV trails and areas on federal lands, along with a series of recommendations based on recent case law and ten case studies from the Forest Service, BLM, and National Park Service that demonstrate both agency failures to comply with the executive order minimization criteria and good planning practices that could be incorporated into a model for application of the criteria. This report is provided as Appendix 4.</p>	Substantive	
1007-39	GEN REG	Josh Hicks	The Wilderness Society	<p>Motorized Facilitated Dispersed Camping and Game Retrieval—Regulatory and Policy Background: The Travel Management Rule at 36 C.F.R. § 212.51(b) states: “In designating routes, the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain designated routes, and if appropriate within specified time periods, solely for the purposes of dispersed camping or retrieval of a downed big game animal by an individual.”</p>	Substantive	
1007-40	GEN REG	Josh Hicks	The Wilderness Society	<p>The Forest Service directives for travel management state that units must “[a]pply the provision for big game retrieval and dispersed camping sparingly....” FSM 7703.11(4) (emphasis added). As explained in the Federal Register notice announcing the dispersed camping rule: “Responsible officials may include in the designation the limited use of motor vehicles within a specified distance of certain designated routes, and if appropriate within specified time periods, solely for the purposes of dispersed camping or retrieval of a downed big game animal” 73 Fed. Reg. 74,612, 74,612-13 (Dec. 9, 2003) (emphasis added).</p>	Substantive	
1007-41	RI-TAC	Josh Hicks	The Wilderness Society	<p>We maintain that the designation of cross-country driving corridors for the purposes of motorized facilitated dispersed camping and game retrieval constitutes an area designation. As such, the Executive Order’s minimization criteria apply. We discuss the requirements under the Executive Orders in detail in section III(B)(1) of this letter.</p>	Substantive	
1007-42	RI-TAC	Josh Hicks	The Wilderness Society	<p>The Forest Service Manual encourages units to consider designating routes to dispersed camp sites rather than authorizing cross-country travel. FSM 7715.74 (Consider designating routes, including existing terminal facilities (FSM 7716.1), to dispersed camping sites, instead of authorizing off-route motor vehicle use.)</p>	Substantive	
1007-43	RI-TAC	Josh Hicks	The Wilderness Society	<p>Various iterations of the Rocky Mountain Region’s Urban Front Country order began to eliminate any significant allowance for motorized travel off of designated routes over ten</p>	Substantive	

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				years ago in response to the 2005 Travel Management Rule. This was formally captured and conveyed to the public with the initial distribution of the MVUMs in 2009. Subsequent MVUMs clarified via "Blanket Statements" that motorized travel for the purpose of dispersed camping was limited to one vehicle length from a designated route.		
1007-44	RI-TAC	Josh Hicks	The Wilderness Society	The PSI should not allow for cross-country driving to facilitate motorized dispersed camping and game retrieval. Although the Travel Management Rule allows forest officials to make limited exceptions for cross-country motorized travel for dispersed camping and game retrieval, we urge the Forest Service to not allow these exceptions as it undermines the spirit and functionality of the rule. We are pleased that the agency is proposing to continue to not allow off-road driving to retrieve downed big-game. This has been the management situation on the forest for the past 32 years. Driving a limited distance such as 300' could result in significant resource damage. It seems likely that most game will be shot greater than 300' from a designated road or trail, given the nature of game movement during hunting season. Therefore, establishing a limited distance for game retrieval is not likely to provide significant assistance in retrieving a downed animal.	Substantive	
1007-45	RI-TAC	Josh Hicks	The Wilderness Society	The PSI currently only allows motorized vehicle use for dispersed camping within one vehicle length (30 feet) of a designated route, where it is not prohibited, unsafe or will result in resource damage. The Forest Service should retain this policy of the past 11 years for managing motorized travel for dispersed camping. The public should continue to be allowed to park along the side of designated roads and walk into the forest to access dispersed sites, and/or use a motor vehicle on designated "spur" roads to established dispersed campsites.	Substantive	
1007-46	RI-TAC	Josh Hicks	The Wilderness Society	Not allowing off-route driving makes NEPA analysis, minimization compliance (per the Executive Orders and the Travel Management Rule), and archaeological compliance (per National Historic Preservation Act) easier. It also simplifies enforcement of the published MVUM (limits confusion as to where motorized use is allowed) and makes protection of forest resources more easily accomplished. Not allowing off-route driving is essential in order to properly manage the high volume of use the PSI receives as an urban forest. It is important to retain consistency for off route motorized travel for the purpose of dispersed camping and game retrieval. Clear-cut rules are more easily implemented than rules with exceptions.	Substantive	
1007-47	RI-TAC	Josh Hicks	The Wilderness Society	Motorized Route Designations to Facilitate Dispersed Camping: Conversations with Forest Staff has led us to believe that the PSI will not specifically consider the addition of new roads to the system to accommodate dispersed motorized camping in this travel management planning process. We agree and recognize that addressing dispersed camping will add complexity to an already difficult. We can accept and support a decision to not conduct a forest-wide analysis regarding the designation motorized routes to facilitate dispersed camping as part of this process. We do, however, encourage the Forest Service to identify and designate a limited number of short spur roads in order to responsibly and appropriately accommodate dispersed motorized camping.	Substantive	

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1007-48	RI-TAC	Josh Hicks	The Wilderness Society	For several reasons we believe this travel planning process must consider dispersed motorized camping routes on a limited basis. First, motorized travel and use for the purpose of dispersed camping can result in negative impacts to natural resources and desired visitor experiences. This use is extremely popular on the PSI and is impacting resources and visitor experiences. Second, part of the lawsuit that challenged the MVUMs was based upon the alleged designation of and addition to the MVUMs of a large number of new roads; the primary purpose of these roads was to accommodate dispersed motorized camping. As we maintained in our court documents, there was no apparent documented NEPA process and no specified public comment period justifying the inclusion of these routes on the MVUMs. These routes are still on the no action alternative and many are included in Alternatives C and D. Thus, this process will be considering whether or not to keep these routes as part of the system primarily for dispersed motorized camping.	Substantive	
1007-49	RI-TAC	Josh Hicks	The Wilderness Society	We strongly encourage the PSI to continue its policy to allow campers to park one vehicle length from a designated route and to provide the necessary education and enforcement to ensure its effectiveness. We are very concerned, however, that not all Districts understand, interpret and apply this restriction consistently with regards to motorized use for camping or other purposes. There is no Forest wide consistency regarding how Districts are dealing with motorized off route travel for the purpose of dispersed motorized camping. Some Districts are actively educating and enforcing this restriction, and making welcome efforts to sign and close routes being used for motorized facilitated dispersed camping that are not on the MVUM. Some Districts have initiated separate planning processes in an attempt to identify and designate new routes for dispersed motorized camping. Some Districts have taken no action and are seemingly ignoring frequent and visible violations of the prohibition at 36 C.F.R. § 261.13. Some Districts are signing and marking non-system undesignated routes on the ground to facilitate and encourage off route travel for the purpose of dispersed motorized camping; these routes are not on the MVUM and are not being proposed for addition to the designated system in this planning process. We have even noted an instance (FR 559.A) on the San Carlos District that questionably added routes to the MVUM in 2009 are now marking additional extensions of those routes as open for motorized dispersed camping. We strongly oppose the practice of signing non-system routes on the ground as open to motorized use.	Substantive	
1007-50	RI-TAC	Josh Hicks	The Wilderness Society	This Travel Planning Process must clarify policy and provide clear and consistent direction regarding motorized travel and parking for the purpose of dispersed motorized camping. If a comprehensive analysis of designated routes for camping is not going to occur as part of this analysis, direction must be provided to set future dates on when additional analysis will be completed. The Supervisor's office must use the current travel planning process to ensure a consistent interpretation and implementation of its policy to manage motorized dispersed camping among the Ranger Districts.	Substantive	
1007-51	RI-TAC	Josh Hicks	The Wilderness Society	Recommendations: Do not allow for cross-country driving off of designated routes to facilitate motorized dispersed camping and big game retrieval. Retain the current policy to allow drivers to park one car length off of the road. We agree that the PSI should not	Substantive	

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				attempt to conduct a forest-wide analysis to designate routes to facilitate motorized dispersed camping as part of the current travel planning process. Time is limited and the issue is too complex. The PSI should provide future dates for when the agency will undertake a process to designate routes for motorized facilitated dispersed camping. For the reasons stated above, however, we do encourage the PSI to identify and designate a limited number of short spur roads in order to responsibly and appropriately accommodate dispersed motorized camping. When considering this limited number of routes for dispersed camping, we request that the agency consider the information in Appendix 5. The PSI's Supervisor's Office must provide clear and consistent direction regarding motorized travel and parking for the purposes of motorized facilitated dispersed camping.		
1007-52	GEN REG	Josh Hicks	The Wilderness Society	Consistency with the Land and Resource Management Plan: The travel plan should be consistent with forest planning objectives as set forth in the PSI's 1984 forest land and resource management plan (Forest Plan). The Forest Plan includes direction that is relevant to travel planning. This direction pertains to Management Areas 2A, 5B, and 3A as well as direction pertaining to water quality and wildlife habitat. We cannot stress strongly enough our opposition to the Forest Service amending its Forest Plan as part of the current travel planning process to accommodate motorized uses. We discuss these issues here.	Substantive	
1007-53	RI-LRSD	Josh Hicks	The Wilderness Society	Forest Plan Management Area 3A: Semi-Primitive Non-Motorized Management Areas: The PSI's Forest Plan established Management Area 3A where motorized use is not allowed. These areas are for semi-primitive non-motorized uses only. They provide quality opportunities for quiet use activities such as hiking, horseback riding, hunting, country skiing and mountain biking in areas outside of wilderness away from motorized use. The Forest Plan details the 3A management prescription area at III-125—133. The plan at III-126 states that 3A areas are “never open for motorized recreation activities”. The Plan at III-133 provides direction to “Close local roads to public motorized use, and prohibit off-road vehicle (ORV) use.” It is clear from the Forest Plan that public motorized use is not permitted in 3A management areas, and that semi-primitive non-motorized recreation is emphasized.	Substantive	
1007-54	RI-LRSD	Josh Hicks	The Wilderness Society	The Forest Plan also provides standards and guidelines to keep public use and capacity levels of 3A semi-primitive non-motorized recreation areas at relatively low public use levels (III-126—127). These include a maximum of 30 encounters with other parties per day, 11 encounters with other parties per mile of route, and 8 encounters with other parties per acre. Motorized use alone in some of the 3A areas frequently exceeds these levels of use per hour. Motorized use enables quicker and easier access to areas on and adjacent to motorized routes, and increases the overall volume of human use in areas near motorized routes. Public expectations are that 3A areas are to be managed so that they receive relatively low levels of public use.	Substantive	
1007-55	RI-LRSD	Josh Hicks	The Wilderness Society	There are numerous locations where the Final EIS for the PSI's 1984 Forest Plan stated that motorized use compromises desired semi-primitive non-motorized recreation	Substantive	

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				opportunities (FEIS S-4, II-30), and that public motorized use is the primary cause for a reduction in areas outside of wilderness where non-motorized recreation is emphasized or compatible; (FEIS IV-18) and that 3A areas will be managed to constrain public motorized use in order to protect non-motorized recreation values (FEIS IV-16).		
1007-56	GEN REG	Josh Hicks	The Wilderness Society	Alternatives A, C and D propose to keep open a number of roads and road segments as open to public motorized use including Roads 110, 110J, 133, 398 and Trail 1318 within 3A areas. Any proposal to designate a route as open to public motorized use in 3A management areas would require a Forest Plan amendment, which we strongly oppose for the reasons explained below in section III(D)(6) of this letter. According to the Forest Plan (III-84) only 121,765 acres of land are managed as 3A areas on the forest. This is only a little more than 4% of the total forest areas. This is a relatively small amount of land in which those seeking desired quiet recreational experiences can enjoy their activities relatively free from conflicts with motorized recreation.	Substantive	
1007-57	RI-LRSD	Josh Hicks	The Wilderness Society	These 3A areas are suitable for quiet recreationists such as mountain bikers, many of which value experiences free from motorized impacts but are prohibited from accessing designated Wilderness areas. The 3A management area on the Leadville District is an example. Lost Canyon is a very popular mountain bike use area due to numerous permitted Leadville Race Series events, which attracts thousands of mountain bikers to the area. The continued improper allowance of public motorized use on and off FR 398 negatively impacts the desired experiences of these quiet recreationists by creating unwanted noise, dust, safety concerns and other conflicts.	Substantive	
1007-58	RI-LRSD	Josh Hicks	The Wilderness Society	Quiet recreationists are also being negatively impacted by continued improper motorized use in the 3A areas along Rock Creek and the Ben Tyler Trail on the South Park Ranger District, on the Snowslide Trail 1318 on the San Carlos District and in the South Halfmoon Creek area on the Leadville District. The Forest Plan raised public expectations that 3A areas would be managed for wildlife habitat effectiveness and that disturbances would be reduced in these areas to as not to result in significant negative effects on wildlife (III-128). Both the Forest Plan and the FEIS frequently mention hunting as one of the valued opportunities which 3A areas provide. There are numerous studies which indicate that the presence of public motorized use compromises wildlife habitat and hunting opportunities. Modifying 3A boundaries to accommodate public motorized use will negatively impact wildlife and hunting.	Substantive	
1007-59	RI-LRSD	Josh Hicks	The Wilderness Society	The Forest Service has mismanaged some 3A areas by improperly permitting public motorized recreational use in them. The current travel planning process is the opportunity to right these wrongs by ensuring these areas are managed exclusively for non-motorized activities by closing motorized routes located in these areas. Unfortunately, multiple alternatives propose to retain these routes as open to public motorized use (and perhaps even designate new routes in 3A areas). Any motorized designations in 3A areas would severely compromise public trust in the Forest Service, require a forest plan amendment and cause tremendous controversy.	Substantive	

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1007-60	GEN REG	Josh Hicks	The Wilderness Society	Management Area 2A: semi-primitive motorized recreation—We want to remind the agency of the following standards and direction in the 1984 Forest Plan. The PSI's existing Forest Plan includes the following road density standards for Management Area 2A (Semi-Primitive Motorized Recreation): Do not exceed an average open local road density of 2 miles/square mile in fourth-order watersheds (Forest Plan at III-114); Do not exceed an average motorized trail density of 4 miles per square mile on fourth-order watersheds (Id. at III-115); and Do not exceed an average motorized trail density of 2 miles per square mile in non-forested areas of fourth-order watersheds (Id. at III-115).	Substantive	
1007-61	RI-FW	Josh Hicks	The Wilderness Society	Management Area 5B: Big game winter range management prescription areas—Management Area 5B in the PSI's Forest Plan emphasizes forage and cover on winter ranges for deer, elk, bighorn sheep, and mountain goats. The Forest Service laid out a transportation and recreation management goal for this management area in the PSI Forest Plan: "New roads other than short-term temporary roads are located outside of the management area. Short term roads are obliterated within one season after intended use. Existing local roads are closed and new motorized recreation use is managed to prevent unacceptable stress on big game animals during the primary big game use season." Id. at III-149. The Forest Plan lists several relevant standards and guidelines for this management area that relate to roads and motorized recreation. Id. at III-158 and 159. Much of the plan direction related to this Management Area 5B relates to seasonal closures. We encourage the PSI to review and comply with these in the travel planning process.	Substantive	
1007-62	GEN DATA	Josh Hicks	The Wilderness Society	Other Forest Plan Direction Relevant to Motorized Use and Travel Planning—The Forest Plan also includes the direction listed below related to aquatic resources and wildlife habitat. The direction below that is relevant to winter habitat is separate from the direction about 5B Management Areas in the Forest Plan. For the management direction below related to winter habitat, we refer the PSI to the CPW GIS data available online here: http://cogcc.state.co.us/data2.html#/downloads . We also request that the PSI consult with CPW on these areas.	Substantive	
1007-63	RI-FW	Josh Hicks	The Wilderness Society	Forest Plan prohibits dispersed camping within 100 feet of streams and lakes. Forest Plan at III-23. We believe dispersed motorized camping close to surface water has a potential to introduce sediment, campfire ash, human waste and other pollutants into fish habitat.	Substantive	
1007-64	RI-FW	Josh Hicks	The Wilderness Society	Forest Plan states that elk calving and mule deer fawning areas should be protected from disturbance between May 15 and June 30. Forest Plan at III-29. The plan states that Bighorn Sheep lambing concentration areas should be protected from disturbance between April 1 and June 15. Id. We believe motorized routes that intrude into these areas must be seasonally closed to protect habitats.	Substantive	
1007-65	RI-FW	Josh Hicks	The Wilderness Society	Forest Plan states that big game winter range should be protected from disturbance during the time occupied by animals. Id. at III-159. We believe designated motorized roads and trails within big game winter concentration areas should be seasonally closed from December 1 through April 15.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1007-66	RI-FW	Josh Hicks	The Wilderness Society	Forest Plan states that new road designation should not occur within big game winter range areas, and that any new roads which are designated must meet specific criteria. Id. at III-158. We believe that new roads and motorized trails must not be designated within big game winter concentration areas within critical winter range; and/or within 5B management areas where big game winter range is emphasized.	Substantive	
1007-67	GEN REG	Josh Hicks	The Wilderness Society	Proposed Forest Plan Amendment—The scoping notice for the PSI travel management planning process states that a forest plan amendment may be necessary depending on which roads and trails are designated open. 81 Fed. Reg. at 48,376. We do not support any travel management decisions that would necessitate an amendment to the Forest Plan on the eve of the comprehensive revision currently scheduled to begin in 2020. A decision to open routes in areas currently closed to motorized uses under the forest plan could short-circuit and prejudice the upcoming forest plan revision process. For instance, under the 2012 planning rule governing the revision process “[i]dentify and evaluate lands that may be suitable for inclusion in the National Wilderness Preservation System and determine whether to recommend any such lands for wilderness designation.” 36 C.F.R. § 219.7(c)(2)(v). Many areas currently closed to motorized uses will be included in the wilderness inventory. Designating motorized routes within those areas now may diminish their wilderness potential and prejudice the wilderness recommendation process. The upcoming plan revision process is the appropriate place to make any decisions about the management of areas currently closed to motorized uses. Thus, the PSI should not pursue a forest plan amendment as part of the travel management planning process.	Substantive	
1007-68	GEN REG	Josh Hicks	The Wilderness Society	Should the PSI proceed with a forest plan amendment, the amendment is subject to the 2012 planning rule provisions at 36 C.F.R. part 219, and not the provisions of the 1982 planning rule under which the Forest Plan was developed. 36 C.F.R. § 219.17(b)(2) (following a 3-year transition period that expired May 9, 2015, “all plan amendments must be initiated, completed and approved under the requirements of this part”). Thus, the Forest Service must ensure that the amendment satisfies the substantive requirements of the 2012 planning rule. Those requirements include providing for ecological sustainability by “maintain[ing] or restor[ing]”: (a) “the ecological integrity of terrestrial and aquatic ecosystems and watersheds,” including “structure, function, composition, and connectivity;” (b) air and water quality, soils and soil productivity, and water resources; and (c) “the ecological integrity of riparian areas,” including their “structure, function, composition, and connectivity.” 36 C.F.R. § 219.8(a).	Substantive	
1007-69	GEN REG	Josh Hicks	The Wilderness Society	Plans also must provide for: (a) “the diversity of plant and animal communities;” (b) “the persistence of native species;” and (c) “the diversity of ecosystems and habitat types.” 36 C.F.R. § 219.9. In providing for social and economic sustainability, plans must account for “[s]ustainable recreation; including recreation settings, opportunities, and access; and scenic character.” 36 C.F.R. § 219.8(b)(2). The decision document for the plan amendment “must include . . . [a]n explanation of how the plan components meet [those substantive] requirements.” 36 C.F.R. § 219.14(a)(2). In satisfying the substantive requirements, the agency must “use the best available scientific information to inform the planning process.” 36 C.F.R. § 219.3.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1007-70	GEN	Josh Hicks	The Wilderness Society	A forest plan amendment to facilitate designation of routes within sensitive areas currently closed to motorized use is unlikely to satisfy these substantive requirements. Those non-motorized areas serve important functions in maintaining the integrity and diversity of the PSI's ecosystems and plant and animal communities and in providing for sustainable recreation.	Substantive	
1007-71	GEN REG	Josh Hicks	The Wilderness Society	In addition to its substantive provisions, the 2012 planning rule prescribes the process for a plan amendment—The process for amending a plan includes: Preliminary identification of the need to change the plan, development of a proposed amendment, consideration of the environmental effects of the proposal, providing an opportunity to comment on the proposed amendment, providing an opportunity to object before the proposal is approved, and, finally, approval of the plan amendment.	Substantive	
1007-72	GEN	Josh Hicks	The Wilderness Society	The appropriate NEPA documentation for an amendment may be an environmental impact statement, an environmental assessment, or a categorical exclusion, depending upon the scope and scale of the amendment and its likely effects. 36 C.F.R. § 219.5(a)(2)(ii); see also id. § 219.13(b)(1) (explaining that “[t]he responsible official shall . . . [b]ase an amendment on a preliminary identification of the need to change the plan”). The rule also establishes requirements for public participation, directing the agency to reach out to stakeholders early and throughout the process using collaborative processes where appropriate and feasible. 36 C.F.R. § 219.4(a)(1). It is unclear, based on the proposed action and scoping notice, if and how the PSI would satisfy these procedural requirements. Indeed, the scoping notice is unclear as to whether a forest plan amendment might accompany the travel management planning process. The description of the proposed action fails to identify any preliminary need to change the current plan, as required by the rule. To the extent the need to change the current plan would be to accommodate motorized uses in sensitive areas, that is not a legitimate need to change the current plan. The PSI should not pursue a forest plan amendment.	Substantive	
1007-73	GEN	Josh Hicks	The Wilderness Society	Recommendations: Ensure that designations made in the travel planning process comply with the 1984 Forest Plan. This includes plan direction related to Management Areas 2A for semi-primitive motorized recreation, 3A for semi-primitive non-motorized recreation, Management Area 5B for big game winter range, and the other management direction listed above. We offer recommendations above for ensuring the PSI complies with its plan direction. Do not propose changes in the motorized route system that will require the PSI to amend the Forest Plan, as this will add complexity and controversy to the TMP process that will result in delays.	Substantive	
1007-74	GEN REG	Josh Hicks	The Wilderness Society	Compliance with Subpart A of the Travel Management Rule: Regulatory and Policy Background—To address its unsustainable and deteriorating road system, the Forest Service promulgated the Roads Rule in 2001. 36 C.F.R. part 212, subpart A, 66 Fed. Reg. 3206 (Jan. 12, 2001). The rule directs each National Forest to conduct “a science-based roads analysis,” generally referred to as the travel analysis process. 36 C.F.R. § 212.5(b)(1); see also Forest Service Manual 7712 and Forest Service Handbook 7709.55, Chapter 20 (providing detailed guidance on conducting travel analysis).	Substantive	

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1007-75	GEN REG	Josh Hicks	The Wilderness Society	<p>Based on that analysis, forests must “identify the minimum road system [MRS] needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands.” 36 C.F.R. § 212.5(b)(1). The Rule defines the MRS as: the road system determined to be needed [1] to meet resource and other management objectives adopted in the relevant land and resource management plan . . . , [2] to meet applicable statutory and regulatory requirements, [3] to reflect long-term funding expectations, [and 4] to ensure that the identified system minimizes adverse environmental impacts associated with road construction, reconstruction, decommissioning, and maintenance. Id. Forests also must “identify the roads . . . that are no longer needed to meet forest resource management objectives and that, therefore, should be decommissioned or considered for other uses, such as for trails.” Id. § 212.5(b)(2). The requirements of subpart A are separate and distinct from those of the 2005 Travel Management Rule, codified at subpart B of 36 C.F.R. part 212, which address off-highway vehicle use and corresponding resource damage pursuant to Executive Orders 11644, 37 Fed. Reg. 2877 (Feb. 9, 1972), and 11989, 42 Fed. Reg. 26,959 (May 25, 1977).</p>	substantive	
1007-76	RI-TAC	Josh Hicks	The Wilderness Society	<p>While subpart A does not impose a timeline for agency compliance with these mandates, the Forest Service Washington Office, through a series of directive memoranda, ordered forests to complete the initial travel analysis process and produce a travel analysis report (TAR) by the end of fiscal year 2015, or lose maintenance funding for any road not analyzed. (Memorandum from Joel Holtrop to Regional Foresters et al. re Travel Management, Implementation of 36 C.F.R., Part 212, (Subpart A (Nov. 10, 2010) (Appendix 10); Memorandum from Leslie Weldon to Regional Foresters et al. re Travel Management, Implementation of 36 C.F.R., Part 212, Subpart A (Mar. 29, 2012) (Appendix 10); Memorandum from Leslie Weldon to Regional Foresters et al. re Travel Management Implementation (Dec. 17, 2013) (Appendix 10). 8 For instance, Watershed Restoration Action Plans developed under the Watershed Condition Framework should include essential projects that implement TAR recommendations, and every project at the scale of the 6th HUC watershed or greater that implicates the road system should include in its purpose and need statement identification of the MRS and unneeded roads for decommissioning and implementation of actions identified in the TAR).</p>	Substantive	
1007-77	RI-TAC	Josh Hicks	The Wilderness Society	<p>The memoranda articulate an expectation that forests, through the subpart A process, “maintain an appropriately sized and environmentally sustainable road system that is responsive to ecological, economic, and social concerns.” They clarify that TARs must address all system roads – not just the small percentage of roads maintained for passenger vehicles to which some forests had limited their previous Roads Analysis Process reports or TARs. And they require that TARs include a list of roads likely not needed for future use. Nationwide, TARs are currently undergoing review by the Washington Office to ensure consistency with regulatory requirements and the directive memoranda. See Memoranda from Leslie Weldon to Regional Foresters re: Completion of Travel Management and Next Steps (Sept. 24, 2015).</p>	Substantive	

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1007-78	RI-TAC	Josh Hicks	The Wilderness Society	Once the TARs are finalized, the next step is “to use the travel analysis report to develop proposed actions to identify the MRS” and unneeded roads for decommissioning at a scale of the 6th HUC watershed or larger and undertake appropriate NEPA review. 2012 Weldon Memorandum. (For instance, Watershed Restoration Action Plans developed under the Watershed Condition Framework should include essential projects that implement TAR recommendations, and every project at the scale of the 6th HUC watershed or greater that implicates the road system should include in its purpose and need statement identification of the MRS and unneeded roads for decommissioning and implementation of actions identified in the TAR). “The MRS for the administrative unit is complete when the MRS for each subwatershed has been identified, thus satisfying Subpart A.” Id. The travel planning process is precisely the type of project for which the PSI should identify the MRS and implement the TAR in the NEPA analysis.	Substantive	
1007-79	RI-TAC	Josh Hicks	The Wilderness Society	Now that the PSI has completed its TARs, it is time for the Forest Service to take the next step under subpart A: identify the MRS through this project subject to NEPA and implement the TAR’s findings. See 2012 Weldon Memo (“The next step in identification of the MRS is to use the travel analysis report to develop proposed actions to identify the MRS . . . at the scale of a 6th code subwatershed or larger. Proposed actions and alternatives are subject to environmental analysis under NEPA. Travel analysis should be used to inform the environmental analysis.”). This project, a forest-wide transportation plan, provides the appropriate geographic scale for the Forest Service to identify the MRS. The Forest Service’s Washington Office directed forests to use the TAR to identify the MRS for proposed actions at the scale of a 6th code subwatershed or larger. 2012 Weldon Memo at 2. See also 2012 FAQs (noting that “travel analysis and identification of the MRS could be done at the same scale, if that scale is at the ranger district or unit level.”). Plus, consideration of the MRS factors at 36 C.F.R. § 212.5(b)(1) only makes sense on a large enough geographic scale.	Substantive	
1007-80	RI-TAC	Josh Hicks	The Wilderness Society	The PSI’s TARs identify the environmental risks and social benefits for each ML I-2 road, and the cumulative costs associated with each District’s transportation system. The PSI’s TARs identify roads that are likely part of the MRS and those that are not. The TARs identify roads that are likely unneeded and can be removed from the system, and they identify high benefit roads that should be retained if environmental risks can be mitigated. These TARs include important information for the agency to consider in the subpart B travel planning process. Indeed, the TARs themselves include the following stated objectives of the travel analysis process: “To inform a forest travel management plan...” · “To help identify the minimum road system needed for public and agency access in order to achieve forest and resource management goals and safeguard ecosystem health...” · “To identify opportunities and provide recommendations for improving the Forest Transportation system.” (Pike-San Isabel National Forest Travel Analysis Process Report Addendums. These stated objectives are found under step 1 of the process in a section titled “Setting up the Analysis.”)	Substantive	

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1007-81	GEN REG	Josh Hicks	The Wilderness Society	In the following section, we offer recommendations for integrating the TARs with the travel planning process. A. The Forest Service must consider unneeded roads for closure or decommissioning. Subpart A directs the agency to "identify the roads on lands under Forest Service jurisdiction that are no longer needed." 36 C.F.R. § 212.5(b)(2). See also Center for Sierra Nevada, 832 F. Supp. 2d at 1155 ("The court agrees that during the Subpart A analysis the Forest Service will need to evaluate all roads, including any roads previously designated as open under subpart B, for decommissioning."). The Forest Service must ensure that the actions proposed under the travel plan are consistent with subpart A. The forest must assess each alternative in relation to the TAR as well as the factors for an MRS. The decision to close, decommission, convert to another use such as trails, or maintain certain roads should reflect the results from the risks and benefits analysis in the TAR.	Substantive	
1007-82	RI-TAC	Josh Hicks	The Wilderness Society	We are glad to see the proposed alternatives C and D consider the information from the subpart A TARs but we are concerned these alternatives do not fully incorporate the findings and recommendations from the TARs. Many of the PSI's TARs state that "[t]hose roads with a low benefit are potentially not needed for management and access on the forest, at least not at their current maintenance level." (Leadville District Draft TAR, p. 5-7. 2014; See also Pikes Peak District Draft TAR, p. 5-8. 2014; See also Salida District Draft TAR, p. 5-7, 2013.)	Substantive	
1007-83	RI-TAC	Josh Hicks	The Wilderness Society	The PSI's TARs also state that "[r]oads with low benefits will generally not be a part of the minimum road system." (Id.) The PSI identified about 468 miles of low value roads as likely not needed for future use in its TARs. This amounts to about 13% of the Maintenance Level I and 2 roads. We expect the PSI to either close and decommission these routes. At the very least, the PSI should not designate unneeded roads as open for public motorized use on the MVUM. However, Forest Road 182 on the South Park District, for example, was recommended to be converted to a non-motorized trail in the 2015 South Park District TAR Addendum; yet, this route was proposed to remain open as a designated road in Alternatives A, C and D. We request that the PSI ensure the proposed travel plan alternatives reflect the findings in the TARs. To the extent that the final decision in this project differs from what is recommended in the TAR addendums, the Forest Service must provide an explanation for that inconsistency.	Substantive	
1007-84	RI-TAC	Josh Hicks	The Wilderness Society	The agency may feel the level of NEPA in this forest-wide travel planning process is not appropriate for analyzing site-specific impacts of active decommissioning. We remind the agency that it has a useful tool for advancing road decommissioning: Categorical Exclusion (CE) #20. 36 CFR § 220.6(e)(20). CE #20 is reserved for decommissioning and obliteration of non-system roads and trails. To utilize CE #20, the PSI could simply remove any unneeded roads from the transportation system, thereby making them non-system roads in this process. Removing roads from the system would not result in any ground-disturbing activity. Once these unneeded roads are converted to non-system roads, the PSI can utilize CE #20 to implement the on-the-ground decommissioning activity. Taking the approach will help expedite on-the-ground implementation of the final TMP decision as well as the pace and scale at which road-related restoration work occurs.	Substantive	

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1007-85	RI-TAC	Josh Hicks	The Wilderness Society	b. The Forest Service must mitigate risks associated with roads identified as likely part of the MRS—The PSI identified several roads as high risk, high value in its TARs. The PSI's TARs state that “[g]enerally, high benefit roads, if associated risks can be adequately mitigated, will be part of the minimum road system for the forest.” (Id.) For any roads identified as high risk, high value in the TARs, it is important that the PSI offer mitigation strategies to address the risks associated with these roads. We expect the PSI to discuss these proposed mitigation strategies in its DEIS. If the PSI does not propose mitigation strategies, we request that these roads not be designated for public motorized use.	Substantive	
1007-86	GEN	Josh Hicks	The Wilderness Society	Recommendations: Pursuant to the plain language of the agency's own regulations and directive memoranda interpreting those regulations, the Forest Service must consider the TARs and identify the MRS when analyzing this project under NEPA. (See, e.g., 2012 Weldon Memo at 2 (“Travel analysis should be used to inform the environmental analysis.”)) To this end, we request that the agency: Analyze an alternative that proposes to close and decommission all roads identified as low value in the forest-wide TAR as well as the TAR addendums. For any road that the agency proposes to designate for public motorized use that was identified as low value in the TAR addendums, provide an explanation in the EIS for the inconsistency. Identify the MRS in this process. Remove unneeded roads from the transportation system, thereby making them non-system roads. (This may entail properly coding these routes in the INFRA database.) By removing the roads from the system, the agency can then utilize CE #20 to actively decommission these non-system roads to a more natural state in a subsequent NEPA process that involves ground disturbing activity. Propose mitigation strategies in the DEIS that adequately address high risk roads identified in the TARs. Roads without mitigation strategies to address identified risk should not be designated for public motorized use.	Substantive	
1007-87	RI-WAT	Josh Hicks	The Wilderness Society	Watersheds and Water Quality—Regulatory and Policy Background—Clean Water Act – 303(d) Impaired Streams: The Clean Water Act (CWA) authorizes each state to develop water quality standards for the state's waters. 33 U.S.C. §§ 1311(b)(1)(C), 1313. Where waters fail to meet water quality standards, they are considered “impaired waters” and subject to Total Maximum Daily Loads (TMDL). These listed water bodies are referred to as 303(d) listed streams. 33 U.S.C. § 1313(d). The PSI has several 303(d) impaired stream segments. A tremendous amount of research has found that roads and ORVs impact water quality in terms of sediment runoff. See Appx. I at 1-8.	Substantive	
1007-88	GEN DATA	Josh Hicks	The Wilderness Society	Forest Service Best Management Practices for Water Quality: In 2014, the Forest Service released a national set of Best Management Practices (BMPs) for water quality to better control non-point sources of pollution. (USDA Forest Service, National Best Management Practices for Water Quality Management on National Forest System Lands. 2014.) The BMPs are grouped into eleven resource categories, and one of these categories is for road management activities. The purpose of the road management BMPs is to “avoid, minimize, or mitigate adverse effects to soil, water quality, and instream riparian resources that may result from road management activities.” (USDA Forest Service, National Best Management Practices for Water Quality Management on National Forest System Lands.	Substantive	

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				2014.) The road management BMPs cover the following activities that are relevant to the PSI's subpart B planning process: travel management planning, design, construction, operation, maintenance, reconstruction, storage, decommissioning, and stream and waterbody crossings.		
1007-89	RI-WAT	Josh Hicks	The Wilderness Society	<p>Watershed Condition Framework: In 2010, the Forest Service launched the Watershed Condition Framework (WCF). The WCF is designed to implement integrated restoration on priority watersheds on national forests and grasslands. The purpose of the WCF is to improve aquatic and terrestrial conditions at a watershed level that Forest Service management activities can influence. The WCF involves a 6-step process in which national forests and grasslands will (1) classify the condition of all 6th-level watersheds (10,000 to 40,000-acre watersheds), (2) prioritize watersheds for restoration, (3) develop watershed action plans for the high-priority watersheds, (4) implement restoration projects in those watersheds, (5) track restoration accomplishments, and (6) monitor and verify the success of their efforts. In Step 1, watersheds are classified into three watershed condition classes: Class I – Functioning Properly, Class 2 – Functioning at Risk, and Class 3 – Functionally Impaired. The Forest Service applied 12 core national indicators (e.g., water quality, aquatic biota, soils) and 24 attributes associated with those indicators to make classification decisions. “Roads and Trails” is one of the 12 indicators; its associated attributes include open road density, road maintenance, proximity to water, and mass wasting. See Figure 1 for a map that shows how all of the Forest Service watersheds in Colorado scored in terms of the road and trail indicator. You will notice that most of the watersheds on the PSI scored “fair” in terms of their road and trail indicator.</p>	Substantive	
1007-90	GEN REG	Josh Hicks	The Wilderness Society	<p>Forest Service Manual 2500 -Watershed Protection and Management Manual, Ch. 2520: The Forest Service's Manual on Watershed Protection and Management offers relevant guidance. The stated objective of the policy is to “protect, manage, and improve riparian areas while implementing land and resource management activities” and “manage riparian areas in the context of the environment in which they are located, recognizing their unique values.” FSM 2500, ch. 2526.02. Two provisions in particular offer substantive direction that is relevant to the travel planning process when proposing road, trail, and area designations for motorized use in riparian areas. First, units are directed to “[give] preferential consideration to riparian-dependent resources when conflicts among land use activities occur.” (FSM 2500, ch. 2526.03(2) (“Manage riparian areas under the principles of multiple-use and sustained-yield, while emphasizing protection and improvement of soil, water, and vegetation, particularly because of their effects upon aquatic and wildlife resources. Give preferential consideration to riparian-dependent resources when conflicts among land use activities occur.”) Second, units are direct to “[give] special attention to adjacent terrestrial areas to ensure adequate protection for the riparian-dependent resources.” (FSM 2500, ch. 2526.03(5) (“Give special attention to land and vegetation for approximately 100 feet from the edges of all perennial streams, lakes, and other bodies of water. This distance shall correspond to at least the recognizable area dominated by the riparian vegetation (36 CFR 219.27e). Give special attention to adjacent terrestrial areas to ensure adequate protection for the riparian-dependent resources.”)</p>	Substantive	

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1007-91	RI-WAT	Josh Hicks	The Wilderness Society	The PSI should protect and improve water quality and watershed condition in the travel planning process. The impact from roads on water quality is profound and well-documented. See Appx I at 1-9. The PSI should use the travel planning process as an opportunity to improve water quality across the forest. It is imperative that the PSI consider Clean Water Act 303(d) listed streams that are impaired due to sediment and/or temperature in this process, which there are several across the forest. The Forest Service must be careful that it does not exceed its TMDL when making motorized designations or it will find itself in violation of the CWA. We request that the PSI analyze the impacts to impaired stream segments when proposing to add new routes to the system. We request that the PSI find opportunities to close and decommission roads and motorized trails that pose a risk to 303(d) impaired streams where the limiting factor is sediment or temperature. For those existing system roads and motorized trails that the PSI is proposing to retain in this process, we also request that the agency consider mitigation mechanisms for those system routes that are posing a risk to impaired stream segments.	Substantive	
1007-92	RI-WAT	Josh Hicks	The Wilderness Society	The Forest Service should ensure that it complies with its water quality BMPs in the travel planning process. Scientific evidence shows that route density and riparian crossings impact watershed health. See Appx.I at 1-4 and 7-8. When making motorized designations, give special attention to the 100' riparian buffer and give preferred consideration to riparian-dependent resources when conflicts among land use activities occur.	Substantive	
1007-93	RI-WAT	Josh Hicks	The Wilderness Society	The PSI should use the travel planning process as an opportunity to improve the condition of its watersheds. To do this, the PSI should integrate the WCF into the travel planning process. We recommend that the PSI consider the extent to which each alternative will impact each watershed's condition class score. According to the Forest Service's Watershed Condition Classification (WCC), the PSI has 13 watersheds that are functioning as "impaired" and 32 watersheds that received a "poor" score for the road and trail indicator. The map attached as Figure I displays the WCF road and trail indicator score for Forest Service watersheds across Colorado, including the PSI.	Substantive	
1007-94	RI-WAT	Josh Hicks	The Wilderness Society	The Forest Service should analyze an alternative that does not designate any new roads or trails for public motorized in watersheds that are functioning "impaired" or that received a "poor" score for the road and trail indicator. The agency should also analyze an alternative that proposes to close and decommission routes (i.e., system roads, motorized trails, and unauthorized routes) located in these watersheds in order to improve watershed condition. If closure and decommissioning is not a valid option, the PSI should consider BMP mitigation techniques to improve watershed condition. Lastly, for those watersheds that are functioning "properly" or "at risk", the Forest Service must be careful that any new motorized designations do not degrade watershed health, thereby downgrading the watershed's condition class.	Substantive	
1007-95	RI-WAT	Josh Hicks	The Wilderness Society	Recommendations: When proposing to add roads and trails for public motorized use to the transportation system, analyze the impacts on 303(d) impaired streams and watershed condition under the WCF.	Substantive	

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1007-96	PO ALT	Josh Hicks	The Wilderness Society	Analyze an alternative that does not add any roads and trails for public motorized use in watersheds that are functionally “impaired,” watersheds where the road and trail indicator received a “poor” ranking, or if the route would further impact a 303(d) listed stream with sediment or temperature as the limiting factor.	Substantive	
1007-97	PO ALT	Josh Hicks	The Wilderness Society	Analyze an alternative that would close and decommission roads in watersheds that are functionally “impaired,” watersheds where the road and trail indicator received a “poor” ranking, or that are impacting an impaired stream with sediment or temperature as the limiting factor.	Substantive	
1007-98	RI-WAT	Josh Hicks	The Wilderness Society	Ensure that any new motorized designations do not degrade watershed health resulting in a downgrading of a watershed's condition class. The PSI must comply with its water quality BMPs in this process. Do not add routes to the system that are located within a 100' riparian buffer. Refer to our spreadsheet in Appendix 6 that lists specific routes that should be closed to public motorized in order to protect and restore water quality.	Substantive	
1007-99	GEN REG	Josh Hicks	The Wilderness Society	Flora and Fauna Protection—Regulatory and Policy Background: There are several relevant authorities regarding the management of fish, wildlife, and plants on national forests. The National Forest Management Act (NFMA) requires the Forest Service to “provide for diversity of plant and animal communities based on the suitability and capability of the specific land area in order to meet overall multiple-use objectives.” 16 U.S.C. § 1604(g)(3)(B). The NFMA regulations further state that “Fish and wildlife habitat shall be managed to maintain viable populations of existing native and desired non-native vertebrate species.” 36 C.F.R. § 219.19.	Substantive	
1007-100	GEN REG	Josh Hicks	The Wilderness Society	The Endangered Species Act directs the agency “to conserve endangered and threatened species and to utilize their authorities in furtherance of the purposes [of the ESA]” and to “cooperate with State and local agencies to resolve water resource issues in concert with conservation of endangered species.” 16 U.S.C. § 1531(c)(1), (2). The agency must “insure” that travel planning “does not jeopardize the existence of any endangered species or threatened species or result in the destruction or adverse modification” of critical habitat of such species. 16 U.S.C. § 1536(a)(2). This obligates the Agency to engage in “consultation” with the U.S. Fish and Wildlife Service. 16 U.S.C. § 1536(c)(1).	Substantive	
1007-101	GEN REG	Josh Hicks	The Wilderness Society	Executive Order 11644 as amended, and echoed in the Travel Management Rule, requires the agency to locate areas and trails open to ORV use so as to “minimize damage to soil, watershed, vegetation, or other resources,” and to “minimize harassment of wildlife.”	Substantive	
1007-102	RI-TES	Josh Hicks	The Wilderness Society	The PSI should protect and improve conditions for flora and fauna in the travel planning process. The travel management decision may adversely affect 12 threatened or endangered species expected or known to occur on the Forest, and another five threatened or endangered species which do not occur but are expected to be impacted by events in the Forest. Two species, Preble's meadow jumping mouse and Mexican spotted owl, have designated critical habitat within the Forest. Furthermore, there are 69 Forest Service Region 2 sensitive species expected to occur on the Forest. Increased motorized activity in areas known to be occupied by these species and/or within designated critical habitat could be detrimental to their persistence. For example, from the 2012 Threatened,	Substantive	

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				Endangered, and Forest Sensitive Species on the Pike and San Isabel National Forests report: "OHV use can negatively impact conditions in riparian areas through damage to riparian vegetation and stream banks, leading to increased sedimentation. Recreation activities have greatly influenced the travel system throughout the Forest Trails and user-created new routes that have become established over time (and eventually viewed by the public as system roads or trails) have impacts to wildlife and plant populations by fragmenting and decreasing habitat effectiveness and capability within the Forest." (U.S. Forest Service. June 2012. Threatened, Endangered, and Forest Service Sensitive Species on the Pike and San Isabel National Forests. Available online: https://fs.usda.gov/Internet/FSE_DOCUMENTS/fsm9_.pdf . p. 82.)		
1007-103	GEN	Josh Hicks	The Wilderness Society	Roads have facilitated the spread of invasive and noxious weeds which have changed species composition of the Forest, increased competition with native plant species, and altered fire regimes, which has adversely affected many plant and wildlife species addressed here. (U.S. Forest Service. June 2012. Threatened, Endangered, and Forest Service Sensitive Species on the Pike and San Isabel National Forests. Available online: https://fs.usda.gov/Internet/FSE_DOCUMENTS/fsm9_.pdf . p. 88.) "Many roads are located in low-lying areas adjacent to watercourses because of the gentler terrain. The location of these roads is problematic for several reasons. Roads impact aquatic systems in complex ways including blocking fish passage, introducing fine sediment and nonnative species, damaging riparian vegetation necessary for channel stability, altering the amount of shading and cover, direct channel infringement and increasing access and predation by anglers (Switalski et al. 2004)." (Id at 89.) Finally, "Each of the above activities have incrementally impacted many fish, wildlife, and plant species addressed in this assessment directly, indirectly, and cumulatively through fragmentation, habitat loss, harassment of animals, and loss of effectiveness through human disturbance." (Id at 81.)	Substantive	
1007-104	RI-TES	Josh Hicks	The Wilderness Society	Therefore, the Forest Service must consult with the U.S. Fish and Wildlife Service to determine whether the Travel Plan will jeopardize the endangered or threatened species or destroy or adversely modify its critical habitat. FSM 2670.31(5) ("Initiate consultation or conference with the FWS or NOAA Fisheries when the Forest Service determines that proposed activities may have an effect on threatened or endangered species; are likely to jeopardize the continued existence of a proposed species; or result in the destruction or adverse modification of critical or proposed critical habitat."). The Forest Service should provide recommendations for the management of each threatened or endangered or sensitive species as it relates to travel management, ideally supported by scientific literature or by application of the precautionary principle.	Substantive	
1007-105	GEN DATA	Josh Hicks	The Wilderness Society	In addition to federally listed threatened or endangered species, the PSI should also consider CPW's recently completed its State Wildlife Action Plan (SWAP), which is a strategy for conserving wildlife in Colorado. (Colorado Parks and Wildlife. 2015. State Wildlife Action Plan: A Strategy for Conserving Wildlife in Colorado. Denver, Colorado. Available online: http://cpw.state.co.us/aboutus/Pages/StateWildlifeActionPlan.aspx .) Fragmentation is cited repeatedly in CPW's Action Plan as a threat to the viability of several priority species and the habitat on which they depend. The Action Plan also	Substantive	

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				stresses the importance of maintaining and restoring connectivity as an important conservation strategy for addressing this threat. It is well documented that roads fragment habitat, arguably more than any other human modification. We believe this travel planning process provides an excellent opportunity to achieve the goals of the SVAP.		
1007-106	RI-TES	Josh Hicks	The Wilderness Society	Recommendations: Consult with wildlife specialists at CPW to ensure impacts on wildlife are minimized and/or mitigated. Specifically, consult with CPW to address elements raised in the SWAP. Consult with the USFWS to determine whether the travel plan will jeopardize endangered or threatened species or adversely modify its critical habitat. Analyze an alternative that does not designate any new motorized roads and trails for public motorized use in designated critical habitat or in areas where T&E species are known to occur. Analyze an alternative that decommissions low value roads and motorized trails in designated critical habitat. Refer to our spreadsheet in Appendix 6 that lists specific routes that should be closed to public motorized use in order to protect flora and fauna.	Substantive	
1007-107	GEN REG	Josh Hicks	The Wilderness Society	Non-Motorized Recreation—Regulatory and Policy Background: NEPA requires the agency to analyze the impacts of motorized recreation on non-motorized recreational users. 42 U.S.C. § 4332(C) (requirement to evaluate environmental impacts of proposed action). This includes both the impacts that motorized recreation has on the experiences sought by quiet, non-motorized recreational users as well as the economic impact non-motorized recreation has on local economies in and around the PSI. The Executive Order 11644 as amended imposes a substantive duty to minimize conflicts between recreational users. An important experience sought by non-motorized users is natural quietude. The 2009 Forest-wide TAR states on page 39 that noise from road use can adversely affect quiet (non-motorized) recreation. NEPA requires the agency to consider the impacts of noise from ORVs on non-motorized users in the environmental analysis and, to the extent noise may disturb non-motorized users, the Forest Service must minimize this conflict.	Substantive	
1007-108	RI-LRSD	Josh Hicks	The Wilderness Society	The Forest Service must analyze the social impacts that motorized recreation has on non-motorized recreational users. The PSI is a recreational playground for communities along the front range as well as other mountain communities. As you can see based on the information below, non-motorized recreation is by far the dominate use on the PSI. (USDA Forest Service 2011b). Based on the most recent NVUM survey, only about 6.5% of visitors participate in ORV use as their primary recreation activity. Meanwhile, nearly 30% participate in hiking and bicycling as their primary recreation activity. Another 14% stated that viewing natural features is their primary activity. Given the large variance between motorized and non-motorized forms of recreation, the Forest Service should make sure that it sets aside significant portions of the forest for non-motorized recreation in this planning process. We request that the agency consider the NVUM data in its impacts analysis, including the number of non-motorized versus ORV recreationists.	Substantive	
1007-109	RI-LRSD	Josh Hicks	The Wilderness Society	The use of ORVs is often incompatible with nonmotorized uses. (Switalski and Jones, 2012.) This incompatibility could result in non-motorized users not returning to a given area once their experience is ruined by an objectionable encounter with ORV users. The	Substantive	

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				<p>TMP process will sanction where ORVs are allowed to drive and these designations will remain for years, if not decades. In effect, these designations will dictate where non-motorized users can recreate to seek solitude away from the noise of ORVs. Appendices 3 and 7 offer an annotated bibliography of recreation use conflicts between motorized and non-motorized users. Through conversations, media interviews and other testimonials, non-motorized users have indicated time and again that when motor vehicle use begins in an area, non-motorized users go elsewhere. The Forest Service must not sacrifice the benefits of non-motorized forms of recreation that have persisted long before the increase of ATV riding in the 1990s in this planning process.</p>		
1007-110	RI-SOC	Josh Hicks	The Wilderness Society	<p>The Forest Service must analyze the economic impact from non-motorized recreation on local economies in and around the PSI. Hiking, fishing, backpacking, camping, hunting, mountain biking, pack and saddle and other forms of non-motorized recreation are tremendously popular and provide extraordinary benefits to local economies in and around the PSI. As discussed in the previous section, if not properly planned, ORV recreation could displace many non-motorized users. This displacement of non-motorized recreationists could have an adverse economic impact on the local economies in and around the PSI.</p>	Substantive	
1007-111	RI-SOC	Josh Hicks	The Wilderness Society	<p>A report submitted to the Wallowa-Whitman National Forest as part of their travel planning effort shows that hiking, camping, hunting, and other traditional, non-motorized recreation on this forest provide greater benefits to the local economy than motorized recreation. The report is provided as Appendix 8. In fact, quiet recreation on the Wallowa-Whitman National Forest, a rural forest in eastern Oregon, generates \$2.9 to \$5.4 million per year in labor-related income and supports 137 to 252 local jobs. The total economic impact from quiet recreation on the forest is as high as \$18.8 million per year in local sales and output. The study points out that it is not just those working in the tourism industry that benefit from quiet recreation, but also those in a wide range of sectors. Across the sectors, quiet recreation generates \$2.9 to \$5.4 million per year in income for employees, self-employed persons, and private business owners.</p>	Substantive	
1007-112	RI-SOC	Josh Hicks	The Wilderness Society	<p>We recommend that the Forest Service consider using the methodology in the report developed by Lindberg for the Wallowa-Whitman National Forest to complete a similar economic impact analysis for the PSI. We also provide a model that Lindberg developed that can be utilized to calculate the economic impact from an assortment of recreation types. The PSI could use the calculator to compute the economic benefit of non-motorized recreation. (It is important to note that the model was developed in 2009 and draws from National Visitor Use Monitoring Survey data at that time. The PSI has NVUM data from 2011.) We provide the Lindberg model and methodology in Appendix 8. (The Wilderness Society contracted with Dr. Kreg Lindberg to develop a tool and report that would help forests calculate the economic impact of recreation using NVUM data. The report captures the methodology as applied to the Wallowa-Whitman National Forest in Oregon, but the methods are nation-wide and the data can be customized for the PSI.)</p>	Substantive	

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1007-113	RI-SOC	Josh Hicks	The Wilderness Society	The economic impact that the various alternatives will have on the communities in and around the PSI should be made available in the DEIS. This analysis should show, to the extent practicable, how increasing motorized use or neglecting to decommission and fully obliterate unneeded roads that are impairing water quality may displace non-motorized users, and how proposing activities that could benefit quiet recreation could help the local economy. We feel this information is incredibly important given the popularity of the PSI for residents along the front range to participate in non-motorized activities, and the economic impact these visitors certainly have on local economies in and around the PSI.	Substantive	
1007-114	RI-LRSD	Josh Hicks	The Wilderness Society	Suggestions for considering the experiences sought by quiet, non-motorized recreationists. We offer suggestions throughout our letter that the agency should consider in order to effectively plan for the experiences sought by non-motorized recreational users. This includes the area specific recommendations in section III(Q) below, suggestions for minimizing user-conflicts in section III(B)(2), and suggestions for down-sizing the extensive road system to prioritize limited maintenance funding towards high-value roads that provide access to popular destinations in section III(K). We offer two more suggestions here.	Substantive	
1007-115	GEN	Josh Hicks	The Wilderness Society	Natural quiet is an important landscape value. An objective of travel management planning should be to preserve and restore natural quiet to the majority of the landscape. The Forest Service should analyze effects of plan alternatives on natural quiet and human-powered experiences, settings, and outcomes. To this end, The Wilderness Society is working with the Wildlife Conservation Society to develop a GIS-based tool that predicts the propagation of noise for all directions throughout an area of interest. The tool incorporates the majority of the factors important for predicting noise propagation from motorized recreation, including wind and atmospheric effects, ground and vegetation effects, and sound source characteristics. The tool will be particularly useful when designating ORV routes in close proximity to areas that are important for providing non-motorized backcountry opportunities, as it will gauge the degree to which noise may propagate across the landscape and disturb non-motorized users. The tool should be ready in the coming months and will be freely available for the Forest Service to use. The model is designed for ESRI systems. We will make the model available to the Forest Service once it is complete.	Substantive	
1007-116	RI-LRSD	Josh Hicks	The Wilderness Society	We recommend that the Forest Service use a benefits-based management approach. To do this, the agency identifies landscape-scale recreational planning zones, and the desired recreational experience for each of these zones including recreation character and settings. Once the recreational experiences, settings, and outcomes are identified for each zone, the Forest Service should then consider the designation of roads, trails, and areas accordingly. The agency should then assign appropriate Road Management Objectives (RMO) and Trail Management Objectives (TMO) for each route within the zone. The Forest Service should also establish measurable parameters that enable monitoring and adaptive management within the zone. The BLM's Royal Gorge Field Office is a nearby example that took a benefits-based zoning approach when developing the Gold Belt Travel	Substantive	

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				Plan. (BLM Royal Gorge Field Office Gold Belt Travel Plan Record of Decision is online here: http://www.blm.gov/style/medialib/blm/co/field_offices/royal_gorge_field.Par.9075.File.dat/Gold_Belt_EA.pdf) The discussion about sub-unit areas starts on page 21.) The BLM conducted their travel planning analysis at the sub-unit level to respond to the need to consider the special qualities and travel use opportunities that exist in different portions of the planning area. A total of twenty-one different sub-units were identified and analyzed. Travel plan designations were made according to the desired condition of the area, which was based on natural resource concerns and recreation opportunities. We encourage the PSI to refer to the Gold Belt Travel Plan as an example of how to approach benefits-based, experiential approach to travel planning.		
1007-117	RI-LRSD	Josh Hicks	The Wilderness Society	In section III(Q)(8) below, we offer general locations accompanied by specific examples on the PSI where user conflicts between recreational users are occurring that should be addressed. In particular, we request that the Forest Service manage these areas primarily for non-motorized recreation in order to minimize conflicts.	Substantive	
1007-118	RI-LRSD	Josh Hicks	The Wilderness Society	Recommendations: Analyze the social impacts that motorized recreation has on non-motorized recreational users, including desired experiences and settings, particularly when designating ORV routes in close proximity to areas that are important for providing non-motorized backcountry opportunities.	Substantive	
1007-119	RI-LRSD	Josh Hicks	The Wilderness Society	As the agency designs alternatives that propose motorized trail designations, consider the NVUM recreation survey data and the fact that non-motorized forms of recreation significantly outpace the number of ORV users.	Substantive	
1007-120	RI-SOC	Josh Hicks	The Wilderness Society	Analyze the economic benefit from non-motorized recreation on local economies in and around the PSI. For each alternative, analyze the economic impact on local economies if these non-motorized users are displaced by ORVs.	Substantive	
1007-121	RI-NOI	Josh Hicks	The Wilderness Society	Consider the impacts that noise from ORVs have on the experiences sought by non-motorized users. TWS will share our GIS-based sound propagation model when it becomes available for the agency to utilize.	Substantive	
1007-122	RI-LRSD	Josh Hicks	The Wilderness Society	Use a benefits-based approach when conducting travel planning that focuses on achieving an established set of desired conditions/outcomes for areas across the forest. Refer to the BLM Royal Gorge Field Office's Gold Belt Travel Plan as an example of how to approach benefits based, experiential approach to travel planning.	Substantive	
1007-123	PO ALT	Josh Hicks	The Wilderness Society	Analyze an alternative that does not designate new motorized routes in the special areas outlined in section III(Q). Analyze an alternative that decommissions unneeded routes in the special areas outlined in section III(Q).	Substantive	
1007-124	RI-FW	Josh Hicks	The Wilderness Society	Connectivity and Fragmentation—Scientific Rationale and Background: Habitat fragmentation leads to a reduction in landscape connectivity by reducing the occurrence or the effectiveness of natural ecosystem processes and preventing wildlife species from moving across the landscape (Crooks and Sanjayan 2006). Biologists are in agreement that	Substantive	

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				habitat fragmentation is one of the greatest threats to the persistence of individual wildlife species and overall biodiversity (Wilcove 1998). Habitat fragmentation consists of two different processes that simultaneously and negatively affect wildlife species: (1) a reduction in the overall habitat available to wildlife species – habitat loss; and (2) the creation of isolated patches of habitat separated from what was once the contiguous landscape (Crooks and Sanjayan 2006). Habitat loss and fragmentation can occur as a result of a variety of human activities on the landscape. On public lands, industrial energy development, logging, mining, off-road vehicle (ORV) trails (both designated and illegally created), and roads are the land use changes that drive fragmentation. Attached as Appendix 9 is a brief literature review that covers the science behind connectivity and provides the scientific rationale for addressing connectivity as a driving issue in this planning process.		
1007-125	GEN REG	Josh Hicks	The Wilderness Society	Regulatory and Policy Background: NEPA requires that agency to consider connectivity in this planning process. The direct and cumulative impacts analysis is particularly relevant. When designating trails and areas for motorized use, Executive Orders 11644 as amended by 11989 require the PSI to minimize harassment of wildlife and disruption of wildlife habitat. Exec. Order No. 11644, § 3(a). This would include fragmentation associated with trail and area designation.	substantive	
1007-126	RI-FW	Josh Hicks	The Wilderness Society	Recommendations for ensuring connectivity in the planning area: The current travel planning process offers an opportunity to reduce fragmentation and improve the permeability of species to move through the PSI. Inversely, the travel planning process could further fragment the forest. For each alternative, the PSI should analyze the impacts that the transportation system will have on connectivity.	Substantive	
1007-127	RI-FW	Josh Hicks	The Wilderness Society	The PSI should conduct total motorized route density analyses (i.e., open and closed system and non-system (county, state, and private) roads and motorized trails) on the appropriate scale to gauge the extent to which each alternative will be improving or impairing connectivity. Unloaded and lightly loaded lands are important to help ensure permeability through a landscape. The PSI should analyze an alternative that does not designate any new motorized routes in unloaded or lightly loaded landscapes. The PSI should also find opportunities to close and decommission unneeded routes in these lands. Unloaded and lightly loaded lands include Colorado Roadless Areas and Forest Plan Management Area 3A Areas.	Substantive	
1007-128	RI-FW	Josh Hicks	The Wilderness Society	Lastly, a few sources of scientific information exist for the planning area that pertain explicitly to connectivity. We request that the Forest Service cite and utilize these sources as it develops alternatives and analyzes impacts in the DEIS. Each may help to prioritize key linkage zones (specific geographies where the protection of connectivity should be a management priority), inform efforts to coordinate and consult with CPW and with adjacent federal units undergoing planning (i.e., BLM Royal Gorge Field Office and Rio Grande National Forest), and guide development of a travel management plan that facilitates connectivity that is based on the best available scientific information. Colorado Parks and Wildlife Big Game Corridor and Movement Data CPW Species Activity Data is	Substantive	

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				available for download through ArcGIS Online here: http://www.arcgis.com/home/item.html?id=190573c5aba643a0bc058e6f7f0510b7 . This data identifies wildlife movement and migration corridors for a wide range of species. The movement and migration data sets for individual species are available here: Bighorn Sheep - Click to Download Elk -Click to Download Mule Deer -Click to Download Pronghorn - Click to Download		
1007-129	GEN DATA	Josh Hicks	The Wilderness Society	Southern Rockies Ecosystem Project's Linking Colorado's Landscapes Report: In partnership with the Colorado Department of Transportation, the Federal Highway Administration, The Nature Conservancy, and Colorado State University, the Southern Rockies Ecosystem Project launched Linking Colorado's Landscapes in fall 2003. The purpose of this work was to identify and prioritize wildlife linkages across the state of Colorado to promote safe passage for wildlife. This report documents the process used to define the locations of important wildlife linkages and to prioritize these areas for further assessment, and describes the decision-making process that led to the selection of high priority linkages. The project took into consideration several species identified linkages on the PSI. Map 3 in the report (pp. 41) displays the final prioritized linkages across the state. Maps 6-17 display species specific linkages across the state, including linkages on the PSI. The report is available online here: http://rockymountainwild.org/_site/wp-content/uploads/LCL-Phase-I-Report.pdf .	Substantive	
1007-130	RI-FWV	Josh Hicks	The Wilderness Society	Recommendations: Using the information above, we request that the PSI analyze the extent to which each alternative improves or impairs connectivity across the PSI.	Substantive	
1007-131	RI-CC	Josh Hicks	The Wilderness Society	Climate Change—Scientific Rationale and Background—The effect of climate change on transportation infrastructure: It is expected that climate change will be responsible for more extreme weather events, leading to increasing flood severity, more frequent landslides, changing hydrographs (peak, annual mean flows, etc.), and changes in erosion and sedimentation rates and delivery processes. (U.S. Environmental Protection Agency's website, which summarizes the impacts from climate change on the southwest. https://www3.epa.gov/climatechange/impacts/southwest.html) Roads and trails in national forests, if designed to an engineering standard at all, were designed for storms and water flows typical of past decades, and may not be designed for the storms in future decades. Hence, climate-driven changes may cause transportation infrastructure to malfunction or fail (ASHTO 2012, USDA Forest Service 2010). The likelihood is higher for infrastructure in high-risk settings—such as rain-on-snow zones and landscapes with unstable or highly erosive geology (USDA Forest Service 2010).	Substantive	
1007-132	RI-SOI	Josh Hicks	The Wilderness Society	The primary soil type across a large portion of the Pikes Peak and South Platte Districts, and a small area of the South Park District, are decomposed granites. Decomposed granite is highly erosive. Roads and trails that are poorly located can result in erosion and sediment flows into streams. Extreme wet weather events can interact with erosive nature of the soils causing severe impacts on the transportation infrastructure.	Substantive	
1007-133	RI-CC	Josh Hicks	The Wilderness	The effect of transportation infrastructure on climate change adaption: The effect of climate change synergizes with that of habitat fragmentation to make forests less resistant	Substantive	

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			Society	and resilient (Noss 2001). Fragmented forests interfere with the ability of species to track shifting climatic conditions over time and space, are more prone to takeovers by invasive species and fire ignitions, and display less inertial capacity (Noss 2001; Opdam and Wascher 2004; Laurance and Williamson 2001).		
1007-134	GEN REG	Josh Hicks	The Wilderness Society	Regulatory and Policy Background: NEPA requires the agency to consider climate change in this process. The Council on Environmental Quality (CEQ's) recent guidance on consideration of greenhouse gas emissions and the effects of climate change in NEPA reviews acknowledges that climate change "is a fundamental environmental issue, and its effects fall squarely within NEPA's purview." Council on Environmental Quality, Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews at 2 (Aug. 5, 2016). CEQ explains that [i]dentifying important interactions between a changing climate and the environmental impacts from a proposed action can help Federal agencies and other decision makers identify practicable opportunities to reduce GHG emissions, improve environmental outcomes, and contribute to safeguarding communities and their infrastructure against the effects of extreme weather events and other climate-related impacts. Id. § 1.	Substantive	
1007-135	GEN REG	Josh Hicks	The Wilderness Society	The guidance makes clear that agencies are obligated under NEPA to analyze both the potential effects of a proposed action on climate change and also the effects of climate change on a proposed action and its environmental impacts. Id. at 4. With respect to the latter, CEQ recognizes: "Climate change can make a resource, ecosystem, human community, or structure more susceptible to many types of impacts and lessen its resilience to other environmental impacts apart from climate change. This increase in vulnerability can exacerbate the effects of the proposed action. . . . Such considerations are squarely within the scope of NEPA and can inform decisions on whether to proceed with, and how to design, the proposed action to eliminate or mitigate impacts exacerbated by climate change. They can also inform possible adaptation measures to address the impacts of climate change, ultimately enabling the selection of smarter, more resilient actions." Id. § III(B)(2).	Substantive	
1007-136	GEN REG	Josh Hicks	The Wilderness Society	The effects of climate change are already occurring and are expected to increase, resulting in shrinking water resources, extreme flooding events, invasion of more combustible non-native plant species, soil erosion, loss of wildlife habitat, and larger, hotter wildfires. These impacts have been catalogued in recent scientific studies by federal agencies, including the National Climate Assessment, (Available at http://nca2014.globalchange.gov/) and highlighted by President Obama. See Exec. Order No. 13,653, § 1 (Nov. 1, 2013). "GHGs already in the atmosphere will continue altering the system into the future, even with current or future emissions control efforts." CEQ NEPA Guidance § III(B). In other words, climate change impacts are and will continue to be part of the new normal, and NEPA analyses and land management decision-making must account for this reality.	Substantive	
1007-137	GEN REG	Josh Hicks	The Wilderness Society	Climate change effects must be integrated into the NEPA analysis as part of the environmental baseline. Agencies are required under NEPA to "describe the environment	Substantive	

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				of the areas to be affected or created by the alternatives under consideration." 40 C.F.R. § 1502.15. The affected environment sets the "baseline" for the impacts analysis and comparison of alternatives. As the Ninth Circuit has held, "without establishing the baseline conditions . . . there is simply no way to determine what effect the proposed [action] will have on the environment and, consequently, no way to comply with NEPA." Half Moon Bay Fisherman's Marketing Ass'n v. Carlucci, 857 F.2d 505, 510 (9th Cir. 1988). Excluding climate change effects from the environmental baseline ignores the reality that the impacts of proposed actions must be evaluated based on the already deteriorating, climate-impacted state of the resources, ecosystems, human communities, and structures that will be affected. Accordingly, existing and reasonably foreseeable climate change impacts must be included as part of the affected environment, assessed as part of the agency's hard look at impacts, and integrated into each of the alternatives, including the no action alternative. See CEQ NEPA Guidance § III(B)(1).		
1007-138	RI-CC	Josh Hicks	The Wilderness Society	Put differently, simply acknowledging climate impacts as part of the affected environment is insufficient. Rather, agencies must incorporate that information into their hard look at impacts and comparison of alternatives.	Substantive	
1007-139	RI-CC	Josh Hicks	The Wilderness Society	Given that climate change and its impacts are here to stay, NEPA analyses also must address mitigation measures to facilitate adaptation and resilience. See CEQ NEPA Guidance § III(B)(4); 40 C.F.R. § 1500.2(e) (requiring agencies to "[u]se the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment"). For the PSI travel management planning process, appropriate mitigation measures might include, for example, closing or otherwise adjusting routes to promote landscape connectivity and facilitate new and changing wildlife migration patterns and habitat needs, or to limit vectors for the spread of invasive species. (Importantly, mitigation alone is not a substitute for a properly crafted environmental baseline and a hard look at impacts. See N. Plains Res. Council v. Surface Transp. Bd., 668 F.3d 1067, 1084-85 (9th Cir. 2011).)	Substantive	
1007-140	GEN REG	Josh Hicks	The Wilderness Society	Executive Order 13,653 provides direction on "Preparing the United States for the Impacts of Climate Change." The Order recognizes that "[t]he impacts of climate change – including an increase in prolonged periods of excessively high temperatures, more heavy downpours, an increase in wildfires, [and] more severe droughts . . . – are already affecting communities, natural resources, ecosystems, economies, and public health across the Nation," and that "managing th[ose] risks requires deliberate preparation, close cooperation, and coordinated planning . . . to improve climate preparedness and resilience; help safeguard our economy, infrastructure, environment, and natural resources; and provide for the continuity of . . . agency operations, services, and programs." Exec. Order 13,653, § I. To that end, the Order requires agencies to take various actions aimed at making "watersheds, natural resources, and ecosystems, and the communities and economies that depend on them, more resilient in the face of a changing climate." Id. § 3. For example, "recognizing the many benefits the Nation's natural infrastructure provides, agencies shall, where possible, focus on program and policy adjustments that promote the dual goals of greater climate resilience and carbon sequestration." Id. Agencies also must	Substantive	

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1007-141	GEN REG	Josh Hicks	The Wilderness Society	<p>develop and implement adaptation plans that “evaluate the most significant climate change related risks to, and vulnerabilities in, agency operations and missions in both the short and long term, and outline actions . . . to manage these risks and vulnerabilities.” Id. § 5(a).</p> <p>The Forest Service’s 2014 adaptation plan recognizes that the wide range of environmental and societal benefits provided by our national forests “are connected and sustained through the integrity of the ecosystems on these lands.” (USDA, Forest Service, Climate Change Adaptation Plan, p. 58 (May 24, 2012), available at http://www.usda.gov/oce/climate_change/adaptation/Forest%20Service.pdf.) The plan highlights USDA’s 2010-2015 Strategic Plan Goal 2 of “[e]nsur[ing] our national forests . . . are conserved, restored, and made more resilient to climate change, while enhancing our water resources.” (Id. p. 58. USDA’s updated FY2014-FY2018 Strategic Plan retains Goal 2.) And consistent with section 5(a) of Executive Order 13,653, the plan identifies numerous climate change risks – including increased wildfire, invasive species, water temperatures, extreme weather events, and fluctuating precipitation and temperature – that “pose challenges to sustaining forests and grasslands and the supply of goods and services upon which society depends, such as clean drinking water, forest products, outdoor recreation opportunities, and habitat.” (Id. pp. 60-64.) With respect to transportation infrastructure specifically, the plan recognizes that, “[w]ith increasing heavy rain events, the extensive road system on National Forest Service lands will require increased maintenance and/or modification of infrastructure (e.g., larger culverts or replacement of culverts with bridges).” (Id. p. 62.) The adaptation plan points to a number of actions and strategies to address these risks, including Forest Service Manual 2020, which we address next. (Id. p. 60.) Lastly, several sections of Forest Service Manual 2020 offer relevant direction for the PSI to consider. The Manual directs units to “[r]estore and maintain resilient ecosystems that will have greater capacity to withstand stressors and recover from disturbances, especially those under changing and uncertain environmental conditions and extreme weather events.” FSM 2020.2(2). The Manual also states that “ecological restoration should be integrated into resource management programs and projects.... Primary elements of an integrated approach are identification and elimination or reduction of stressors that degrade or impair ecological integrity.” FSM 2020.3(4). Roads are certainly a stressor that can degrade or impair ecological integrity.</p>	Substantive	
1007-142	RI-CC	Josh Hicks	The Wilderness Society	<p>Recommendations for Creating a Climate Ready Transportation System: Travel planning is an ideal opportunity for the PSI to address the environmental problems associated with its road system, thereby improving the ability of the forest to absorb stresses from climate change and maintain function. There are many actions that the Forest Service can take in travel planning to ensure that its transportation system is climate ready. To prevent or reduce road failures, culvert blowouts, and other associated hazards, forest managers should, among other things: Undertake a Watershed Vulnerability Analysis; In the implementation action plan, emphasize replacing undersized culverts with larger ones or with bridges with adequate spans along routes that are most at risk of failure from wet weather events; Prioritize maintenance and upgrades (e.g., installing drivable dips and more outflow structures; implementing Best Management Practices for Water Quality) for those</p>	Substantive	

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				routes identified as high benefit and high risk in the TARs; Obliterate roads that are no longer needed, prioritizing those roads that pose erosion or resource hazards; and Do not designate motorized routes in locations with highly erosive soils. (USDA Forest Service 2010, USDA Forest Service 2012, USDA Forest Service 2011a, Table 4; USDA Forest Service 2012, p. 22-23).		
1007-143	GEN DATA	Josh Hicks	The Wilderness Society	The Olympic National Forest in Washington State offers a useful example. The Olympic developed a 2003 travel management strategy and a report entitled Adapting to Climate Change in Olympic National Park and National Forest. The report recommended decommissioning and obliterating one-third of its road system and created a strategy for addressing barriers to fish migration (USDA Forest Service 2011).	Substantive	
1007-144	RI-FW	Josh Hicks	The Wilderness Society	As discussed above, impacts from climate change will synergize with other anthropogenic disturbances to make forests less resistant and resilient. Fragmented forests are particularly problematic in terms of hindering the ability of species to adapt to climate change. The PSI should find opportunities to reduce fragmentation with the goal of enhancing permeability through the forest. To improve permeability, we encourage the PSI to: Use the information cited in section III(I)(3) of this letter to identify known wildlife movement corridors across the forest and consider opportunities to make these movement areas non-motorized. Consult with Colorado Parks and Wildlife to identify additional areas that are important for wildlife movement.	Substantive	
1007-145	GEN REG	Josh Hicks	The Wilderness Society	Financial Sustainability Considerations—Regulatory and Policy Background: The PSI is obligated to address the fiscal sustainability of its transportation system in this travel planning process. Subpart B of the Forest Service's Travel Management Rule requires units to consider "the need for maintenance and administration of roads, trails, and areas that would arise if the uses under consideration are designated; and the availability of resources for that maintenance and administration." 36 C.F.R. § 212.55(a). A major driver behind the promulgation of the 2001 Roads Rule was to achieve a transportation system that is fiscally sustainable. 36 C.F.R. § 212.5(b) ("The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding expectations . . ."). Subpart A of the Travel Management Rule obligates units to identify the MRS needed for safe and efficient travel and for the protection, management, and use of National Forest system lands. Id. § 212.5(b)(1).	Substantive	
1007-146	GEN REG	Josh Hicks	The Wilderness Society	As explained above, the minimum road system must, among other things, reflect long-term funding expectations. Id. § 212.5(b)(1). The 2012 Weldon Memo echoes this direction. (Memorandum from Leslie Weldon to Regional Foresters et al. on Travel Management, Implementation of 36 CFR, Part 212, subpart A (Mar. 29, 2012)). The goal of subpart A is "to maintain an appropriately sized and environmentally sustainable road system that is responsive to ecological, economic, and social concerns." See 2012 Weldon Memo at I ("The national forest road system of the future must continue to provide needed access for recreation and resource management, as well as support watershed restoration and	Substantive	

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				resource protection to sustain healthy ecosystems."). See also 2010 Memorandum from Joel Holtrop, U.S. Forest Service Washington Office, to Regional Foresters et al. Both memos are attached as Appendix 10. As explained above in sections III(E)(1) and (2) of this letter, subpart B travel planning processes are precisely the opportunity to implement TARs and identify the MRS in an effort to achieve a fiscally sustainable road system.		
1007-147	RI-TAC	Josh Hicks	The Wilderness Society	The current fiscal situation with the PSI's road system: Nationwide, the national forests contain over 370,000 miles of system roads (excluding tens of thousands of additional miles of unclassified, non-system, temporary, and user-created roads). That is nearly eight times the length of the entire U.S. Interstate Highway System. This road system is primarily a byproduct of the era of big timber; as such, it is often ineffective at meeting 21st-century transportation and access needs. Much of the system is also in a state of serious disrepair: as of 2015, the national forest road system had a nearly 3-billion-dollar maintenance backlog. USDA Forest Service, National Forest System Statistics FY 2015.	Substantive	
1007-148	RI-TAC	Josh Hicks	The Wilderness Society	The fiscal situation facing the PSI's transportation system reflects the national state of affairs. Based on the information in the TAR Addendums, we estimate that the PSI receives about \$419,538 in revenues annually for road maintenance work, but the cost of the road system is about \$1.6 million. Based on the information in the TARs, we also estimate that the PSI can currently afford to maintain only 24% of its transportation system. Additionally, the following excerpt from the 2009 Forest-wide Roads Analysis Report (RAR), which looked at Maintenance Level 3-5 roads is also enlightening in terms of the fiscal challenges facing the PSI's road system: "[T]he current deferred maintenance cost is estimated to be approximately 12.5 million dollars. For comparison purposes, the deferred maintenance cost per mile for ML3 PSI roads has risen from \$16,506 per mile in FY2003 to the current \$20,936 per mile. That is a 27% increase within a three-year period, or an average of a 9% increase per year of degradation to the ML3 roads on the PSI. (Pike San Isabel National Forest Forest-Wide Travel Analysis Process Report, August 2009. Available online at: http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5323696.pdf . p.16.)	Substantive	
1007-149	RI-TAC	Josh Hicks	The Wilderness Society	The funding situation has not improved since this report was released in 2009 and so the maintenance backlog for many of these ML 3 roads is likely even higher now. In addition to the maintenance backlog, the Forest Service must consider the overall costs to adequately mitigate risks if it chooses to retain high risk roads, which the TAR Addendums discuss. (Leadville District Draft TAR, p. 5-7. 2014; Pikes Peak District Draft TAR, p. 5-8. 2014; Salida District Draft TAR, p. 5-7, 2013.)	Substantive	
1007-150	RI-TAC	Josh Hicks	The Wilderness Society	The PSI should address the fiscal sustainability of its transportation system. As discussed above, the PSI's forest-wide RAR (which looked at ML 3-5s) and the district-level TAR Addendums (which looked at ML 1-2s) offer compelling information about the state of the PSI's road system. It is imperative that the Forest Service use the travel planning process to put the PSI on a trajectory towards balancing costs with revenues.	Substantive	
1007-151	RI-TAC	Josh Hicks	The Wilderness Society	We request that the PSI integrate the fiscal analysis from the forest-wide RAR and district TAR Addendums but request that the PSI expound upon the analysis in the following ways	Substantive	

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				<p>to make it more accurate. The PSI must analyze the short-, mid-and long-term costs associated with implementing each alternative and the availability of funds to adequately enforce the travel plan. When determining the total cost of a proposed motorized travel system, the Forest Service should include both the cost of maintaining roads and motorized trails, as well as costs associated with managing the motorized recreation systems, such as signage, trailhead management, enforcement, monitoring, and map production. To this end, we want to share a study that was completed by Dr. Michael Wing, Professor of Engineering in the Forest Engineering Department at Oregon State University. Dr. Wing developed an easily reproducible model for estimating the costs of a travel management alternative. His model includes the ability to input figures associated with both roads and trails. (See Appendix 11.)</p>		
1007-152	RI-TAC	Josh Hicks	The Wilderness Society	<p>The issue of enforcement cannot be overstated since all the conclusions typically reached during the environmental analysis are based upon the assumption of compliance. Therefore, the capacity to enforce compliance must be included in the analysis as required by the Travel Management Rule where it directs travel planners to consider maintenance and administration; law enforcement falls under the latter. Furthermore, law enforcement officers should be consulted as to the feasibility of enforcing the designated system under each alternative. Routes that terminate in flat open spaces, or meet closed roads and trails, or enter protected areas create more enforcement burdens for officers and increase the cost of patrols. These factors should be analyzed in the DEIS.</p>	Substantive	
1007-153	RI-TAC	Josh Hicks	The Wilderness Society	<p>If the PSI were to implement the TARs' recommendations, it could afford just 34% of its transportation system. To balance the cost and revenues, the PSI will clearly need propose transportation systems that go further than what is recommended in the TAR Addendums. To this end, we request that the PSI analyze an alternative that decommissions all roads identified as low value in the TARs. In this alternative, we also request that the PSI identify additional changes to its transportation, other than lowering maintenance levels of passenger vehicle roads, that will reduce maintenance costs.</p>	Substantive	
1007-154	RI-TAC	Josh Hicks	The Wilderness Society	<p>Recommendations: Motorized routes should only be designated in those areas that can be appropriately maintained, monitored and enforced with the current and projected funds available.</p>	Substantive	
1007-155	RI-TAC	Josh Hicks	The Wilderness Society	<p>Analyze the cost to implement the proposed plan alternatives. Use spending and backlog financial data from recent years in providing this estimate, including estimates provided in the above referenced forest-wide RAR and district-level TARs. Include not only route maintenance costs in the fiscal analysis, but also other management costs such as monitoring, signage, enforcement, and other factors discussed in this section.</p>	Substantive	
1007-156	PO ALT	Josh Hicks	The Wilderness Society	<p>Analyze an alternative that attempts to balance costs with revenues when designing and designating its transportation system in this process. We understand this will be difficult but the PSI should at least attempt to put the transportation system on a trajectory towards sustainability. To this end, the PSI should analyze an alternative that brings costs at least within 60% of revenues.</p>	Substantive	

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1007-157	GEN REG	Josh Hicks	The Wilderness Society	<p>Presidential Memorandum on Mitigating Impacts from Development—Policy Background: On November 3, 2015, President Obama issued a Presidential Memorandum titled “Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment.” The Presidential Memorandum establishes the overarching policy that agencies must “avoid and then minimize harmful effects to land, water, wildlife, and other ecological resources (natural resources) caused by land-or water-disturbing activities, and to ensure that any remaining harmful effects are effectively addressed, consistent with existing mission and legal authorities.” (Memorandum, Section 1.) In short, the policy is avoid, minimize, and compensate in that order. (Id at Section 2(f).)</p>	Substantive	
1007-158	GEN REG	Josh Hicks	The Wilderness Society	<p>Agencies must develop a clear and consistent approach to applying this mitigation hierarchy to their activities and the projects they approve. In doing so, they should recognize that there are places identified in existing policy and law that have irreplaceable character (Section 2(d) defines irreplaceable natural resources as resources recognized through existing legal authorities as requiring particular protection from impacts and that because of their high value or function and unique character, cannot be restored or replaced.) where the agency should avoid impacts rather than minimize or compensate for impacts, even if doing so would be potentially practicable. (Memorandum, Section 1 and Section 3(b)) Agencies should use large-scale plans (Section 2(e) defines large scale plan as “any landscape- or watershed-scale planning document that addresses natural resource conditions and trends in an appropriate planning area, conservation objectives for those natural resources, or multiple stakeholder interests and land uses, or that identifies priority sites for resource restoration and protection, including irreplaceable natural resources.”) and analyses, including those of Federal, State, tribal, local, or non-governmental origin (Memorandum, Section 3(a)), to inform the identification of areas for potential development, protection and restoration of natural resources, and protection of irreplaceable natural resource values. (Id at Section 1.)</p>	Substantive	
1007-159	GEN REG	Josh Hicks	The Wilderness Society	<p>In developing projects, plans and policies, agencies are directed to apply the following principles. (Memorandum, Section 3) In furtherance of transparency, accountability, and consistency, agencies should ensure consistent implementation of policies and standards across the country, including identifying and making public locations on Federal land of authorized impacts and their associated mitigation projects. Also, agencies should set measurable performance standards at the project and program level to assess whether mitigation is effective and should clearly identify the party responsible for all aspects of required mitigation measures. They should also develop and use tools to measure, monitor, and evaluate the effectiveness of avoidance, minimization, and compensation policies.</p>	Substantive	
1007-160	GEN REG	Josh Hicks	The Wilderness Society	<p>Specific to mitigation, policies should establish a “net benefit goal or, at a minimum, a no net loss goal for natural resources the agency manages that are important, scarce, or sensitive” and should in particular consider the added environmental benefit that would not have been achieved absent mitigation. Moreover, when evaluating mitigation, the agencies should consider the durability of the measures over the long-term, taking into</p>	Substantive	

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				account the ecological relevance of the affected resources and climate change. Specific to compensation for unavoidable project impacts, the agencies should prioritize compensatory actions that are done prior to the harmful impacts (e.g., banking), as well as describe measures taken to ensure that the compensatory actions are durable.		
1007-161	GEN REG	Josh Hicks	The Wilderness Society	The Presidential Memorandum requires that large-scale plans and analysis inform the identification of areas where development may be most appropriate, where high natural resource values result in the best locations for protection and restoration, or where natural resource values are irreplaceable. Large-scale plans include, but are not limited to, land management plans and travel management plans.	Substantive	
1007-162	RI-TAC	Josh Hicks	The Wilderness Society	Recommendations: We acknowledge that it can be difficult to implement such high level policy into a real-world planning process. We offer some recommendations for complying with this memorandum here. First, the Presidential Memorandum reinforces the ORV Executive Order direction to locate trails and areas to minimize damage to natural resources and user conflict, and then mitigate impacts when they are unavoidable. Second, there are places across the PSI that qualify as an irreplaceable resource where the agency should avoid impacts, and only resort to mitigation or compensation where avoidance is not possible. These places include, but are not limited to, Special Interest Areas identified in the PSI's Forest Plan, the Continental Divide National Scenic Trail, threatened and endangered species critical habitat, upper tier Colorado Roadless Areas, citizen-proposed wilderness areas, and rivers and river segments that are eligible for inclusion on the National System of Wild and Scenic Rivers. Third, in terms of mitigation, road decommissioning and the creation of new non-motorized areas can help counter expansions in the motorized footprint in places with important, scarce, or sensitive resources.	Substantive	
1007-163	RI-TAC	Josh Hicks	The Wilderness Society	Monitoring, Enforcement, Adaptive Management, and Implementation: Executive Order 11644 requires the Forest Service to “[m]onitor the effects of the use of off-road vehicles....” and, “[o]n the basis of the information gathered, [the FS] shall from time to time amend or rescind designations of areas....” Exec. Order No. 11644, § 8(a). In terms of roads, the Forest Service is instructed to “[a]ssess effects of forest transportation facility options on ecological processes and ecosystem health, diversity, and productivity.” FSM 77212.03(2).	Substantive	
1007-164	PO ALT	Josh Hicks	The Wilderness Society	It is important that the PSI plan for adaptive management in the travel plan. To this end, we request that the PSI analyze an alternative that designates routes that are conditional upon compliance with the travel plan. This would entail the PSI establishing thresholds of non-compliance for select routes that, once exceeded, trigger action. For this to work, the agency will need to include a monitoring component that identifies parameters that demonstrate user-compliance or non-compliance. Motorized users must comply with the travel plan in order for the route to remain open for public motorized use.	Substantive	
1007-165	RI-TAC	Josh Hicks	The Wilderness Society	The San Juan NF offers a helpful example. The San Juan included trigger language in their travel management plan for the Lakes Landscape to monitor continued violations in the nearby Weminuche Wilderness. (USDA Forest Service 2008.) The decision laid out that	Substantive	

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				the agency would conduct three-years of monitoring to ensure compliance with the travel plan designations in the place where the wilderness trespass issues were occurring. The decision states that if violations continued to occur, then the route at issue would be closed to motorized use. Monitoring found that violations continued to occur so the Forest Service eventually closed the route to public motorized use without conducting further NEPA. Attached as Appendix 12, we provide the decision notice for the Lakes Landscape TMP as well as a press release from 2011 announcing the impending closure.		
1007-166	PO ALT	Josh Hicks	The Wilderness Society	In particular, we request that the Forest Service analyze an alternative that would include a monitoring protocol with associated trigger language for Forest Roads 184 and 233. We point out here that we have requested the Forest Service to analyze an alternative that would close these roads to public motorized use, and we expect to see this analyzed as well. However, for any alternative in the EIS that proposes to designate these roads as open to motorized use, the designation should be based on monitoring with adaptive management protocols in place.	Substantive	
1007-167	RI-TAC	Josh Hicks	The Wilderness Society	Road 184 must be monitored to evaluate whether use along the road is compromising and negatively impacting the values for which Browns Canyon National Monument was created. If monitoring finds that the Monument's values are being compromised, the road should be closed to public motorized use.	Substantive	
1007-168	RI-TAC	Josh Hicks	The Wilderness Society	FR 233 continues to attract unauthorized and illegal use and behavior such as off route motorized use, trash dumping, destruction of vegetation, unsafe recreational shooting, and other violations, despite efforts by the District to properly manage this area. If monitoring finds that illegal use and behavior continues along FR233, then the Forest Service must close the road. We encourage the agency to employ the monitoring and adaptive management approach to other routes that are designated for public motorized use.	Substantive	
1007-169	RI-TAC	Josh Hicks	The Wilderness Society	We also request that the PSI develop a Travel Management Implementation Action Plan to accompany the travel plan and MVUM. The Forest Service's Washington Office developed a route designation implementation guide for units to use when developing implementation action plans. This guide is available online here: http://www.fs.fed.us/recreation/programs/ohv/ohv_route_area_implementation_guide.pdf . We encourage the PSI to use this guide to develop its own plan. In particular, the implementation action plan should address signage, decommissioning both system and non-system routes, mitigation, enforcement, and education. Additionally, the implementation plan should specify that administrative routes available only to certain permitted users should be managed, that permittees are responsible for ensuring routes remain gated and locked, and that permittee are responsible for any maintenance required for continuing use of the route except in exceptional cases, in consultation with the Forest Service. The action plan should lay out timelines and targets for implementing its decision, particularly signage and decommissioning. The Forest Service should prioritize decommissioning unauthorized routes that have not been added to the system, or that were not analyzed in this process, based on potential for unauthorized use and resource damage.	Substantive	

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1007-170	RI-TAC	Josh Hicks	The Wilderness Society	Recommendations: Establish a travel management implementation action plan as part of this process. The implementation action plan should: Establish timelines and targets for implementing the following types of actions: decommissioning, signage, conversions, and improvements/upgrades. Include a monitoring component with measures for compliance and non-compliance with the travel plan designations. Address public outreach and education, enforcement, and thresholds that trigger adaptive actions once exceeded. The plan should develop a process and criteria for adding routes in the future to the system. For a good example, see the travel plan for the BLM Royal Gorge Field Office in Colorado; Appendices 6 and 7 in travel plan describes the BLM's process for future road and trail additions, including the criteria to be met before a route is added to the system. (BLM Royal Gorge Field Office Travel Management Plan. Appendices 6-7. Available online: http://www.blm.gov/style/medialib/blm/co/field_offices/royal_gorge_field/travel_management/arkansas_river_travel.Par.010.0.File.dat/EA_Appendices_06072007.pdf .)	Substantive	
1007-171	PO ALT	Josh Hicks	The Wilderness Society	Analyze an alternative that provides for adaptive management. Specifically, analyze an alternative that identifies thresholds of non-compliance that, once exceeded, trigger a closure without further NEPA analysis. Include a monitoring component that identifies parameters that demonstrate user-compliance or non-compliance. Analyze an alternative that includes this adaptive management approach for FR 184, 233 and other designated routes that the Forest Service deems appropriate.	Substantive	
1007-172	RI-TAC	Josh Hicks	The Wilderness Society	Conversion of roads to motorized trails open to all motorized vehicles: Alternative D proposes to convert 57 road segments, totaling over 108 miles, to full-sized motorized trails open to all vehicles. The modes of use on these motorized trails would remain the same as that which is allowed on the roads; however, this is not entirely clear and must be clarified. The rationale behind these proposed changes is not entirely clear. We request that the Forest Service provide the public with substantive general and route specific reasons that explain why these proposed conversions are needed. For example, will these trails be open to all modes of use ranging from full-sized passenger cars and dirt bikes to hikers?	Substantive	
1007-173	RI-TAC	Josh Hicks	The Wilderness Society	In general, we are not supportive of this type of road-trail conversion as this is a change in label only. The risks and impacts associated with roads do not suddenly disappear once they become relabeled as motorized trails. Additionally, we are concerned about potential route deterioration and resulting resource impacts due to the relatively lower amounts of overall funding allocated toward maintaining and repairing trails as opposed to roads. Although there are external sources of funding available to maintain and repair ORV trails, these sources and their allocation as grants are neither guaranteed nor reliable. Many of the crews funded by these grants only work seasonally, and thus a full-sized motorized trail may not receive timely required maintenance during periods when these crews are not on staff.	Substantive	
1007-174	RI-TAC	Josh Hicks	The Wilderness Society	We also have concerns that the maintenance and construction standards for trails are not as high as they are for roads. Lower maintenance standards could result in increased resource impacts, such as erosion and increased runoff into nearby waterways. We have	Substantive	

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				concerns that lower maintenance standards for trails might permit modifications of features such as road bridges to be replaced or removed with more impactful and damaging trail fords through waterways. We remind the agency that the Executive Order minimization criteria will apply to these trail designations.		
1007-175	RI-TAC	Josh Hicks	The Wilderness Society	Adding new motorized trails to the designated trail system will proportionally reduce the limited amount of funding available to maintain all other existing trails. This is especially true since it would appear that a full-sized motorized trail will generally require more funding to maintain than a Trail Class 2 hiking trail or motorcycle trail for example.	substantive	
1007-176	RI-TAC	Josh Hicks	The Wilderness Society	In the PSI Forest Plan, the maximum allowed route density for trails is normally much greater than the maximum allowed route density for roads in many management prescription areas. Converting roads to trails could allow a greater density of motorized routes in certain areas. Motorized trails are commonly not included in density analyses. A road relabeled as trail may still receive the same volume of use, and have the same presence on the ground, as it did when it was a road. Use of these routes and the impacts they have (on wildlife and other resources) may not be fully considered if the routes were to be labeled as trails instead of roads. We request that the PSI conduct a total motorized route density (TMRD) analysis in the environmental analysis. The TMRD analysis will include open and closed system and non-system (county, state, local, private) roads as well as motorized trails. This will ensure an accurate reflection of the impacts that the motorized route network is having across the landscape. Justification for a TMRD analysis is provided as Attached 2 to Appendix I.	Substantive	
1007-177	RI-TAC	Josh Hicks	The Wilderness Society	The PSI did not consider motorized trails in its travel analysis process. Converting roads to motorized trails will falsely appear to improve overall motorized travel system modifications identified in a TAR. For example, it will appear as though the PSI is moving toward the minimum road system; mitigating risks associated with specific routes; reducing deferred maintenance and stretching limited funding allocated for road maintenance. These seemingly positive changes, however, only exist on paper as the actual on the ground impacts from the presence and use of roads relabeled as trails remain.	Substantive	
1007-178	RI-TAC	Josh Hicks	The Wilderness Society	Converting roads to ORV trails may also result in the unintended consequence of attracting more ORV use on these routes than currently occurs. ORV recreationists may be tempted to visit and travel on these routes to experience what they might perceive as a "new" ORV trail created specifically for their recreational use.	Substantive	
1007-179	RI-TAC	Josh Hicks	The Wilderness Society	Conversion of roads to ORV trails could require those with highway licensed vehicles to purchase a Colorado OHV registration sticker in order to legally drive on an ORV trail. This would unnecessarily force highway licensed vehicle users to join and support a small (<3% of the CO population) sub-group of the general public that has chosen and can afford to purchase, haul, store, maintain and use personal ORVs such as ATVs and dirt bikes for recreational use. The majority of the population who chose to own and use more common and practical highway licensed vehicles could suddenly be required to purchase a yearly OHV sticker in order to travel a few routes they were previously allowed to travel on. These full-sized licensed vehicle users would not receive many benefits from, or	Substantive	

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				choose to endorse, the State OHV registration program. We do not believe these licensed vehicle users should be required to purchase OHV registration stickers simply because of the administrative reclassification of a road to a trail.		
1007-180	RI-TAC	Josh Hicks	The Wilderness Society	The Forest Service will need to determine if private land owners with property accessed by a road proposed to be converted to a motorized trail agree with these changes. We believe the opinion of these land owners should receive appropriate consideration and analysis.	Substantive	
1007-181	RI-TAC	Josh Hicks	The Wilderness Society	Our concern is that the problems and risks associated with roads will not magically go away simply because the roads are relabeled as trails and considered as part of a different category of routes. We believe the problems and risks associated with all motorized travel routes need to be fully considered, addressed and either fully mitigated or eliminated.	Substantive	
1007-182	RI-TAC	Josh Hicks	The Wilderness Society	Recommendations: Provide a specific rationale explaining why these road-to-trail conversions are necessary. Clarify what modes of use will be allowed on these proposed motorized trails. We offer a long list of potential impacts associated with these conversions. Analyze these impacts in the EIS, including total motorized route density, as well as impacts to water and wildlife. Ensure compliance with the Executive Order minimization criteria. We request that the Forest Service refrain from converting roads to motorized trails that are open to all vehicles, including passenger vehicles.	Substantive	
1007-183	RI-TAC	Josh Hicks	The Wilderness Society	Parking Areas and driveways in the proposed action: The PSI appears to be proposing to designate parking areas and “driveways” to access these parking areas as part of the travel planning process. We request that the Forest Service clarify the definition and application of the proposed addition of new and conversion of existing routes to parking areas, which appear in some of the proposed alternatives.	Substantive	
1007-184	RI-TAC	Josh Hicks	The Wilderness Society	The EIS must provide information about these proposed parking areas, including their purpose, size, location, any restrictions associated with the areas, and environmental impacts. What type of designation is a driveway and parking area? The Travel Management Rule only allows for the designation of roads, trails, or areas. Also, if these parking areas are, in fact, an area designation, then the Forest Service must ensure compliance with the Executive Orders’ minimization criteria. Similarly, the Forest Service must also provide more information regarding the proposed “driveways” to access these parking areas. The placement of a dot on the map is not enough information for the public to evaluate the relative benefits and risks of these proposed designations.	Substantive	
1007-185	RI-TAC	Josh Hicks	The Wilderness Society	Are there management and maintenance standards which apply to parking areas which differ from those that apply to roads? We believe that parking areas could have similar impacts as those related to dispersed camping corridors alongside roads and trails. We have concerns that the relabeling of system roads as parking areas will potentially result in overlooking the identified risks associated with these routes simply because they are no longer considered roads. The need for these parking areas and driveways must be clearly identified and properly managed.	Substantive	

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1007-186	RI-TAC	Josh Hicks	The Wilderness Society	We could envision parking areas being identified, implemented and managed as a way to consolidate and concentrate large numbers of individual dispersed parking or camping locations into a smaller number of larger areas to better accommodate and manage these uses. We believe that when larger parking or camping areas are created, it is useful to implement restrictions on dispersed parking or camping on adjacent lands. This can provide additional necessary incentive for the public to modify their behavior and use the new facilities which have been created.	Substantive	
1007-187	RI-FW	Josh Hicks	The Wilderness Society	Seasonal Closures to Protect Big Game Winter Range per the Settlement Agreement: We are pleased to learn that the PSI has chosen to seasonally close routes to protect big game in its winter range habitat after consulting with CPW as a requirement of the lawsuit settlement. We understand these additional seasonal closures will be implemented with a newly issued Forest Order, in a process separate from the current Travel Management Process. It is not clear whether the exact routes that will be seasonally closed in the Forest Order are reflected in Alternative C or D. It is difficult for the public to fully consider and analyze seasonal closures in those alternatives, or to recommend additional seasonal closures in this Travel Management Process, without knowing the details provided in forthcoming Forest Order. Given this, upon issuance of the Forest Order, we request an opportunity to comment on the seasonal closures that are proposed in the current travel planning process.	Substantive	
1007-188	RI-LRSD	Josh Hicks	The Wilderness Society	Special Areas: There are several areas across the PSI where motorized route designations will conflict with management direction and/or the area's unique character. The Forest Service should not designate any new motorized routes in these areas and the agency should examine opportunities to close and decommission existing system routes that are located in these areas to restore their ecological integrity and/or primitive character. These areas include semi-primitive and primitive non-motorized areas in the PSI's 1984 Forest Plan, Research Natural Areas, Special Interest Areas, National Scenic Trail Zones including the Continental Divide National Scenic Trail, Endangered and Threatened Species Critical Habitat, Colorado Roadless Areas, citizen-inventoried and proposed wilderness areas, designated and eligible Wild and Scenic River corridors, and Colorado Natural Heritage Program Potential Conservation Areas. Using GIS, we overlaid the PSI's transportation with these priority special areas to determine which routes cross into these areas. The results of this analysis are provided as Appendix 6 in the attached spreadsheet. We also provide the results of the travel analysis process for each of these routes so that the PSI has all of this information together in a single document.	Substantive	
1007-189	PO ALT	Josh Hicks	The Wilderness Society	When designing alternatives regarding which routes to designate for public motorized use, we request that the agency utilize the priority special areas listed below as well as our spreadsheet in Appendix 6.	Substantive	
1007-190	RI-LRSD	Josh Hicks	The Wilderness Society	Forest Plan Management Area 3A: Semi-Primitive Non-Motorized Management Areas: The PSI Forest Plan established Management Area 3A where motorized use is not allowed. These areas are for semi-primitive non-motorized uses only. They provide quality opportunities for quiet use activities such as hiking, horseback riding, hunting, country	Substantive	

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				<p>skiing and mountain biking in areas outside of wilderness away from motorized use. We discuss 3A Management Areas in section III(D)(1) above. These areas should be managed exclusively for non-motorized uses. We recommend that the agency refrain from analyzing any alternative that would designate motorized routes in these areas as we believe it is in violation of the Forest Plan.</p>		
1007-191	RI-LRSD	Josh Hicks	The Wilderness Society	<p>Colorado Roadless Areas: Undeveloped natural lands provide numerous ecological benefits. They safeguard biodiversity, enhance ecosystem representation in protected areas (Dietz et al. 2015), facilitate connectivity (Loucks et al. 2003; USDA Forest Service 2001; Crist et al. 2005; Wilcove 1990; The Wilderness Society 2004; Strittholt and DellaSala 2001; DeVelice and Martin 2001; Belote et al. 2016), and provide high-quality or undisturbed water, soil, and air resources (Anderson et al. 2012; DellaSala et al. 2011). They also serve as ecological baselines to facilitate better understanding of our impacts to other landscapes and as reference areas for ecological restoration (Arcese and Sinclair 1997).</p>	Substantive	
1007-192	GEN	Josh Hicks	The Wilderness Society	<p>Forest Service roadless lands, in particular, are heralded for their conservation values. Those values are described at length in the Colorado Roadless Rule and include high quality or undisturbed soil, water, and air; sources of public drinking water; diversity of plant and animal communities; habitat for threatened, endangered, proposed, candidate, and sensitive species and for those species dependent on large, undisturbed areas of land; primitive, semi-primitive non-motorized, and semi-primitive motorized classes of dispersed recreation; reference landscapes; natural-appearing landscapes with high scenic quality; traditional cultural properties and sacred sites; and other locally identified unique characteristics (e.g., uncommon geological formations, unique wetland complexes, exceptional hunting and fishing opportunities). 36 C.F.R. § 294.41.</p>	Substantive	
1007-193	GEN DATA	Josh Hicks	The Wilderness Society	<p>Numerous articles in the scientific literature similarly recognize the contribution of roadless and undeveloped lands to biodiversity, connectivity, and conservation reserve networks. For example, Loucks et al. (2003) examined the potential contributions of roadless areas to the conservation of biodiversity, and found that more than 25% of Inventoried Roadless Areas (IRAs) are located in globally or regionally outstanding ecoregion (Loucks et al. 2003) and that 77% of IRAs have the potential to conserve threatened, endangered, or imperiled species. (Loucks et al. 2003 utilized an ecosystem ranking system developed by Ricketts et al. (1999). Ricketts et al. (1999) classified the biological importance of each ecoregion based on species distribution, i.e., richness and endemism, rare ecological or evolutionary phenomena such as large-scale migrations or extraordinary adaptive radiations, and global rarity of habitat type, e.g., Mediterranean-climate scrub habitats. They used species distribution data for seven taxonomic groups: birds, mammals, butterflies, amphibians, reptiles, land snails, and vascular plants (Ricketts et al. 1999). Each category was divided into four rankings: globally outstanding, high, medium, and low. The rankings for each of the four categories were combined to assign an overall biological ranking to each ecoregion. Ecoregions whose biodiversity features were equaled or surpassed in only a few areas around the world were termed "globally outstanding." To</p>	Substantive	

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				earn this ranking, an ecoregion had to be designated "globally outstanding" for at least one category. The second-highest category, or continentally important ecoregions, were termed "regionally outstanding," followed by "bioregionally outstanding" and "nationally important" (Ricketts et al. 1999)).		
1007-194	GEN DATA	Josh Hicks	The Wilderness Society	Arceo and Sinclair (1997) and Aycrigg et al. (2016) highlighted the contribution that IRAs could make toward building a representative network of conservation reserves in the United States, finding that protecting those areas would expand ecosystem representation, increase the area of reserves at lower elevations, and increase the number of large, relatively undisturbed refugia for species. Crist et al. (2005) looked at the ecological value of roadless lands in the Northern Rockies and found that protection of national forest roadless areas, when added to existing federal conservation lands in the study area, would: (1) increase the representation of virtually all land cover types on conservation lands at both the regional and ecosystem scales, some by more than 100%; (2) help protect rare, species-rich, and often-declining vegetation communities; and (3) connect conservation units to create bigger and more cohesive habitat "patches."	Substantive	
1007-195	RI-WAT	Josh Hicks	The Wilderness Society	Roadless lands are also responsible for higher quality water and watersheds. Anderson et al. (2012) assessed the relationship of watershed condition and land management status, and found a strong spatial association between watershed health and protective designations. DellaSala et al. (2011) found that undeveloped and roadless watersheds are important for supplying downstream users with high-quality drinking water, and that developing those watersheds comes at significant costs associated with declining water quality and availability. The authors recommend a light-touch ecological footprint to sustain healthy watersheds and the many other values that derive from roadless areas.	Substantive	
1007-196	RI-LRSD	Josh Hicks	The Wilderness Society	Roadless areas also have social values. By definition, roadless areas afford a type of quiet and primitive recreation that cannot be found near roads. Given that more than 370,000 miles of roads currently exist in National Forests, the remaining roadless lands possess rare and critical ecological and social values. Any and all motorized routes within a Colorado Roadless area would compromise the ability to propose that area for Wilderness designation. For example, FR 184 within the Aspen Ridge upper tier Colorado Roadless area raised concerns about proposed designation of that area as Wilderness. Trail 1333.A and motorized use on Tanner Peak have conflicted with the proposed Grape Creek Wilderness Area.	Substantive	
1007-197	GEN	Josh Hicks	The Wilderness Society	Designation of motorized uses within Colorado Roadless Areas would impact the ecological and social values of roadless lands, which are documented above. If the Forest Service proposes to designate motorized use in a Colorado Roadless Area, it must analyze the impacts of these designations on the roadless area characteristics listed above. Even though motorized use is allowed within Colorado Roadless Areas, it should be limited and contained in order to preserve those criteria for which the Roadless Area was originally set aside. Further, the responsible National Forest officials are required to minimize conflicts between users and impacts on soil, water, vegetation, wildlife and other resources. Exec. Order No. 11644, § 3(a). Not designating motorized routes in Colorado	Substantive	

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				Roadless Areas will help ensure these areas are managed for non-motorized uses thereby helping to ensure compliance with the minimization criteria.		
1007-198	RI-TAC	Josh Hicks	The Wilderness Society	Motorized routes greater than 50 inches must not be designated in Colorado Roadless Areas. We recognize that the Travel Management Rule defines a "trail" as "a route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail" and that the agency may designate a trail over 50 inches in a Roadless Area. 36 C.F.R. § 212.1. We contend that trails over 50 inches wide are essentially "roads" and should not be approved. They have the same effect on an ecosystem as a road and allow the same types of vehicles into an area as a road.	Substantive	
1007-199	PO ALT	Josh Hicks	The Wilderness Society	We request that the agency analyze an alternative that does not designate any motorized routes in Colorado Roadless Areas, particularly upper tier roadless areas.	Substantive	
1007-200	RI-LRSD	Josh Hicks	The Wilderness Society	Wild and Scenic Rivers: While there are no designated Wild and Scenic Rivers on the PSI, one river is found eligible for inclusion in the National System of Wild and Scenic Rivers per the Forest Plan (II-84). The entire river is to be managed to preserve its character for wild, scenic or recreation river classification; it is the portion of the South Platte River from the forest boundary near Kassler to Elevenmile Dam. The designation encompasses a one-half mile wide corridor (one-quarter mile on each side) along this section of river. The entire length of this section of the South Platte River is divided into several segments that are classified as either wild, scenic or recreational. Several segments are classified as "wild."	Substantive	
1007-201	GEN REG	Josh Hicks	The Wilderness Society	The Wild and Scenic Rivers Act and agency policy guidance are designed to protect eligible river corridors. The Act prescribes a broad national policy to identify, protect, and preserve free-flowing rivers with outstandingly remarkable values. 16 U.S.C. §§ 1271-72, 1273(b), 1276(d)(1). Under the Act, "[e]very wild, scenic or recreational river in its free-flowing condition . . . shall be considered eligible for inclusion in the national wild and scenic rivers system." Id. § 1273(b). Eligible river corridors must be managed to protect and preserve their free-flowing nature, outstandingly remarkable values, and potential classification as wild, scenic, or recreational. Forest Service Handbook (FSH) 1909.12, ch. 80, § 82.5 (2006); Forest Service Manual (FSM) 2354.21 (2009). For eligible wild rivers, that generally includes managing them to preserve their primitive, non-motorized character. (See 16 U.S.C. § 1273(b) (eligible wild river areas include free-flowing rivers that are "generally inaccessible except by trail, with watersheds or shorelines essentially primitive" and "represent vestiges of primitive America"); FSH 1909.12, ch. 80, § 82.3 Exhibit 01 (inter-agency guidelines for classification of eligible wild rivers prescribe "[n]o . . provision for vehicular travel within the river area"); id. § 82.51 (motorized travel "is generally not compatible with this classification"); FSM 2354.42o ("Normally, motorized use will be prohibited in a wild river area."))	Substantive	
1007-202	GEN REG	Josh Hicks	The Wilderness Society	The overarching policy objectives of the Wild & Scenic Rivers Act and Forest Service guidance together create a presumption that eligible wild river corridors be managed to maintain their primitive character by precluding motorized travel. The PSI's Forest Plan directs the agency to "[p]rotect river segments that have been determined eligible for	Substantive	

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				<p>potential addition to the National Wild and Scenic Rivers system from activities which could diminish or change the free-flowing character, water quality, or the scenic, recreational, fish and wildlife, and other values which make the river eligible for designation." Forest Plan at III-16. The Plan then offers specific direction regarding roads: "[p]rohibit construction of roads within the river study area if it would have direct and adverse effects on the values which make the river eligible for potential inclusion into the system" and "[m]aintain current motorized access character and avoid any changes to the potential wild and scenic river classification" Id. This national and forest plan direction compel the Forest Service to not designate motorized use within eligible river segments that are classified as "wild."</p>		
1007-203	RI-LRSD	Josh Hicks	The Wilderness Society	<p>There are proposals to provide public motorized access to the South Platte River in the Wildcat Canyon area near Hackett Gulch. The Hayman Fire Travel Management Plan would possibly allow Park County to assume jurisdiction of closed routes which intrude into the designated river corridor. The higher maintenance levels, volume of use, and construction requirements generally associated with county roads may modify motorized access character and have adverse effects on the values which make the river eligible for inclusion as a Wild and Scenic River. Unlicensed ORV use is generally prohibited on county roads in Colorado, but Park County could decide to open any roads under its jurisdiction to ORV use. Allowing Park County to assume jurisdiction on closed roads could remove USFS control over the type and volume of ORV use on roads in the river corridor. The increased dust, noise, safety concerns and pollution associated with ORV use would have negative impacts on the Wild and Scenic nature of the South Platte River and the surrounding corridor.</p>	Substantive	
1007-204	RI-LRSD	Josh Hicks	The Wilderness Society	<p>Designating new motorized routes within the corridor that is designated as an eligible Wild and Scenic River and categorized as a "wild" will require a forest plan amendment. As discussed throughout this letter, we oppose modification of the plan specifically to accommodate public motorized access.</p>	Substantive	
1007-205	RI-LRSD	Josh Hicks	The Wilderness Society	<p>Further, we oppose any proposal to turn over jurisdictional control to Park County of any Forest Service routes within the wild and scenic corridor. The overall popularity and volume of motorized use, including 4WD vehicle and ORV use, has increased tremendously in recent years. Water quality, scenic, recreational, fish and wildlife values would be negatively impacted by increased levels of motorized use in the river area. Allowing motorized access across the river and in the designated corridor would significantly modify the motorized access character that existed when the Forest Plan was issued.</p>	Substantive	
1007-206	GEN DATA	Josh Hicks	The Wilderness Society	<p>Citizen Conservation Plans and Wilderness Proposals—Wild Connections Conservation Plan: Attached as Appendix 13 is long-standing citizens' management proposal that was published in 2006 in anticipation of the PSI forest plan revision under the 1982 planning rule. The Wild Connections Conservation Plan is the product of many contributors, including volunteers who over the course of several years mapped the boundaries of some 100 roadless areas within the PSI. Working with members of the public representing</p>	Substantive	

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				various recreational and user groups and experts who reviewed the plan applying the science of conservation biology, Wild Connections produced a comprehensive citizens' management alternative proposal, containing recommendations for the whole of the PSI. (The Wild Connections Conservation Plan will be evaluated and updated prior to the upcoming PSI forest plan revision. While the original data is accurate to the best of our knowledge, conditions on the ground may have changed. Wild Connections welcomes input regarding these discrepancies. The Conservation Plan is also available online at http://www.wildconnections.org/conservation/wccpconservationplan.html .)		
1007-207	RI-LRSD	Josh Hicks	The Wilderness Society	Recognizing that protection of biological resources must be carried out on a regional scale, the Plan identifies a number of large, geographically based complexes, such as the Rampart Range, Pikes Peak Massif, and Sawatch Range, and proposes a series of management recommendations for different areas within each Complex. Using a "thematic" approach corresponding with then-current National Forest planning regulations, the Plan divides each Complex into areas where natural processes should dominate, areas where limited management for other purposes would be appropriate, and other areas where more intensive recreational use and active management could occur.	Substantive	
1007-208	RI-LRSD	Josh Hicks	The Wilderness Society	Because roads are the dominating factor in causing habitat fragmentation on public lands, and because the dramatic increase in motorized recreation over the past four decades has been a major factor in causing habitat degradation and recreational user conflict, we believe that the prescriptions and recommendations contained in the Wild Connections Plan are particularly appropriate for consideration in a travel management plan. Many of these areas share substantial overlap with Colorado Roadless Areas. The agency should maintain the roadless character of these areas by managing them for non-motorized uses.	Substantive	
1007-209	RI-LRSD	Josh Hicks	The Wilderness Society	Central Colorado Wilderness Coalition's Wild Eleven Wilderness Proposal: The coalition of volunteers and non-profit groups that comprise the CCWC built upon the work of Wild Connections and its 150 citizen mappers who inventoried 100 roadless areas in the PSI and nearby BLM lands. From that long roadless area list and with diligence and care, CCWC selected eleven diverse and exemplary wilderness candidates, called the Wild Eleven, to promote for designation as part of the National Wilderness Preservation System. A map of the Wild Eleven proposal is attached as Figure 2 to this letter. Five of these areas are managed by the Forest Service: Buffalo Peaks Wilderness Additions, Farnum Peak, Pikes Peak West, Thirty-nine Mile Mountain, and Weston Peak. Two are managed by the BLM: McIntyre Hills and Table Mountain. Badger Creek, Beaver Creek, Browns Canyon, and Grape Creek contain lands administered by both agencies. Currently, three of the co-administered areas—Badger, Beaver, and Grape, as well as McIntyre Hills—are legislatively proposed for wilderness designation in the Colorado Wilderness Act of 2015, sponsored by Rep. Diana DeGette of Colorado. Congresswoman DeGette's bill, H.R. 3336, is available online at https://www.congress.gov/bill/114th-congress/house-bill/3336/text .	Substantive	
1007-210	GEN DATA	Josh Hicks	The Wilderness Society	Quiet Use Coalition's Quiet Use Area Proposal: On January 28, 2000, the QUC submitted bound hard copies of a formal proposal to the PSI's Salida and Leadville Ranger District's	Substantive	

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				entitled "Quiet Use Coalition Proposals to U.S. Forest Service." The 38-page proposal detailed modifications to the Forest Service's route system in sixteen areas in order to set aside quiet, non-motorized areas within the San Isabel National Forest for the enjoyment of non-motorized recreationists. The original proposal included maps, descriptions, rationale and supporting documentation. Much of this proposal is still relevant today, sixteen years after it was originally submitted to the Forest Service; however, some elements of this proposal need updating. QUC will be updating this proposal and resubmitting it to the PSI during the scoping period. A complete copy of the 2000 version of the proposal is available upon request. Meanwhile, a brief summary of the areas and recommendations in the proposal is provided as Appendix 14.		
1007-211	RI-LRSD	Josh Hicks	The Wilderness Society	Rampart Range Wildlands: With the exception of dead-end spur roads, the Rampart Range Wildlands (RRW) are roadless. Most of this land is part of the Rampart East Roadless Area (RERA), with the northern portion classified as Upper Tier under the Colorado Roadless Rule. We were disheartened when parts of the RRW were seemingly arbitrarily excluded from the RERA, particularly around Forest Roads 327 and 300.C, and in the upper portion of North Monument Creek. It is our position that the whole area should be managed to maintain its roadless character, including those parts that are not officially recognized as part of the RERA. We are particularly concerned about minimizing the impacts resulting from designated motorized routes, about resource damage caused by unauthorized user-created routes into the roadless area, and the need to protect natural resources. We believe that preserving the natural and roadless character of RRW balances the needs of the broad range of recreationalists in this part of the forest, as there are ample opportunities for motorized recreation in nearby areas, including around Devil's Head, Rainbow Falls, and North Divide.	Substantive	
1007-212	RI-LRSD	Josh Hicks	The Wilderness Society	Continental Divide National Scenic Trail: The Continental Divide National Scenic Trail (CDNST) was designated by Congress in 1978 as a unit of the National Trails System. The 3,100 mile CDNST traverses the Continental Divide between Mexico and Canada. It travels through 25 National Forests, 21 Wilderness areas, 3 National Parks, 1 National Monument, 8 BLM resource areas and through the states of Montana, Idaho, Wyoming, Colorado and New Mexico.	Substantive	
1007-213	GEN REG	Josh Hicks	The Wilderness Society	The general rule provided by the National Trails System Act (NTSA) with respect to use of motorized vehicles on National Scenic Trails, including the CDNST, is as follows: (c) national scenic or national historic trails may contain campsites, shelters, and related-publicuse facilities. Other uses along the trail which will not substantially interfere with the nature and purposes of the trail may be permitted by the Secretary charged with the administration of the trail. ... The use of motorized vehicles by the general public along any national scenic trail shall be prohibited. 16 USC § 1246 (7)(c).	Substantive	
1007-214	GEN REG	Josh Hicks	The Wilderness Society	An exception to the ban on motorized vehicles on the CDNST is as follows: Other uses along the ... Continental Divide National Scenic Trail, which will not substantially interfere with the nature and purposes of the trail, and which, at the time of designation, are allowed by administrative regulations, including the use of motorized vehicles, shall be	Substantive	

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				permitted by the Secretary charged with administration of the trail. 16 USC § 1246 (7)(c). Accordingly, motorized vehicles may only be permitted on the CDNST if (1) the use of such vehicles will not substantially interfere with the nature and purposes of the trail and (2) such use, at the time of designation, was allowed by administrative regulations. The 2009 CDNST Comprehensive Plan states that the "nature and purposes of the CDNST" are "to provide for high-quality scenic, primitive hiking and horseback riding opportunities and to conserve natural, historic, and cultural resources along the CDNST corridor." See U. S. Forest Service, Continental Divide National Scenic Trail Comprehensive Plan. 2009. IV.A.		
1007-215	RI-LRSD	Josh Hicks	The Wilderness Society	Allowing motorized vehicles on the CDNST would substantially interfere with the nature and purpose of the trail. We therefore highly discourage the PSI from designating any motor vehicle use along the CDNST. In addition, we encourage the PSI to establish a minimum one-half mile buffer on either side of the CDNST within which motorized use would not be allowed. Any motorized designations being considered within this buffer should be evaluated to ensure that it does not substantially interfere with the nature and purpose of the CDNST. Establishing a one-half mile buffer would be consistent with the agency's direction for managing the Trail. See FSM 2353.44(2)(b) ("establish a management area for the segments of the CDNST that traverse that unit that is broad enough to protect natural, scenic, historic, and cultural features (FSH 1909.12)"). See also FSM 2353.44(b)(2)(e) ("Identify and preserve significant natural....resources along sections of the CDNST 'corridor' that traverse the unit.") See also 2353.44(b)(7) ("The one-half mile foreground viewed from either side of the CDNST travel route must be a primary consideration in delineating the boundary of a CDNST management area.")	Substantive	
1007-216	PO ALT	Josh Hicks	The Wilderness Society	We request that the agency analyze an alternative that would not designate any motorized use on the CDNST or within a quarter-mile buffer.	Substantive	
1007-217	RI-LRSD	Josh Hicks	The Wilderness Society	Colorado Natural Heritage Program Potential Conservation Areas: The Colorado Natural Heritage Program (CNHP) has identified Potential Conservation Areas (PCAs) across Colorado that document lands with high ecological value. The CNHP provides the following explanation for these PCAs: "In order to successfully protect populations or occurrences, it is necessary to delineate conservation areas. These potential conservation areas focus on capturing the ecological processes that are necessary to support the continued existence of a particular element of natural heritage significance. Potential conservation areas may include a single occurrence of a rare element or a suite of rare elements or significant features. The goal of the process is to identify a land area that can provide the habitat and ecological processes upon which a particular element or suite of elements depends for their continued existence. The best available knowledge of each species' life history is used in conjunction with information about topographic, geomorphic, and hydrologic features, vegetative cover, as well as current and potential land uses. The proposed boundary does not automatically exclude all activity. It is hypothesized that some activities will cause degradation to the element or the process on which they depend, while others will not. Consideration of specific activities or land use changes proposed	Substantive	

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				within or adjacent to the preliminary conservation planning boundary should be carefully considered and evaluated for their consequences to the element on which the conservation unit is based. (“Colorado Natural Heritage Program. 2005. Data Dictionary for Potential Conservation Area Transcription Reports from the Colorado Natural Heritage Program. p. 1. Available online at: http://www.cnhp.colostate.edu/download/dictionary/Data%20Dictionary%20for%20PCA%20Reports.pdf .)		
1007-218	RI-LRSD	Josh Hicks	The Wilderness Society	Maps and GIS data for these PCAs is available for download online here: http://www.cnhp.colostate.edu/download/gis.asp . For each PCA, the CNHP developed a report that provides more detail about the ecological value of the area. These reports are available online here: http://www.cnhp.colostate.edu/download/gis/pca_reports.asp . We encourage the PSI to give these PCAs, particularly those areas that received an Outstanding Biodiversity Significance or Very High Biodiversity Significance Ranking, special consideration. We recommend that the PSI refrain from designating motorized routes in any PCA where this use could pose a risk to the biological resource for which the PCA was established. The Forest Service should also consider opportunities to close unneeded routes in these PCAs to restore their ecological integrity.	Substantive	
1007-219	RI-LRSD	Josh Hicks	The Wilderness Society	Research Natural Areas (RNAs)—The Forest Service Manual sets out the objectives of the RNA system: (1) Maintain a wide spectrum of high quality representative areas that represent the major forms of variability found in forest, shrubland, grassland, alpine, and natural situations that have scientific interest and importance that, in combination, form a national network of ecological areas for research, education, and maintenance of biological diversity. (2) Preserve and maintain genetic diversity, including threatened, endangered, and sensitive species. (3) Protect against human-caused environmental disruptions. (4) Serve as reference areas for the study of natural ecological processes including disturbance. (5) Provide onsite and extension educational activities. (6) Serve as baseline areas for measuring long-term ecological changes. (7) Serve as control areas for comparing results from manipulative research. (8) Monitor effects of resource management techniques and practices. FSM 4063.02.	Substantive	
1007-220	RI-LRSD	Josh Hicks	The Wilderness Society	The Forest Service is required to maintain RNAs for “Research and Development, study, observation, monitoring, and those educational activities that do not modify the conditions for which the Research Natural Area was established.” Id. The Forest Service must therefore ensure that RNAs on the forest are managed so that the ecological condition for which the RNA was created is maintained over the life of the plan. There are two Research Natural Areas on the PSI: Hurricane Canyon and Saddle Mountain RNAs. In order to maintain the ecological conditions for which these RNAs were created and to achieve the objectives of the RNA system as outlined in FSM 4063.02, the Forest Service must not designate motorized use in these RNAs.	Substantive	
1007-221	RI-LRSD	Josh Hicks	The Wilderness Society	Areas that Are Important for Quiet, Non-Motorized Recreation: Listed below are general locations accompanied by specific examples on the PSI where user conflicts between recreational users are occurring that should be addressed in the travel planning process. In	Substantive	

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				particular, we request that the Forest Service manage these areas primarily for non-motorized recreation in order to minimize conflicts and consider the social and economic impacts of designated motorized recreational uses in the areas.		
1007-222	RI-LRSD	Josh Hicks	The Wilderness Society	Multiple use trails where the predominant use is quiet use, but where ORV use also occurs. Example: Pass Creek Trail, Salida District. Continental Divide National Scenic Trail "Crest Trail", Salida District.	Substantive	
1007-223	RI-LRSD	Josh Hicks	The Wilderness Society	Designated recreational facilities (designated campgrounds, trailheads, picnic areas, etc.) where the predominant use is by quiet recreationists but where ORVs also park, stage, drive through or pass adjacent to, resulting in conflicts due to noise, dust, and safety concerns. Examples: Round Mountain Campground, FR 203, South Park Ranger District; Cottonwood Trailhead, FR 181 Federal Quarry Road, Salida District; Halfmoon Campgrounds, FR 110 Halfmoon Road, Leadville District; Horseshoe Campground, FR 18.2A, South Park District; Hall Valley Campground, FR 120.2B, South Platte District; Watchable wildlife locations; Colorado Birding Trail locations.	Substantive	
1007-224	RI-LRSD	Josh Hicks	The Wilderness Society	Popular dispersed motorized camping areas for quiet users along roads which receive ORV use. Example: Hikers and climbers camping along FR 390 (Clear Creek Road) on the Leadville District.	Substantive	
1007-225	RI-LRSD	Josh Hicks	The Wilderness Society	Roads popular for winter snow based recreation without seasonal wheeled vehicle closures (large 4WDs or ATVs rut and degrade snow surface). Example: FR 110 (Halfmoon Road) on the Leadville District.	substantive	
1007-226	RI-LRSD	Josh Hicks	The Wilderness Society	Unlicensed ORV mixed use safety/noise/dust conflicts with licensed passenger vehicles on ML-3 roads. Examples: FR 344 (South Cottonwood Road) on the Salida District; There are numerous roads on the Leadville and Salida Districts, where there is no record of a required mixed use analysis.	Substantive	
1007-227	RI-LRSD	Josh Hicks	The Wilderness Society	Roads primarily used as quiet use trails, as they access a quiet use trail and are too rough for most vehicles to drive (so most people walk on the road to access the trailhead). Examples: FR 125.B (Mount Elbert Road) on the Leadville District which provides access to South Mt. Elbert Trail; FR 133 (Rock Creek Road) on the South Park District, which provides access to Trail 606 Ben Tyler Trail in the Lost Creek Wilderness.	Substantive	
1007-228	RI-LRSD	Josh Hicks	The Wilderness Society	Areas popular with quiet recreationists which are impacted by unmanaged unauthorized motorized use. Example: Legal hunters in the Lodgepole flats area on the Leadville District.	Substantive	
1007-229	RI-LRSD	Josh Hicks	The Wilderness Society	Recreation Proposals for Hiking, Biking, and Other Forms of Non-Motorized Recreation: Wildlife Protections—We discuss areas that are important for wildlife in the following sections of this letter: III(D) – Forest Plan direction related to wildlife; III(G) – endangered and threatened species; III(P) – seasonal closures to protect big game.	Substantive	
1007-230	RI-LRSD	Josh Hicks	The Wilderness Society	Sustainable Recreation Management -Other Important Considerations—Over-snow vehicle use: The Forest's Service's new rule governing over-snow vehicle (OSV) use – subpart C of the Travel Management Rule – requires national forests with adequate snowfall to designate a system of areas and routes for OSV use. Our understanding is that	Substantive	

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				<p>the PSI will address only wheeled off-road vehicles (pursuant to subpart B of the Travel Management Rule) in this planning process. While we are generally supportive of the forest not overloading the current process with comprehensive winter travel planning, we are concerned about OSV management and use on the PSI and want to ensure that the forest is actively working towards compliance with subpart C. We believe this can be accomplished through three steps: (1) addressing certain hotspots where significant resource impacts and/or recreational use conflicts are occurring now; (2) providing a good framework for comprehensive winter travel planning through the upcoming forest plan revision; and (3) initiating a winter travel planning process within 1 year of the record of decision on the revised forest plan.</p>		
1007-231	GEN REG	Josh Hicks	The Wilderness Society	<p>Winter travel planning requirements under subpart C (These requirements are described in more detail in our June 28, 2016 pre-scoping letter entitled "Planning for Over-Snow Vehicle Use on the Pike-San Isabel National Forest.") Under subpart C, forests with adequate snowfall must designate and display on an "over-snow vehicle use map" a system of areas and routes where OSV use is permitted based on protection of resources and other recreational uses. 36 C.F.R. § 212.81. OSV use outside the designated system is prohibited, moving forests into a "closed unless designated open" management paradigm. Id. § 261.14. When designating areas or trails for OSV use, the Forest Service must apply the executive order minimization criteria, which are described in detail in section III(B) above. (36 C.F.R. §§ 212.55, 212.81(d). Subpart C originally gave the Forest Service discretion whether to address OSV use. Winter Wildlands Alliance successfully challenged the exemption of OSVs from mandatory travel planning in court, resulting in a 2013 decision finding that subpart C violated the executive order requirement to designate a system of areas and trails – based on the minimization criteria – on all national forest lands for all types of off-road vehicles. <i>Winter Wildlands Alliance v. U.S. Forest Service</i>, No. 1:11-CV-586-REB, 2013 U.S. Dist. LEXIS 47728, at *27-36 (D. Idaho Mar. 28, 2013). The court directed the agency to promulgate a new rule consistent with the executive orders, resulting in the current subpart C regulations.)</p>	Substantive	
1007-232	GEN REG	Josh Hicks	The Wilderness Society	<p>Minimization of impacts associated with OSV area allocations is particularly important because subpart C permits the Forest Service to designate larger areas open to cross-country travel than in the summer-time travel planning context. The rule, however, requires that designated areas be "discrete," "specifically delineated," and "smaller . . . than a ranger district." 36 C.F.R. § 212.1 (definition of "area"). Accordingly, the Forest Service must specifically delineate discrete areas where cross-country travel is permitted and locate any such areas to minimize resource damage and user conflicts. Under the plain terms of the ORV executive orders, the Forest Service also must apply the minimization criteria to all trails designated for OSV use – even if those trails are located in areas of the forest that would be designated as open to cross-country OSV use. When designated and placed on a map, trails focus the impacts of OSV use to those locations and generally increase the number of OSV users visiting the area.</p>	Substantive	

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1007-233	GEN REG	Josh Hicks	The Wilderness Society	Upon public notice, subpart C permits the Forest Service to grandfather previous decisions made with public involvement that restrict OSV use to designated areas and routes. 36 C.F.R. § 212.81(b). Prior to grandfathering existing winter travel management decisions by adopting them on an OSV use map, however, the Forest Service must ensure that the administrative record for those decisions demonstrates that the agency applied the minimization criteria when making OSV area and route designations. In addition, the agency must ensure that previous decisions are not outdated – that they adequately reflect current OSV technology, recreational use trends, climate change impacts, etc. – and that they follow the required “closed unless designated open” approach by limiting OSV use to discrete open areas and routes where snowfall is adequate.	Substantive	
1007-234	RI-LRSD	Josh Hicks	The Wilderness Society	OSV management on the PSI: According to a data obtained through a 2014 FOIA request by Winter Wildlands Alliance, over 1.6 million acres – or about 73% – of the PSI is currently open to OSV use, and only about 160,000 acres outside designated wilderness is closed to that use. (Winter Wildlands Alliance, Winter Recreation on National Forest Lands, pp. 14-15, 32-33 (2015), available at http://winterwildlands.org/wp-content/uploads/2015/06/2015-Winter-Rec-Report.pdf .) Since 1993 (for the San Isabel) and 1992 (for the Pike), national forest visitor maps have depicted certain areas as open or closed to OSV use, and included written direction regarding that use. Yet we have been unable to identify any information in the 1984 Forest Plan or elsewhere suggesting that the Forest Service considered – much less applied or implemented – the executive order minimization criteria when making those allocations. Nor do there appear to be specific open area designations for all areas where OSV is currently permitted.	Substantive	
1007-235	RI-LRSD	Josh Hicks	The Wilderness Society	PSI INFRA trails data indicate very few officially designated snow trails available for OSV use. There are, however, numerous routes which are actively being groomed and/or delineated (by markings on the ground and/or on maps) as OSV routes. Grooming a route, marking it on the ground, and delineating it on a map all encourage, concentrate, and facilitate increased use. We have been unable to locate documentation designating these routes pursuant to the executive order minimization criteria, NEPA, and other requirements of subpart C.	Substantive	
1007-236	RI-LRSD	Josh Hicks	The Wilderness Society	Recommended approach: As described above, existing OSV management on the PSI clearly is not in compliance with subpart C or the executive order minimization criteria. We understand that it may not be feasible at this point to add subpart C to the travel planning process that is underway. Nevertheless, we would like to see the forest chart a course for how it will address the issue through upcoming planning processes and actively work towards compliance. We believe this can generally be accomplished by providing a good framework for comprehensive winter travel planning through the upcoming forest plan revision, and then initiating a winter travel planning process within 1 year of the record of decision. However, even under that scenario, the forest will not have a compliant winter travel management plan for a decade or more. Therefore, the forest must address certain hotspots where significant resource or use conflict is occurring now.	Substantive	

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1007-237	RI-LRSD	Josh Hicks	The Wilderness Society	Conflict areas that must be addressed expeditiously: Within the PSI, a high volume of winter use takes place on the Salida and Leadville Ranger Districts, where higher elevations and more consistent snowpack support a variety of both motorized and non-motorized snowsports. While there are winter use areas on the Pike National Forest, the areas of highest conflict between user groups and natural resources (primarily wildlife habitat) are concentrated on the San Isabel. The most significant hotspots are the Monarch Pass area, Tin Cup and Cottonwood Pass, the Twin Lakes and Leadville areas, in big game winter range and lynx habitat, and along the Continental Divide National Scenic Trail. Given growing use trends and conflicts, these areas need to be addressed expeditiously.	Substantive	
1007-238	RI-LRSD	Josh Hicks	The Wilderness Society	The Monarch Pass area includes several popular winter recreation access points along Highway 50, including Monarch Pass, Monarch Park, Waterdog Lakes, and Old Monarch Pass, which facilitate a variety of both motorized and non-motorized uses. There are several high-quality backcountry ski areas, snowshoe trails, snowmobile routes, and dog-sled activity utilized by both private and commercial interests. The proximity to Salida and Monarch Mountain ski area make Monarch Pass a popular destination for both local users and visitors, but the area is often crowded on weekends and conflicting uses overlap more and more each year. The nearby Fooses Creek is a popular cross-country skiing and snowshoeing area that includes backcountry ski terrain easily accessed off Highway 50.	Substantive	
1007-239	RI-LRSD	Josh Hicks	The Wilderness Society	Farther north in the Collegiate Peaks, Tin Cup and Cottonwood Pass areas see high volumes of snowmobile use as well as ski and snowshoe access, and more recently fat tire biking. Grooming operations facilitate both commercial and private access to areas along the Collegiate Peaks Wilderness boundary and several roadless areas which support sensitive wildlife habitats and high-alpine ecosystems.	Substantive	
1007-240	RI-LRSD	Josh Hicks	The Wilderness Society	In the Twin Lakes and Leadville areas, winter recreation is accessible from Highway 24 and many groomed trails and county roads. There is a high volume of both motorized and non-motorized winter use, and the area is gaining popularity through a series of winter events and races hosted in Leadville. Additionally, there are seven back-country huts in the area which primarily cater to non-motorized users.	Substantive	
1007-241	RI-LRSD	Josh Hicks	The Wilderness Society	There are numerous 3A Semi-Primitive Non-Motorized management prescription areas identified in the 1984 Forest Plan (at III-123) that are closed to public motorized use. Yet OSVs frequently intrude into these areas. One such area is southeast of Leadville near Empire Reservoir and the Leadville Backcountry Yurts.	Substantive	
1007-242	RI-LRSD	Josh Hicks	The Wilderness Society	The best available science shows that OSV use can have significant adverse impacts on wintering ungulate populations. (Adam Switalski, Snowmobile Best Management Practices for Forest Service Travel Planning: A Comprehensive Literature Review and Recommendations for Best Management, Journal of Conservation Planning 12 (2016) 1-28 (See Appendix 3).)	Substantive	
1007-243	RI-LRSD	Josh Hicks	The Wilderness Society	The 1984 PSI Forest Plan identifies numerous 5B Big Game Winter Range management prescription areas and includes a Standard/Guideline that the areas be closed to snowmobile use (at III-152). Yet there are numerous locations on the forest where OSV	Substantive	

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				use occurs within 5B areas. More recently, Colorado Parks and Wildlife (CPW) has identified numerous locations on the forest that are winter concentration areas for big game such as deer and elk. Given that wildlife use patterns have changed in the 32 years since the release of the current Forest Plan, we recommend closing to OSV use all CPW identified winter concentration areas for big game.		
1007-244	RI-TES	Josh Hicks	The Wilderness Society	Reintroduced lynx, a federally threatened species, have established themselves in areas along the Continental Divide on the Salida and Leadville Districts. There are conflicts, and conflicts are likely to increase, between important lynx habitat and unmanaged OSV use. (Switalski 2016 (documenting adverse impacts of OSV use in lynx habitat).)	Substantive	
1007-245	RI-LRSD	Josh Hicks	The Wilderness Society	Outside of Wilderness, the Continental Divide National Scenic Trail (CDNST) is generally located in areas that are currently open to OSV use. In many places, the CDNST creates a corridor through vegetation that facilitates OSV use. For instance, OSVs often use the CDNST near Twin Lakes and south of Tennessee Pass. In other areas, portions of the CDNST are actively groomed and/or marked as OSV trails. These areas include portions of the trail near St. Elmo and Hancock, at Monarch, and at Marshall Pass. These uses are generally inconsistent with non-motorized management of CDNST corridor, may result in widening of the trail footprint, and detract from the experience of non-motorized winter recreationists who utilize the trail.	Substantive	
1007-246	RI-LRSD	Josh Hicks	The Wilderness Society	These areas could be addressed in a number of ways. For instance, the forest could initiate a separate, simultaneous subpart C planning process that is limited in its geographic scope to these areas; it could add limited subpart C planning to the subpart B planning process; or it could close or restrict use pursuant to 36 C.F.R. part 261, subpart B and § 212.52(b) until the conflicts and impacts can be addressed through the forest planning and/or subsequent winter travel planning processes. The Forest Service should be explicit that any interim actions to address OSV conflicts are subject to adjustment in upcoming planning processes designed to assure compliance with subpart C.	Substantive	
1007-247	RI-LRSD	Josh Hicks	The Wilderness Society	Forest plan revision framework, followed by winter travel planning: To achieve compliance with subpart C, the Forest Service should ensure that the upcoming forest plan revision provides a good framework for winter recreation management, including OSV use. This will necessarily require identifying a need for change that addresses OSV use in the larger winter recreation context. It should also include identification of a winter-specific Recreation Opportunity Spectrum (ROS) and suitability determinations for OSVs. For instance, the forest plan should identify as unsuitable for OSV use areas with terrain, snowpack, or other conditions that generally limit the use, as well as areas where there are clear resource conflicts (e.g. deer or elk winter range, lynx habitat, recommended wilderness areas, areas designated for conservation purposes, etc.). This is particularly relevant on a forest like the PSI, which has many low-elevation and other terrain-limited areas.	Substantive	
1007-248	RI-LRSD	Josh Hicks	The Wilderness Society	Subpart C requires that areas and routes for OSV use be limited to administrative units or parts of units "where snowfall is adequate for that use to occur." 36 C.F.R. § 212.81(a). Particularly with climate change already leading to reduced and less reliable snowpack,	Substantive	

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				low-elevation and other areas that lack regular and consistent snowfall should be found unsuitable for OSV use. This in turn will help to focus subsequent winter travel planning efforts and make efficient use of Forest Service resources both during planning and, later, enforcement.		
1007-249	RI-LRSD	Josh Hicks	The Wilderness Society	With respect to ROS, the current system is best suited for managing summertime motorized uses, with many areas traditionally classified as backcountry motorized, semi-primitive motorized, and roaded natural providing high-quality and popular opportunities for non-motorized recreation in the wintertime. For example, many visitors enjoy the opportunity to cross-country ski on snow-covered forest roads without having to contend with OSV activity in the area. At the same time, skiers and snowshoers do not always mind sharing trails or areas with OSVs so long as they expect to encounter motorized uses. ROS classifications provide a good tool for visitors to determine where on the forest they should go to achieve their desired experience. However, forest visitors' experiences, expectations, and desires differ in winter as compared to summer, and ROS classifications should account for those distinctions. (See Forest Service Handbook 1909.12, ch. 20, § 23.23a(1)(d)(1) (recognizing that development and implementation of winter-specific ROS may be necessary); Flathead National Forest, Draft Revised Forest Plan at 62 ("[ROS] settings change as snow blankets the Forest's landscapes. While some settings become less accessible and more remote, others change from non-motorized to accommodating [OSVs]. Although the full range of settings, primitive to rural, are still present, their location, distribution and percentages change significantly during the winter months."). The Flathead Draft Plan provides an example of what those classifications might look like. Id. at 62-63.)	Substantive	
1007-250	RI-LRSD	Josh Hicks	The Wilderness Society	Programmatic, plan-level decisions such as suitability and winter-time ROS can then be implemented through site-specific winter travel management planning that designates particular areas and routes for OSV use. It is not acceptable for a forest to default to allowing OSV use across an entire area allocated as suitable for winter motorized use, and the plan should make clear that a suitability determination "is not a commitment to allow such use but only an indication that the use might be appropriate." Forest Service Handbook 1909.12, ch. 20, § 22.15(1). Similarly, OSV area designations and ROS categories are distinct, albeit related, management tools. While motorized ROS classifications provide a good starting point for where to designate OSV areas and trails, the Forest Service should not assume that OSV use is appropriate across the entirety of those areas. Instead, the agency needs to designate discrete, specifically delineated areas within the motorized ROS classifications and areas suitable for winter motorized uses that are located to minimize environmental damage and conflicts with other recreational uses. To ensure that site-specific winter travel planning is conducted expeditiously, the revised plan should include a commitment to initiate winter travel planning within 1 year of the record of decision.	Substantive	
1007-251	GEN	Josh Hicks	The Wilderness Society	Mountain Biking: Participation in mountain biking is growing rapidly, which is causing resource impacts and conflicts with other trail users. Indeed, we have experienced these	Substantive	

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				impacts and conflicts firsthand. We offer this observation not with malice, as many of us who signed this letter, as well as members of our organizations, participate in mountain biking. Rather, we say this with a desire to see the Forest Service initiate a planning process to better manage mountain biking, and all trail users for that matter, across the forest. Specifically, we would like to see mountain biking limited to designated routes. We do not recommend that the Forest Service attempt to make route designations for mountain bike use as part of this travel planning process, as we believe doing so would overextend the scope of the project, slowing it down considerably.		
1007-252	OS NR	Josh Hicks	The Wilderness Society	We do, however, urge the agency to consider initiating a more comprehensive recreation planning process to address mountain biking, preferably immediately following the subpart B planning process. This process should take into consideration all non-motorized trail users, including hikers and pack & saddle. This subsequent process would limit mountain biking to a system of designated routes. This would provide safe and desirable opportunities for bikers, help with the continual expansion of user-created routes, and maximize limited recreational resources. If the trail system is properly designed and located, it should help with user conflicts as well. And, to be clear, non-motorized uses should absolutely be considered in this process (i.e., NEPA impacts analysis, minimization compliance, and locating motorized designations), but designating non-motorized routes for these uses should be addressed in a subsequent planning process.	Substantive	
1007-253	OS NR	Josh Hicks	The Wilderness Society	In addition, limiting mechanized use to designated routes would provide needed consistency across boundaries on adjacent public lands. Two of the three adjacent Forests (the White River and the Grand Mesa, Uncompahgre and Gunnison) limit mechanized use to designated routes. Recent travel management processes on adjacent Royal Gorge Field Office BLM lands have also limited bicycle use to designated routes. The Fourmile travel management plan, one of the most recent travel plans on the PSI, also limited bicycle use to designated routes.	Substantive	
1007-254	GEN	Josh Hicks	The Wilderness Society	Conclusion: We extend our appreciation to the Forest Service for considering these comments in advance of releasing the scoping notice for its travel management planning process. We request that you please include this letter in the official record for the travel management planning project. Our intent in providing these comments is to work cooperatively with the Forest Service and the larger interested public to ensure that the PSI – as a public trust resource – is properly managed for the long-term public interest for the benefit of existing and future generations. The travel planning process presents an opportunity to design, designate, and implement a transportation system that is fiscally and ecologically sustainable, protects wildlands, wildlife, water and other natural resources that are currently intact and also restore those values that have suffered from a history of intensive use.	Non-substantive	
1007-255	GEN	Josh Hicks	The Wilderness Society	Our comments address a host of topics that we expect the PSI to address in the travel planning process. We request that the agency please contact us if it is considering eliminating a recommendation proposed in our letter from detailed study in an alternative to give us a chance to clarify any confusion or misunderstandings that may be cause for	Substantive	

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				elimination. We look forward to working with the Forest Service as the travel planning process moves forward. We are available to discuss our comments raised in the letter.		
1008-1	RI-TAC	Jamie Williams		Need UTV route from Rd 343 across Hiway 67 to Road 332B. Bring back open riding areas along 344 and 350B and South Rampart Management Plan. Legally connect 357CA to 717.	Substantive	
1009-1	RI-LRSD	Alan Heald		General Forest health is a top concern for me and I know it is a management priority for you. Over the last 20+ years of hiking in the PSI I have seen time and time again the destruction of watershed and wildlife habitat by the invasion and encroachment of OHVs. I can appreciate that motorized recreation has its place in the recreation opportunity spectrum on public lands but, as year after year of visitor survey data prove, the vast majority of forest visitors in the PSI come for non-motorized recreation. This 'desired experience' was also confirmed by Colorado Parks and Wildlife in its 2013 State of Colorado Outdoor Recreation Plan data.	Substantive	
1009-2	GEN	Alan Heald		The Travel Management Plan that emerges from his process should reflect the overwhelming choice by the public to preserve and protect quiet opportunities on the PSI. While 'win-win' is a rare reality in life, this process now underway is a chance to improve management of motorized use through the route designation process. This process can lead to a better motorized route system in the PSI. Some motorized routes should be closed, others may need to be opened in order to facilitate a better travel system for motorized users; one that exhibits the 'doctrine of minimum system'. I have seen in other forests (California) where 'less can equal more.' At a NOHVCC conference in 2007 I learned how Travel Management resulted in a much improved experience 'in the saddle' for motorized users, while it also closed many miles of low value, unsustainable motorized routes. These closures led to better resource and wildlife health, which benefited all users. It also resulted in better compliance by riders and more realistic maintenance obligations for the Forest Service, and as you know, the Forest Service is required to limit travel systems to what can be realistically maintained. With the goal being a better travel system (not simply a shorter or longer one), I believe we can do this here. My comments on the process of route designation are prefaced here with the following requests: - Motorized routes that violate the Forest Service rules and regulations, such as those currently in designated Wilderness, Roadless areas and non-motorized prescriptions, should be eliminated in this process. Illegal and historical uses are not valid criteria for adding routes. - Since NEPA is required to add routes, the route system analysis needs to properly analyze cumulative as well as local impacts of motorized routes. This includes impacts on non-motorized users, since the Forest Service is required to manage uses to minimize conflicts where possible.	Substantive	
1009-3	RI-LRSD	Alan Heald		Realistic recreation budgets, including for maintenance, management and law enforcement, must be taken into account when designating the route system. - Campgrounds should not be motorized playgrounds. There are numerous short spurs in campgrounds that are currently considered system routes. These are listed below in my Routes of Concern list. If these short motorized routes do not connect to a legal OHV road or trail they should	Substantive	

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1009-4	RI-TAC	Alan Heald		<p>be eliminated. Allowing OHVs to be ridden in campgrounds disturbs the entire campground and often leads to the proliferation of user-created illegal OHV routes emanating from a campground.</p> <p>ROUTES OF CONCERN ROUTE ID ROUTE TYPE NAME Recommendation 126 ROAD TWIN CONES Convert to admin use only road 406 ROAD HUDSON DITCH Close this road to public motorized use and convert to an administrative road 124 ROAD SAND GULCH Convert to quiet use trail 184 ROAD TURRET Add seasonal closure. Close to motorized use north of 38°39'43.99"N 106° 0'4.95"W 531 TRAIL MONARCH RIDGE This trail is not a designated motorized trail and has never appeared on a Salida MVUM. It must be closed to motorcycle use. 1411 TRAIL PASS CREEK Change the allowed mode of use to prohibit motorcycle use. 1412 TRAIL GREENS CREEK Add seasonal closure. Close to motorcycle use. 381 ROAD CLOYES LAKE 4WD convert to hike/horse trail 398 ROAD LOST CANYON Convert final segment in 3A area to public motorized use just past 398.A intersection. Administrative use only 135.A ROAD MT. ARKANSAS Decommission 126 ROAD TWIN CONES Eliminate mixed use and convert to highway licensed vehicles only at and west of FR 126.A and FR 126.B intersection 1321 TRAIL SOUTH CREEK Close the easternmost segment of this trail to motorcycle use, ~2.26 miles east of the intersection with trail 1386 1380 TRAIL POLE CREEK SPUR Close this trail to motorized use 1384 TRAIL SQUIRREL CREEK Close this trail to motorized use east of the Trail 1387 intersection, ~1.15 miles. 40 ROAD BIG COTTONWOOD Convert to highway licensed vehicles only from point just north of trailhead parking at 38°19'2.80"N 105°45'21.44"W and further north 106 ROAD POWDER CACHE This road is already gated and managed as an Admin. road. Convert to admin road. 185 ROAD ASPEN RIDGE Convert to Public ML2 Road, Highway Legal Vehicles Only 212 ROAD PASS CREEK Add seasonal closure (coord. With BLM). Close final ~1 mile segment of road. 225 ROAD FOOSES CREEK Convert to admin road just beyond FR 225.D 226 ROAD PIPE Admin use. 235 ROAD BOSS LAKE 4WD Add seasonal closure. 11/15-4/30 272 ROAD BROWNS CREEK Add seasonal closure at FR 274 intersection 273 ROAD RASPBERRY GULCH End road at private property boundary. 295 ROAD HANCOCK Seasonal closure 296 ROAD GRIZZLY GULCH 4WD End at xxx before current end. 298 ROAD ALPINE TUNNEL 4WD Decommission 329 ROAD KAUFMAN RIDGE Convert to highway licensed vehicles only. 348 ROAD HOPE GULCH 4WD Convert to SUP road south of 38°45'19.65"N 106°18'3.14"W 162.A ROAD MT PRINCETON CG Eliminate mixed use. 162.B ROAD CHALK LAKE CG Eliminate mixed use. 162.C ROAD CHALK LAKE Eliminate mixed use. 162.D ROAD CASCADE CG Eliminate mixed use. 185.DA TRAIL 185.DA Decommission 185.DB TRAIL 185.DB Decommission 225.A ROAD FOOSES CREEK POWERLINE Convert to admin road 225.E ROAD FOOSES CREEK SPUR E Close this route, it does not exist on the ground and is not being used. 243.G ROAD COLORADO TRAIL Convert this road to an administrative road. 298.A ROAD WILLIAMS PASS 4WD Close and decommission road. 308.B ROAD S. KAUFMAN RIDGE SPUR close road at 38°51'34.64"N 105°56'0.58"W and decommission beyond 308.H ROAD 308.H Close at existing fence line and install a gate at 38°51'36.15"N</p>	Substantive	

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				105°55'35.37"W 109 ROAD MT. ZION 4WD Close and decommission 3/4 of a mile of unauthorized route beyond designated end of road (1/2 mile in Roadless). Install fence (to prevent unauthorized bypass across the tundra) and locked gate at end of road(for access to SUP route to hut) at 39°19'47.20"N 106°15'38.42"W 110 ROAD HALFMOON Convert to admin route 116 ROAD PARRY PEAK CG Eliminate Mixed use; Convert to highway legal vehicles only 116 ROAD PARRY PEAK CG Eliminate Mixed use; Convert to highway legal vehicles only 122 ROAD LILLY POND Add seasonal closure 126 ROAD TWIN PEAKS CG Eliminate mixed use 172 ROAD WHITESTAR CG Eliminate Mixed use; Convert to highway legal vehicles only 172 ROAD WHITESTAR CG Eliminate Mixed use; Convert to highway legal vehicles only 370 ROAD DRY COLUMBIA GULCH 4WD Decommission 379 ROAD COLUMBIA GULCH 4WD Decommission 381 ROAD CLOYSSES LAKE 4WD Close at a point where route descends steeply to ford Clear Creek. 390 ROAD CLEAR CREEK Only allow highway licensed vehicles 397 ROAD TWOBIT Add seasonal closure. Close and decommission at 397.A intersection and north. 104.D ROAD MAY QUEEN CG Eliminate Mixed use; Convert to highway legal vehicles only 104.DA ROAD BUTCHER BOY PG Eliminate Mixed use; Convert to highway legal vehicles only 104.L ROAD LADY OF THE LAKE PG Eliminate Mixed use; Convert to highway legal vehicles only 104.M ROAD BABY DOE CG Eliminate Mixed use; Convert to highway legal vehicles only 104.N ROAD FATHER DYER CG Eliminate Mixed use; Convert to highway legal vehicles only 104.O ROAD PRINTER BOY GROUP CG Eliminate Mixed use; Convert to highway legal vehicles only 104.Q ROAD BELLE OF COLO CG Eliminate Mixed use; Convert to highway legal vehicles only 104.QA ROAD BELLE OF COLO CG SW LOOP Eliminate Mixed use; Convert to highway legal vehicles only 104.R ROAD MOLLY BROWN CG Eliminate Mixed use; Convert to highway legal vehicles only 104.RA ROAD MOLLY BROWN CG SOUTH LOOP Eliminate Mixed use; Convert to highway legal vehicles only 104.U ROAD MATCHLESS BOAT RAMP Eliminate Mixed use; Convert to highway legal vehicles only 104.UA ROAD MATCHLESS BOAT RAMP SOUTH LOOP Eliminate Mixed use; Convert to highway legal vehicles only 104.UB ROAD MATCHLESS BOAT RAMP NORTH LOOP Eliminate Mixed use; Convert to highway legal vehicles only 104.V ROAD MAID OF ERIN PG Eliminate Mixed use; Convert to highway legal vehicles only 104.W ROAD SILVER DOLLAR CG Eliminate Mixed use; Convert to highway legal vehicles only 104.WA ROAD SILVER DOLLAR CG EAST LOOP Eliminate Mixed use; Convert to highway legal vehicles only 104.WB ROAD SILVER DOLLAR CG WEST LOOP Eliminate Mixed use; Convert to highway legal vehicles only 110.F ROAD HALFMOON CG Eliminate Mixed use; Convert to highway legal vehicles only 110.FA ROAD HALFMOON CG SW LOOP Eliminate Mixed use; Convert to highway legal vehicles only 110.FB ROAD HALFMOON CG NE LOOP Eliminate Mixed use; Convert to highway legal vehicles only 110.FC ROAD HALFMOON EAST CG Eliminate Mixed use; Convert to highway legal vehicles only 110.H ROAD ELBERT CR CG Eliminate Mixed use; Convert to highway legal vehicles only 110.HI ROAD ELBERT CR CG EAST LOOP Eliminate Mixed use; Convert to highway legal vehicles only 116.A ROAD NORTH CG LOOP Eliminate Mixed use; Convert to highway legal vehicles only 116.B ROAD SOUTH CG LOOP Eliminate Mixed		

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				use; Convert to highway legal vehicles only 125.A ROAD LAKEVIEW CG Eliminate Mixed use; Convert to highway legal vehicles only 125.AA ROAD LAKEVIEW CG LOOP A Eliminate Mixed use; Convert to highway legal vehicles only 125.AB ROAD LAKEVIEW CG LOOP B Eliminate Mixed use; Convert to highway legal vehicles only 125.AC ROAD LAKEVIEW CG LOOP C Eliminate Mixed use; Convert to highway legal vehicles only 125.AD ROAD LAKEVIEW CG LOOP D Eliminate Mixed use; Convert to highway legal vehicles only 125.AE ROAD LAKEVIEW CG LOOP E Eliminate Mixed use; Convert to highway legal vehicles only 125.AF ROAD LAKEVIEW CG LOOP F Eliminate Mixed use; Convert to highway legal vehicles only 125.AG ROAD LAKEVIEW CG LOOP G Eliminate Mixed use; Convert to highway legal vehicles only 125.AH ROAD LAKEVIEW CG HOST Eliminate Mixed use; Convert to highway legal vehicles only 125.B ROAD MT. ELBERT Covert to Admin road with SUP access 125.D ROAD FOREBAY DISPERSED CAMP'G Add Seasonal closure 126.A ROAD TWIN PEAKS CG EAST LOOP Eliminate Mixed use; Convert to highway legal vehicles only 137.A ROAD BUCKEYE SPUR Convert to Admin Road. 172.A ROAD WHITESTAR CG-SAGE LOOP ENTR Eliminate Mixed use; Convert to highway legal vehicles only 172.AA ROAD WHITESTAR CG-SAGE LOOP Eliminate Mixed use; Convert to highway legal vehicles only 172.B ROAD WHITESTAR CG-N.VALLEY LP Eliminate Mixed use; Convert to highway legal vehicles only 172.C ROAD WHITESTAR CG-RIDGE LOOP Eliminate Mixed use; Convert to highway legal vehicles only 174.A ROAD Willow Stump Spur Decommission		
I010-1	GEN	Licia and Wayne Iverson		First of all, thank you for holding the scoping meeting for the PSI Travel Management EIS in Salida and for creating more maps for each Ranger District. I studied them for two hours today and have only a few comments.	Non-substantive	
I010-2	RI-TAC	Licia and Wayne Iverson		Sheet 1 of Alternative B proposes closing Pike FR 44. PLEASE DO NOT DO SO. This goes over La Salle Pass. There are many of us who like to explore the nearly 500 passes in our state. Some can be driven, some hiked, some biked. La Salle Pass is not especially scenic, but is a relatively easy drive. It is also a part of Colorado transportation history.	Substantive	
I010-3	RI-TAC	Licia and Wayne Iverson		Sheet 2 of Alternative B proposes closing San Isabel FR 398. PLEASE DO NOT DO SO. This is also known as Lost Canyon, and is widely promoted as one of the area's best fall color routes. It should be open to all user groups.	Substantive	
I010-4	RI-TAC	Licia and Wayne Iverson		Sheet 2 of Alternative B proposes closing San Isabel FR 387. PLEASE DO NOT DO SO. This is also known as the Wapaca Jeep Trail. The Colorado Trail, Section 12 goes through the Collegiate Peaks Wilderness area for most of its duration. There are very few places where you can tie into the trail to create shorter day hike segments. The Wapaca Jeep Trail is one of them.	Substantive	
I010-5	RI-TAC	Licia and Wayne Iverson		Sheet 3 of Alternative B proposes closing San Isabel FR 181.B. PLEASE DO NOT DO SO. This road goes up next to the unique geologic formation called "The Crater." It is a steep hike from the juncture with FR 181 to "The Crater" and would be difficult for many to accomplish.	Substantive	

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I010-6	RI-TAC	Licia and Wayne Iverson		Sheet 3 of Alternative B proposes closing San Isabel FR 108. PLEASE DO NOT DO SO. This road leads to a large parking area for the Rainbow Trail and would be a major inconvenience for many using this trail.	Substantive	
I010-7	RI-TAC	Licia and Wayne Iverson		Sheet 3 of Alternative B proposes decommissioning San Isabel Trail 1412 for use by motorcycles. I AGREE that this route should be for non-motorized traffic only.	Non-substantive	
I011-1	GEN	Mike Sugaski		I prefer Alternatives C and D over the other two.	Non-substantive	
I011-2	RI-LRSD	Mike Sugaski		Disperse Camping/travel management Issues: The Forest's need to take a good look at where they want to allow disperse camping and what type of vehicle access to each site. There are many spur roads (driveways) leading to good disperse camping sites. Some of these sites are optimal for this type of use with good sustainable driveways to them. These are the site that should be retained. People have been using these sites for decades and the FS has allowed them or they have tried to close them off with signs or barriers.	Substantive	
I011-3	RI-WAT	Mike Sugaski		Other sites are located on fragile lands (meadows, wetlands, within 25 feet of streams, etc.) that shouldn't be allowed. Some sites are good campsites but the access road to them is in a poor location, or crosses a creek and isn't sustainable.	Substantive	
I011-4	RI-LRSD	Mike Sugaski		The driveway should be relocated or the sites should be eliminated. Asking people to park within one vehicle length from a system road does not provide a camping experience most people want with less noise and dust and more privacy communing more with nature.	Substantive	
I011-5	RI-LRSD	Mike Sugaski		There are hundreds of these sites on each district managed a little differently i.e., allowing camping within 300 or 100 feet of the system roads. Some sites have been going farther and farther back away from the roads and the FS just not having the manpower to properly administer them. After a site has been determined to have a good driveway with a good campsite with tree shading or some other attribute the site should be identified with a post and site name or number, then a determination of how many vehicles can park there i.e., a group site, single family, or two families. Otherwise the size of the site will increase creating more impacts to the vegetation and surrounding land. Disperse camping and travel management go hand in hand. You can't do one without the other.	Substantive	
I011-6	RI-TAC	Mike Sugaski		Alpine Tunnel road #298 should be open to electric bicycles as should some other non-motorized routes. Electric bikes is a new mode of transportation that doesn't really fit in either category of motorized or non-motorized trail use. I would say they fit better in the non-motorized category because they don't emit exhaust and they are quiet. You still have to provide pedal power to engage the electric motor.	Substantive	
I011-7	RI-TAC	Mike Sugaski		Clevend Mtn has an administrative road for the powerline company that isn't shown. It is accessed through private land and gets used by the private landowners illegally during hunting season. Access should be obtained through pvt. Land for FS access. This can be negotiated during the Treat or Salida land exchange. Access can be obtained through the state section up L. Cochetopa RD.	Substantive	

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1011-8	RI-TAC	Mike Sugaski		FDR 205 should continue to connect to the Rainbow trail where there is good camping and access to the Rainbow Tr. Denny Cr. Parking lot and the pvt access rd across the street aren't shown and should be included as part of the transportation system.	Substantive	
1013-1	OS NR	Chris Hertrich	Rocky Mountain Trials Association	I am the president of the Rocky Mountain Trials Association, a Colorado motorcycle observed trials club with nearly 200 currently active competitors in Colorado and many more occasional competitors and out of state visiting competitors. We have been organizing and running a 10 event series of competitions each year as well as national competitions biannually and an annual independent long loop 2 day event since 1972. We do hold some events on BLM managed land and on privately owned land, but USFS lands have long been valuable event locations and highly valued by our members. Most of our members are very active with other recreational OHV and non-OHV use of USFS lands in addition to our competitions and trials riding in general, however, I will restrict my comments to issues that relate specifically to the activities of the Rocky Mountain Trials Association. Riding Observed Trials involves attempting to negotiate natural obstacles while maintaining complete control of the motorcycle. Speeds are fairly slow, often with being stopped and balanced or nearly so, and riding areas are quite small and rugged in comparison to what other OHV users utilize. Riders are penalized for needing to touch the ground with their feet, indicating that they are not in full control of the bike. As a result, while open trail sections and loops are useful for connecting riding areas or scored sections, the competition or practice of trials requires being off the marked trails and utilizes rugged, usually very rocky areas that most users would not even consider riding in. Camping and enjoying time with our families and each other in beautiful areas is an integral and valued part of our events, and we highly value our opportunities to enjoy our public lands. We find our time in beautiful natural settings are every bit as restorative and appreciated as any other user of these areas.	Non-substantive	
1013-2	RI-LRSD	Chris Hertrich	Rocky Mountain Trials Association	We have regularly held events in the Sledgehammer Gulch area South and East of 11 Mile Reservoir, and the Thorpe Gulch area within Badger Flats, among other locations, and enjoy an excellent and cooperative relationship with the USFS for permitting our events. While we hold events there under special use permits, riders have trouble finding areas to practice and participate in recreational trials riding. We feel that these areas would be excellent candidates for consideration as 'open riding areas' for trials motorcycle riding, and would give many riders from along the Front Range an opportunity to enjoy utilizing these public land areas outside of permitted events.	Substantive	
1013-3	RI-LRSD	Chris Hertrich	Rocky Mountain Trials Association	We would also request your considerations of an open riding area in the Rainbow Falls area near Woodland Park, and feel that allowing 4X4 rock crawling concurrently would work well. This area would be very valuable to riders in Colorado Springs and the surrounding areas, where the majority of our members reside, and would encourage further responsible use of our public lands by many families.	Substantive	
1013-4	RI-SOC	Chris Hertrich	Rocky Mountain Trials Association	Trail sections that are specifically valuable to our members are the Rainbow Trail from Salida to Westcliffe and the trails in the Lake San Isabel area, particularly East and West Cisneros, Snowslide, St Charles, Pole Creek, and Horse Ranch Trails. These trails are	Substantive	

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				utilized for our biannual Ute Cup 2 day trials event. This event draws a majority of participants from out of state, rotates through a few different locations, and is a featured event on the national observed trials calendar although it isn't part of any series. It is highly valued primarily for the beautiful mountain locations that we are fortunate to be able to enjoy, and draws participants from all over the country. Riders often combine the event with additional vacation time, enjoying our public lands and the smaller mountain area communities for lodging and restraints.		
1013-5	GEN	Chris Hertrich	Rocky Mountain Trials Association	Overall, we support Alternative D with modifications.	Non-substantive	
1014-1	RI-TAC	Bob Weaver	Home Stake Trout Club	HSTC, a Colorado non-profit corporation, owns property located in Sections 28 and 29, T.8S., R.80W. in Lake County, Colorado. HSTC shares common boundaries with land owned and/or managed by the San Isabel Nation Forest to the west, north, and east of our property. Forest Route 139, Longs Gulch, which is currently a non-system closed road, ends near the northwest corner of the HSTC property boundary. The EIS scoping documents and the list of Travel Management Action Alternatives to be considered in the EIS indicate that the Forest Service is proposing to decommission non-system Longs Gulch Road (Route ID 139). HSTC supports permanent closure and decommissioning of non-system Route 139.	Non-substantive	FL-5
1014-2	RI-WAT	Bob Weaver	Home Stake Trout Club	Historically, ground disturbance caused by motorized use of the non-system Route 139 resulted in damage to wetlands (including potential fen wetlands), erosion and sedimentation to the stream and riparian wetlands in Longs Gulch and the Lakes located on the HSTC property. Since the closure of non- system Route 139 several years ago, vegetation is becoming reestablished, which will result in the enhancement of habitat and water quality conditions in Longs Gulch.	Substantive	FL-5
1014-3	GEN	Bob Weaver	Home Stake Trout Club	The environmental and water quality benefits associated with the closure and decommissioning of non- system Route 139 and other routes should be thoroughly analyzed and addressed in the EIS for each of the alternatives to be considered. In addition to adverse impacts to wetlands and water quality caused by unauthorized motorized use of non-system Route 139 and other routes, the EIS should consider potential impacts to aesthetic values, wildlife habitat, rare, threatened and endangered species, and consistency with the PSI Resource Management Plan.	Substantive	FL-5
1015-1	GEN	James Lockhart	Wild Connections	The following scoping comments are submitted with respect to the Pike/San Isabel National Forest proposed Travel Management Plan on behalf of Wild Connections. They are intended to supplement the scoping comments submitted on this date by a group of environmental organizations to which Wild Connections is a signatory. Because these comments are supplemental, we refer you to the group's scoping letter for a detailed description of the impacts and the range of issues which should be considered and analyzed. The purpose of these additional comments is to advise you regarding the relevance of the Wild Connections Conservation Plan to the ongoing travel management planning and to state what we believe is a need to consider that Plan during this process.	Substantive	

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				We have provided you with a printed copy of the plan. It is also available online at http://www.wildconnections.org/conservation/wccpconservationplan.html		
1015-2	GEN DATA	James Lockhart	Wild Connections	Wild Connections is an organization that has been promoting landscape connectivity on a watershed and ecoregion-wide basis for over 20 years. In June, 2006, in anticipation of commencement of a revision of the 1984 Pike and San Isabel Forest Management Plan, we published the Wild Connections Conservation Plan, a document of approximately 300 pages outlining our vision for the management of Pike and San Isabel National Forests. This Plan includes specific management recommendations for the whole of the two National Forests, applying principles of conservation biology.	Substantive	
1015-3	GEN	James Lockhart	Wild Connections	The twin goals of this plan were to promote the protection and restoration of biological diversity in the Pike/San Isabel National Forests and to promote sustainable interactions between users of the National Forests and the natural environment. In general, we identified large blocks of relatively unimpacted habitat, including but not limited to wilderness areas, and also identified areas that could serve as connecting links between these "core" areas, including but not limited to recognized wildlife corridors. Because such connectivity would be directly and severely impacted by roads and motorized recreation, we believe that the areas identified in the Wild Connections Conservation Plan as having particular value in promoting landscape connectivity should be given particular consideration in the upcoming travel management plan. We likewise believe that roads and motorized trails which impinge upon these areas should be given particularly close scrutiny.	Substantive	
1015-4	GEN	James Lockhart	Wild Connections	We have attached a list of roads and trails which we believe should be subject to particularly close scrutiny to determine their impacts upon wildlife and habitat connectivity. This list is organized according to the eleven regional complexes and the management areas within those complexes identified in the Wild Connections Conservation Plan. We believe that a couple of caveats regarding this list are in order: (1) We have made no attempt to identify every road or trail in the two National Forests, but have listed only those which seem to particularly impact areas of greatest concern to Wild Connections, such as designated wilderness, recommended wilderness, recommended core reserves, connectivity areas, research natural areas, or wildlife habitat. These comments should not be interpreted to mean we have no concern with roads and trails not listed. As noted above, we are signatories to a broader set of scoping comments encompassing the two National Forests in their entirety.	Substantive	
1015-5	GEN	James Lockhart	Wild Connections	We have separately listed routes for which some change in management is proposed under Alternative B (identifying roads and trails contested by the plaintiffs in the litigation which resulted in the Forest Service's decision to do travel management planning) and we have noted the nature of the change in parentheses. We emphasize that this is not because we necessarily wish to promote this particular change in management. Rather, it is because these roads and trails were identified in the underlying settlement agreement as allegedly having inadequate NEPA documentation. Consequently, we feel that there is a more significant question as to the environmental impact of these roads and trails, and we	Substantive	

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				believe that closer scrutiny and analysis are appropriate. In a few instances, we have also noted additional proposed decommissionings or conversions under Alternative D in parentheses. Where we have not made parenthetical reference to Alternatives B or D, the roads and trails are listed because of their proximity to areas which are of particular concern to Wild Connections. We believe that these uncontested routes still require greater scrutiny than routes in other parts of the two National Forests, since they impact particularly sensitive areas and since conditions along these routes may have changed in recent years. We are continuing to gather information and expect to make more specific comments regarding the management of particular routes at a later stage in the travel management planning process. However, we do not feel that this is necessary or appropriate at the scoping stage, particularly in light of the fact that this particular planning process was initiated in large part due to a lack of recorded information regarding the routes at the times when they were added to the route system.		
1015-6	RI-TAC	James Lockhart	Wild Connections	Routes impacting areas considered by Wild Connections to have exceptional value for purposes of promoting connectivity Pike National Forest. South Park Complex Lost Creek Wilderness and vicinity Hall Valley Wildlife Habitat: Road 126 (proposed for decommissioning under Alt. B). Road 133. Lost Park Connectivity Area: Road 854 (proposed for decommissioning under Alt. B). Roads 134, 853 and 853A. Spur 817. Tarryall Creek Wildlife Habitat: Roads 142, 142A, 142A1, 142B (proposed for decommissioning under Alt. B). Buffalo Creek Wildlife Habitat. Road 543H (proposed for decommissioning in part under Alt. D). Farnum Recommended Wilderness and vicinity Tarryall Creek Wildlife Habitat: Road 237 and 237B (proposed for decommissioning under Alt. B). Roads 144, 237A, 237C, 278. 814. Tarryall Wildlife Habitat: Roads 44, 44.2A, 44.2B, and 280 (proposed for decommissioning under Alt. B) Roads 228 and 231. Puma Hills and vicinity Road 706 (proposed for decommissioning under Alt. B). Thirtynine Mile Mountain Roads 258 and 270, Spur 888A (proposed for decommissioning under Alt. B). Roads 253, 254. Spur 888.	Substantive	
1015-7	RI-TAC	James Lockhart	Wild Connections	Mount Evans High Peaks Complex Mount Evans Wilderness and vicinity Elk Creek Roadless Area: Road 105 (proposed for decommissioning under Alternative B). Roads 47B, 102A (proposed for decommissioning under Alt. D). Roads 47A, 101, 102, 107, 108, 108A, 108B. Square Top and Burning Bear Recommended Wildernesses Roads 119 and 118E. Road 565 (proposed for seasonal closure under Alt. B). Jefferson West Connectivity Area: Road 870 (proposed for decommissioning under Alt. B). Road 54. Boreas Recommended Wilderness Roads 136.1A, 136.1B, 802, 802A (proposed for decommissioning under Alt. B). Road 136. Road 133. Silverheels Recommended Wilderness and vicinity Roads 183, 184, 669.2B, 669.2C, (proposed for decommissioning under Alt. B). Road 859 (proposed for seasonal closure under Alt B). Road 194.	Non-substantive	
1015-8	RI-TAC	James Lockhart	Wild Connections	South Platte Canyons Complex Wildcat Canyon Core Reserve Roads 211B, 211C, 211F, 292, 292B, 295, 296 (proposed for decommissioning under Alt. B). Road 540 (proposed for conversion to nonmotorized trail under Alt. D). Roads 210 and 293. Longwater Connectivity Area Roads 205, 220, 221	Substantive	

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1015-9	RI-TAC	James Lockhart	Wild Connections	Rampart Range Complex Front Range Roadless Area (Also referred to as "Rampart East Roadless Area") Roads 300C, 300CA, 300CB, 300D, 300E, 324A, 325, 919 (proposed for decommissioning under Alt. B). Road 324B (proposed for decommissioning under Alt. D) Roads 300 (Rampart Range Road), 322, 323, 324, 324A, 325A, 327, 563. Spurs 922, 923, 924. Trout Creek and Long Hollow Quiet Use Areas Roads 300G, 332A, 347E, 348F, 352A, 352B, 630 Rampart Range South Wildlife Habitat Roads 357I, 366A Stanley and Limbaugh Canyon Quiet Use Areas Roads 307A, 314A, 314B, 318, 319 (proposed for decommissioning under Alt. B). Roads 307, 311, 311A, 313. Blodgett Peak RNA and Quiet Use Areas Road 302A (previously decommissioned) and spurs 300P, 300Q, 957 (proposed for decommissioning under Alt. B) Roads 302 and 303. South Rampart Travel Management Planning Area generally All roads and trails impacted by the Waldo Canyon Fire.	Substantive	
1015-10	RI-TAC	James Lockhart	Wild Connections	Pikes Peak Complex Pikes Peak West Recommended Wilderness and vicinity Road 385 and spurs 383B through 383G (proposed for decommissioning under Alt. B). Roads 385 and 385A. Road 334 (Pikes Peak Highway) and spurs 334D, 334F Bison Creek Core Reserve and Mount Rosa Connectivity Area Roads 376A, 376B, 376C, 376D, 379, 379C, 379E, 370C, 370D, 370DA, 381, 381A, 381AA, 381B (proposed for decommissioning under Alt. B). Trails 626, 665, 672, 701, 720 (proposed for decommissioning under Alt. B). Roads 368, 369, 370, 371, 372, 374, 379A.	Substantive	
1015-11	RI-TAC	James Lockhart	Wild Connections	Complexes on the Pike/San Isabel Boundary Mosquito Range Complex Empire Gulch Wildlife Habitat Roads and Trails 178, 179, 660, 689, 691, 176.2A (proposed for decommissioning under Alt. B). Weston Peak Recommended Wilderness Road 182 (proposed for decommissioning under Alt. B) Roads 173, 175, 176. Buffalo Peaks Wilderness and Recommended Additions Roads 422, 397, 397A (proposed for decommissioning under Alt. B). Roads 375, 377, 431, 433, 435, 436 (proposed for seasonal closure under Alt. B). Spurs 431, 164, 163 (proposed for decommissioning under Alt. B). Roads 433.2C, 435.4B, 436.2A, 436.2B (proposed for decommissioning under Alt. B). Roads 311, 311E, 373A, 396, 380.	Substantive	
1015-12	RI-TAC	James Lockhart	Wild Connections	Arkansas Canyons Complex Badger Creek Recommended Wilderness and vicinity Roads 180A and 180B (proposed for decommissioning under Alt. B). Roads 172 and 180C. Grape Creek and Tanner Peak Recommended Wilderness Trails 133, 133A, 1334 (proposed for decommissioning under Alt. B).	Substantive	
1015-13	RI-TAC	James Lockhart	Wild Connections	San Isabel National Forest Sawatch Range Complex Holy Cross Wilderness and Holy Cross East Quiet Use Area Roads 131 and 135 (proposed for seasonal closure under Alt. B). Road 107 Mount Massive Wilderness Road 105 (proposed for seasonal closure under Alt. B). Road 105A. Road 110. Mount Elbert Recommended Wilderness and Mount Elbert East Wildlife Habitat Roads 130, 130B, 130S, 160 (proposed for seasonal closure under Alt. B). Road 122 (proposed for decommissioning under Alt. B). Road 110 unnumbered spur. Spurs 110A-I. Road 125C Collegiate Peaks Wilderness, Elk Mountains Recommended Wilderness, Hope Pass Core Area Roads 387, 396, 396A, 396B (proposed for decommissioning under Alt. B). Roads 370 and 379 (proposed for decommissioning under Alt. D). Roads 381 and 386 (proposed for seasonal closure under Alt. B). Roads 365, 368,	Substantive	

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				390, 390A, 382, 391, 393, 399. Kreutzer-Princeton Recommended Wilderness Road 322A, 348 (proposed for decommissioning under Alt. B). Road 306A and spurs 306AA, 306AB, 396AC. Roads 322, 344. Mount Antero Recommended Wilderness Roads 218, 272E, 273, 278C and 279 (proposed for decommissioning under Alt. B). Road 298A (proposed for seasonal closure under Alt. B). Roads 228, 240, 249, 250A, 252, 272, 274, 274A, 277, 278, 278A, 278B, 295, 296, 297, 298, 299. Chipeta Recommended Wilderness and Pahloone Peak Core Reserve Road 225 and spurs (proposed for decommissioning under Alt. B). Trail 1412 (proposed for decommissioning under Alt. B). Roads 200, 200B, 200C, 203, 204, 204A, 210, 212, 214B, 215, 221, 222, 243G. Starvation Creek Recommended Wilderness Roads 201 and 869.		
1015-14	RI-TAC	James Lockhart	Wild Connections	Sangre de Cristo Complex Methodist Mountain proposed RNA and Methodist-Howard Wildlife Habitat Roads 108 and 101A (proposed for decommissioning under Alt. B). Roads 101, 124. Sangre de Cristo Wilderness and vicinity (North end from Methodist Mountain to end of Map 4) Roads 102, 198A, 334, 351 (proposed for decommissioning under Alt. B). Roads 6, 6.2A, 6.3B, 6.3C, 40 (potentially impacted by Hayden Pass Fire). Roads 160 173, 173B, 198, 198B, 301, 331, 333, 337. Trail 1336. Roads 120, 140 (on Map 4). Sangre de Cristo Wilderness and Vicinity (South end, on Map 5) Road 583A (proposed for decommissioning under Alt. B). Roads 119 and 119B, 412, 407, 580, 580A, 580B, 580C, 583, 559	Substantive	
1015-15	RI-TAC	James Lockhart	Wild Connections	Wet Mountain Complex Highline Recommended Wilderness Routes 274 and 274A through H (proposed for decommissioning under Alt. B). Spurs 336A, 315D, and 315E (proposed for decommissioning under Alt. B). Road 304 and spurs 304A, 304C, 304D (proposed for seasonal closure under Alt. B). Roads 336 and 315. Hardscrabble Recommended Wilderness Spurs 96A, 311, 370 (proposed for decommissioning under Alt. B). Road 386 and spurs 386A through 386L. Bears Head Recommended Wilderness Road 388A (proposed for decommissioning under Alt. B). Road 388. Scrappy Peaks Recommended Wilderness Roads 321, 321A, 324, 324A, 383, 383A (proposed for decommissioning under Alt. B). Trails 1322, 1322A, 1323, 1325, 1384, 1388, 1388A (proposed for decommissioning under Alt. B). Road 382 (proposed for seasonal closure under Alt. B). Trails 1321, 1366. St. Charles/Williams Creek Wildlife Habitat Roads 405, 415, 439, 443, 445, 446, 635 (proposed for decommissioning under Alt. B). Trails 1314, 1380, 1398 (proposed for decommissioning under Alt. B). Roads 369, 402A, 403, 416A, 440 (proposed for seasonal closure under Alt. B). Greenhorn Wilderness and adjacent recommended wilderness Road 358 and 438A (proposed for decommissioning under Alt. B). Roads 365, 438. Spurs 369Q, 390, 391. Trail 369	Substantive	
1015-16	RI-TAC	James Lockhart	Wild Connections	Spanish Peaks Complex Spanish Peaks Wilderness Roads 46, 46A, 442. Purgatoire Recommended Wilderness Roads 34, 34A, 34B, 422, 422A, 422AA, 436, 437. Cuchara Core Reserve Road 413 (proposed for decommissioning under Alt. B). Trails 1300, 1300A, 1300B, 1302, 1302A, 1302B, 1302C (proposed for decommissioning under Alt. B). Road 422B.	Substantive	

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I017-I	OS NR	Julia Harris		In my letter of preliminary comments for Pike and San Isabel National Forests dated 7. September, 2016, I need to request a correction. Please change Hwy 291 to 285.	Substantive	
I018-I	RI-SOC	Fred Salassa		After speaking to several locals I would like to give some input to your request on comments on motorized outfitters in the Chalk Creek area of Chaffee county. From past experience the summer guided jeep tours and ATV rentals have been a very satisfactory experience for the client, the local residents and the environment. The ATV rentals out of St. Elmo have been instructed to stay on designated roads and respect the tundra. The Jeep rentals have been instructed to respect the private land owners property and dangerous areas. The winter outfitters/concessions are another story. I understand that Parks and Recreation Division oversees the winter time period. A lot of time and work is put in by the Local snowmobile club which grooms certain roads and the local residents who clear 15-50 trees a year on the snowmobile paths both in summer months and winter months. In past years the winter outfitters seem to have little respect for the work done on these trails, private land or the environment. They are continually cutting on and off these trails digging deep trenches into them. Heading off into the thick wooded areas breaking off the tops of young pine trees. They don't seem to have any guidelines or direction when it concerns the forest or private land. If the Forest Service is all about the forest then they should demand that these outfitters and Parks and Recreation Div. respect the land as the summer outfitters are currently doing or have their license revoked. The local residents do not want to see these abuses any more or expanded if there are no guidelines, rules or consequences in the winter months.	Substantive	
I018-2	RI-TAC	Fred Salassa		More people in the St Elmo/ Chalk Creek area means the need for more bathroom facilities, more parking, more signage stating restrictions, and more enforcement.	Substantive	
I019-I	GEN	Trevor Laborde		Thank you for the opportunity to comment on the possible changes to the travel plan. I am a resident of southwest Colorado, but have traveled to Woodland Park several times to ride 717.	Non-substantive	
I019-2	RI-TAC	Trevor Laborde		I think you have a great system in place, and better connectors would be great to improve flow. Closing a lot of trails will undoubtedly cause more crowding and more damage to the existing trails.	Substantive	
I019-3	GEN	Trevor Laborde		I support Alternative D as it shuts the least amount of OHV trails. I also would support more signage, policing and general information support to promote Stay The Trail practices within the OHV community to help improve multi user conflicts. I appreciate your efforts and hope you really consider the input from the motorized user groups. I am also a Mtn biker and hiker, but I do that more locally. I tend to travel more for good motorized trail adventures.	Non-substantive	
I020-I	GEN	Melissa McCoy	U.S. EPA	The U.S. Environmental Protection Agency Region 8 has reviewed the U.S. Department of Agriculture (USDA) Forest Service's July 25, 2016 notice of intent to prepare an Environmental Impact Statement (EIS) for the Pike/San Isabel National Forests (PSI) Travel Management Plan. We have also reviewed the scoping materials available on the Forest Service's website for this EIS. In accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean	Non-substantive	

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				Air Act (CAA), we are providing scoping comments. These comments convey important questions or concerns that the EPA recommends be addressed during the NEPA process. Background: The Pike and San Isabel National Forests encompass 2.2 million acres in central Colorado. This large area contains a variety of ecosystems, nine Wilderness areas and many of Colorado's highest mountains. The PSI's current Land and Resource Management Plan (Forest Plan) was published in 1984. Changes over time in forest use and pressures on forest resources led to questions on whether motor vehicle use maps (MVUMs) published in 2009 were in conflict with Forest Plan direction. In response to a Settlement Agreement between the Forest Service and five environmental organizations, and pursuant to 36 CFR part 212, subpart B (2005 Travel Management Rule), the Forest Service proposes to undertake travel management planning to determine which roads, trails and areas across the PSI will be designated as open to motorized public use and published on MVUMs.		
1020-2	GEN REG	Melissa McCoy	U.S. EPA	As part of this, the Forest Service intends to prepare an EIS that will analyze and disclose the environmental effects of motorized travel on roads and trails designated as open to motorized vehicle use. These designations include the classes of vehicles allowed on each road or trail and any seasonal restrictions on that use. In designating roads and trails, the Forest Service will also provide an explanation of how it considered, with the objective of minimizing, the criteria set forth in 36 CFR part 212.55.	Non-substantive	
1020-3	TS	Melissa McCoy	U.S. EPA	There are several important components of analysis for this type of project that we recommend including within the scope of analysis for the Draft EIS, as follows: A range of alternatives for reaching the management objectives;	Non-substantive	
1020-4	TS	Melissa McCoy	U.S. EPA	Resource objectives and site-specific baseline conditions, including vegetation cover and condition, soil conditions, watershed conditions, water quality, sediment loads, wetland and riparian health, wildlife/fish population and habitat health and trends, and air quality.	Substantive	
1020-5	TS	Melissa McCoy	U.S. EPA	Site-specific impacts or benefits to these baseline resource conditions that would likely result from motorized activities associated with each alternative and a comparative assessment of how each alternative will affect attainment of resource objectives.	Substantive	
1020-6	TS	Melissa McCoy	U.S. EPA	Consideration of mitigation measures to address any identified potential adverse impacts to resources; and a detailed monitoring plan that will be used to assess how well the eventual selected alternative addresses concerns associated with each resource category determined to be significant through scoping.	Substantive	
1020-7	TS	Melissa McCoy	U.S. EPA	Based on preliminary information, our initial areas of interest for the PSI Travel Management Draft EIS include: (1) baseline environmental conditions, (2) watershed conditions, (3) air quality, and (4) enforcement. We recommend the Draft EIS disclose the direct, indirect and cumulative impacts on environmental resources associated with each alternative in a manner that will allow for the decision-maker to effectively plan to reduce potential impacts to such resources to the greatest extent possible.	Substantive	
1020-8	GEN	Melissa McCoy	U.S. EPA	Baseline Environmental Conditions: When evaluating effects of project alternatives, we recommend that current existing environmental conditions be used as the baseline for	Substantive	

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				<p>comparison of impacts across all alternatives, including the No Action Alternative. For all resources, we recommend that historical data (5 years or older) be verified as representative of current conditions. Comparison of the alternatives to existing conditions is an important frame of reference for quantifying and/or characterizing magnitudes of effects and understanding each alternative's impacts and potential benefits. By utilizing existing environmental conditions as a baseline, future changes to environmental resources can be more accurately measured for all alternatives, including the No Action Alternative. The EPA also recommends that the NEPA analysis use a consistent method to compare resource impacts against the existing conditions baseline for all alternatives. In addition, the No Action Alternative should serve as a second baseline, in this case a baseline of potential impacts, against which to compare the potential impacts associated with the action alternatives. Currently, the No Action Alternative is not included in the "Action Alternatives Spreadsheet" provided by the Forest Service, and we recommend that it be included in this spreadsheet and any similar tables in the Draft EIS. The Forest Service's scoping materials also state that the proposed No Action Alternative is based on the MVUMs published most recently prior to the Settlement Agreement, while the proposed action alternatives are based on the roads currently recorded in the Forest Service's INFRA database. It will be important to ensure that existing environmental conditions are the baseline for all of the alternatives in the Draft EIS.</p>		
1020-9	RI-WAT	Melissa McCoy	U.S. EPA	<p>Watershed Conditions--Existing Watershed Conditions: As described above, existing resource conditions provide the basis for an effective analysis of potential impacts. Given the potential for motorized travel on roads and trails to affect aquatic resources, we recommend that the EIS include the following baseline information (see additional information in sections below) for water resources in proximity to the travel system: Characterization, via maps and available data, of PSI water resources, including streams (perennial, intermittent and ephemeral), rivers, lakes, reservoirs, springs, wetlands and riparian areas. It would be helpful if the EIS identified high resource value water bodies and their designated beneficial uses (e.g., fisheries, drinking water, agriculture, recreation); Surface water information, including available water quality data and trends in relation to current water quality standards, stream functional assessments, sediment loads, and wildlife and aquatic life health and habitat; Types, functions and acreage of wetlands, riparian areas and springs; Watershed conditions, using aquatic and terrestrial physical and biological indicators including stream channel/stream bank shape, stability and function; vegetation cover and composition; soil productivity and erosion; native and invasive species occurrence; and density and location of roads and trails. We also recommend identifying watersheds exhibiting low integrity and not meeting desired conditions, such as sub-watersheds identified under the Forest Service's Watershed Condition Framework as functioning at risk or exhibiting impaired function, both of which exist in the PSI. Of these at-risk and impaired sub-watersheds, many have been identified by the Forest Service's <i>Forests to Faucets</i> project as being highly important to surface drinking water. Areas of geologic or other instability that may affect travel management and water quality (e.g., areas of unstable terrain/soil types, high erosion risk and watershed sensitivity).</p>	Substantive	

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I020-10	RI-WAT	Melissa McCoy	U.S. EPA	A map of Municipal Supply Watersheds1 and designated source water protection zones; Available groundwater information, including quality and location of aquifers; and A map and most recent EPA-approved list of Clean Water Act (CWA) impaired or threatened water body segments within, or downstream of, the project area, including the designated uses of the water bodies and the specific pollutants of concern. The Colorado Department of Public Health and Environment (CDPHE) can identify/validate any such CWA Section 303(d) listed Waterbodies potentially affected by the project.	Substantive	
I020-11	GEN DATA	Melissa McCoy	U.S. EPA	I Forest Service Manual (FSM2542) defines Municipal Supply Watersheds to include: "surface supply watersheds, sole source aquifers, and the protection zones around wells and springs."	Substantive	
I020-12	GEN REG	Melissa McCoy	U.S. EPA	Please reference the most recently adopted' version of Regulation 93, which is publicly available on the Colorado Water Quality Control Commission's website at https://www.colorado.gov/pacific/cdphe/water-quality-control-commission-regulations .	Substantive	
I020-13	RI-WAT	Melissa McCoy	U.S. EPA	Water Quality Data: Water quality data for the streams, lakes and wetlands of the analysis area provide important information to guide travel management, as well as a baseline for future monitoring of impacts and evaluation of potential influence on downstream water quality. We recommend the Draft EIS provide a summary of available information and monitoring data on water quality for the analysis area, including parameters such as total suspended solids, total dissolved solids, dissolved oxygen, total nitrogen, total phosphorus, conductivity, temperature and those of interest for impaired waterbodies within or downstream of the project area. Physical aquatic habitat parameters may also be important indicators for determining a waterbody's current impairment or stress as well as its sensitivity to further impacts. Identification of any significant gaps in data may be helpful in developing the project monitoring plan.	Substantive	
I020-14	RI-WAT	Melissa McCoy	U.S. EPA	Groundwater: Alluvial aquifers are very desirable water sources due to the potential quantity produced and shallow depth of the water. It is not uncommon to find public water system wells near rivers and streams. Since stream-sides can be official and/or unofficial vehicle routes, roads over the alluvial aquifer may leave the aquifer vulnerable to spills and runoff contaminants. Maintenance chemicals such as road salts and those used for dust suppression may also be a concern. Groundwater may discharge to lakes and streams or be recharged by these water bodies. Shallow aquifers are more susceptible to contamination because a contaminant introduced at the surface may more rapidly enter the system, and there is less intervening soil to adsorb the contaminants before they reach the groundwater.	Substantive	
I020-15	RI-WAT	Melissa McCoy	U.S. EPA	We recommend that the Draft EIS identify and briefly describe the shallow aquifers, including alluvial aquifers along streams and rivers, in the analysis area. Please include available groundwater quality information, and identify which shallow aquifers are sources for public water systems, domestic wells or stock wells.	Substantive	
I020-16	RI-WAT	Melissa McCoy	U.S. EPA	Public Drinking Water Supply Sources: Source water protection is a key issue to consider with travel management planning. As mentioned above, the PSI contains many sub-	Substantive	

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				watersheds that are very important for drinking water and display impaired or at-risk function. In order to ensure that public drinking water supply sources (including surface water sources, groundwater sources and groundwater under the direct influence of surface water [GWUDISW] sources) are protected from potential impacts associated with Forest Service-authorized activities on the PSI, it is important to identify where these sources are located.		
1020-17	RI-WAT	Melissa McCoy	U.S. EPA	Therefore, the EPA recommends that the Draft EIS include a map depicting Municipal Supply Watersheds and source water protection areas for public water supply wells and surface water intakes (streams, rivers and reservoirs) in accordance with state data security requirements.	Substantive	
1020-18	GEN DATA	Melissa McCoy	U.S. EPA	Please contact the CDPHE Source Water Protection Program Coordinator for these GIS layers and additional information. Also note that more specific maps available from the Colorado program should be utilized by the Forest Service when locating specific project activities.	Substantive	
1020-19	RI-WAT	Melissa McCoy	U.S. EPA	Impacts of Roads on Watershed Conditions; Road networks are a primary, and often the most significant, source of sediment to streams. The erosion hazards of forest roads and trails in many of the PSI's sub-watersheds identified under the Forest Service's Watershed Condition Framework as functioning at risk or exhibiting impaired function have been characterized as "Severe" by the USDA Natural Resource Conservation Service. This characterization is described as follows: "Significant erosion can be expected. Roads require frequent maintenance. Costly erosion control measures are needed." Roads in these sub-watersheds are also largely underlain by granite, which is highly erodible terrain where surface erosion problems were stated to be the worst in a Forest Service scientific report on forest roads. ²	Substantive	
1020-20	GEN DATA	Melissa McCoy	U.S. EPA	2 USDA Forest Service, <i>Forest Roads: A Synthesis of Scientific Information</i> , June 2000. http://www.fs.fed.us/eng/road_mgt/science.pdf	Substantive	
1020-21	RI-WAT	Melissa McCoy	U.S. EPA	We recommend that the Draft EIS include a discussion of the following potential effects associated with the PSI's motorized roads and trails in each alternative; including temporary and permanent, direct and indirect, and past and foreseeable effects: alteration of watershed drainage patterns; surface erosion/runoff and delivery of surface sediment and other pollutants to streams; mass wasting on slopes and delivery of debris to streams; changes to channel morphology and stability due to sediment delivery and altered stream flows; plugging of undersized culverts at road/stream crossings and subsequent blocking of fish passage and/or stream diversion; channel erosion downstream of road/stream crossings; fill-slope failures and washouts at road/stream crossings; interception of groundwater by cutbanks and subsequent groundwater flow alteration; changes to the timing and magnitude of peak flows; stream temperature changes, especially in the context of future climate change; and road/trail encroachment on and changes to stream, riparian and wetland structures and habitats.	Substantive	
1020-22	RI-WAT	Melissa McCoy	U.S. EPA	Importantly, we also recommend that corresponding impacts on aquatic invertebrate assemblages, fish habitat and life-stages and drinking water sources be analyzed and	Substantive	

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				disclosed. Consistent with the Forest Service's Watershed Condition Classification Technical Guide, attributes including road density, location, distribution and maintenance and number of road/stream crossings are useful indicators for many of these effects.		
1020-23	GEN	Melissa McCoy	U.S. EPA	We support the Forest Service's goal to provide a travel management system that will be consistent with the Forest Plan and the Forest Service's travel management regulations at 36 CFR part 212, subpart B.	Non-substantive	
1020-24	RI-WAT	Melissa McCoy	U.S. EPA	Consistency with these requirements should assist the Forest Service in determining which roads to decommission and developing an appropriate list of mitigation measures (e.g., rock road surfaces, ditch and slope armouring, use of slash filter windrows and forest buffers between roads and streams) to address the types of impacts that are the primary areas of concern regarding roads and watershed health. We also recommend that methods of decommissioning be described in the Draft EIS, such as whether decommissioned roads will be obliterated and whether and how many straw bales will be used during culvert removals.	Substantive	
1020-25	RI-WAT	Melissa McCoy	U.S. EPA	Impacts to Wetlands: Impacts to the types and functions of wetlands in mountain environments are difficult or impossible to mitigate due to shorter growing seasons and low night time temperatures. We recommend that the Draft EIS include, by alternative, a description of the impacts that may result from road-based activities to wetlands, riparian areas and associated springs; including temporary and permanent, direct and indirect, and past and foreseeable impacts. Such impacts may include wetland disturbance and changes to supporting wetland hydrology (e.g., snow melt patterns, sheet flow, and groundwater hydrology).	Substantive	
1020-26	GEN REG	Melissa McCoy	U.S. EPA	If impacts are anticipated, we also recommend that the Draft EIS describe how the Forest Service intends "to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands" as described in Executive Order 11990, Protection of Wetlands, including how wetlands will be identified and avoided, and how unavoidable impacts would be mitigated.	Substantive	
1020-27	RI-WAT	Melissa McCoy	U.S. EPA	To ensure that wetlands are protected to the greatest extent possible, it may be necessary to consider exclusion of roads or trails in areas where wetlands or riparian areas would be adversely impacted. We also support establishment of riparian habitat buffer zones to avoid adverse impacts to wetlands and riparian areas, as well as reduction of impacts through the use of best management practices (BMPs) and adaptive management strategies.	Substantive	
1020-28	GEN REG	Melissa McCoy	U.S. EPA	Discharge of dredged or fill material into waters of the United States, including wetlands, is regulated under CWA Section 404. This permit program is administered jointly by the U.S. Army Corps of Engineers (Corps) and the EPA. Please consult with the Corps to determine the applicability of CWA Section 404 permit requirements to wetlands that would be impacted by any new road construction in the planning area.	Substantive	
1020-29	GEN REG	Melissa McCoy	U.S. EPA	We recommend avoiding impacts to aquatic resources that are considered "difficult to replace" under the EPA's and the Corps' Final Rule for Mitigation for Losses of Aquatic	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Resources [33 CFR Parts 325 and 332; 40 CFR Part 230 (73 FR 19594, April 10, 2008)]. The rule emphasizes the need to avoid and minimize impacts to these "difficult-to-replace" resources and requires that any compensation for lost wetlands be provided by in-kind preservation, rehabilitation, or enhancement to the extent practicable.		
I020-30	RI-WAT	Melissa McCoy	U.S. EPA	We recommend that restoration plans require that soil profiles and hydrology are re-established as much as possible to the original state. In addition, the EPA recommends the Forest Service consider the mitigation rule to protect aquatic resources even when a CWA Section 404 permit is not required.	Substantive	
I020-31	RI-WAT	Melissa McCoy	U.S. EPA	Fen Wetlands: Fen wetlands are peat-forming wetlands that provide particularly important hydrological and water quality functions by improving water quality in headwater streams, and often support rare assemblages of aquatic invertebrates. They also provide critical ecological functions such as providing base flows to streams during late summer and/or drought periods. The U.S. Geological Survey has also determined that peat wetlands are especially efficient filters of metals dissolved in groundwater and surface water. The capacity to filter metals contributes to improved water quality by lowering dissolved metal content in streams. ³	Substantive	
I020-32	GEN DATA	Melissa McCoy	U.S. EPA	3 Owens, D.O., and Breit, G.N., United States Geological Survey, <i>Stratigraphic Study of Elk Park Wetland, Gilpin County, Colorado, 1995</i> 4 http://cnhpblog.blogspot.com/2013/04/fen-mapping-at-pike-and-san-isabel.html	Substantive	
I020-33	RI-WAT	Melissa McCoy	U.S. EPA	The EPA recognizes fen-type wetlands as ecologically critical in that they provide local and regional biodiversity. The U.S. Fish and Wildlife Service (USFWS) designated fen wetlands a Resource Category I with respect to the USFWS Peatland Mitigation Policy. The mitigation goal of USFWS Resource Category I is no loss of habitat values and the Peatland Mitigation Policy places the protection and avoidance of fen wetlands as a priority during CWA Section 404 reviews. Further underlining the uniqueness and importance of fen wetlands in Colorado, the U.S Army Corps of Engineers carefully assesses and scrutinizes instances in which the use of Nationwide Permits are sought such that peatlands/fens are protected. Due to the slow rate of accumulation of peat in fens (most fen wetlands are estimated to be between 4,000 and 10,000 years old), coupled with research indicating that conditions required for mountain peat formation to begin may no longer exist, ⁴ these wetland ecosystems are generally considered to be non-renewable and irreplaceable.	Substantive	
I020-34	RI-WAT	Melissa McCoy	U.S. EPA	Based on information on the Colorado Natural Heritage Program's website, ⁵ surveys for fen wetlands on the PSI took place from 2004 through 2009, indicating that fen wetlands may have been mapped on the forests. Fen communities are very sensitive to hydrologic alterations and restoration is extremely challenging once function has been impaired.	Substantive	
I020-35	RI-WAT	Melissa McCoy	U.S. EPA	If these wetlands have been identified, we recommend that the Draft EIS include a description and the acreage of fens within the PSI and whether they could be impacted by travel management activities associated with each alternative.	Substantive	

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1020-36	RI-WAT	Melissa McCoy	U.S. EPA	Additionally, in accordance with the goal of no overall net loss of the nation's remaining wetland base for the CWA Section 404 regulatory program, we strongly recommend that both direct and indirect impacts to these highly valued resources be avoided.	Substantive	
1020-37	RI-WAT	Melissa McCoy	U.S. EPA	<i>Impacts to Impaired Water Bodies:</i> We recommend that the Forest Service (a) analyze potential impacts to impaired water bodies within and/or downstream of the planning area, including water bodies listed on the most recent EPA-approved CWA Section 303(d) list, and (b) coordinate with CDPHE if there are identified potential impacts to impaired water bodies (in order to avoid causing or contributing to the exceedance of water quality standards). Where a Total Maximum Daily Load (TMDL) exists for impaired waters in the area of potential impacts, pollutant loads should comply with the TMDL allocations for point and nonpoint sources. Where new loads or changes in the relationships between point and nonpoint source loads are created, we recommend that the Forest Service work with WDEQ to revise TMDL documents and develop new allocation scenarios that ensure attainment of water quality standards. Where TMDL analyses for impaired water bodies within, or downstream of, the planning area still need to be developed, we recommend that proposed activities in the drainages of CWA impaired or threatened water bodies be either carefully managed to prevent any worsening of the impairment or avoided altogether where such impacts cannot be prevented.	Substantive	
1020-38	RI-WAT	Melissa McCoy	U.S. EPA	Design Criteria, Mitigation and Monitoring: We support the development of design criteria, mitigation and monitoring measures to reduce the potential for aquatic resource impacts. The EPA recommends the Forest Service reduce impacts through the use of Best Management Practices (BMPs) and adaptive management strategies to protect sensitive soils, wetlands, riparian areas, meadows, stream crossings, and critical habitat. The inspection, maintenance and adjustment of BMPs will help protect groundwater and surface water resources.	Substantive	
1020-39	RI-WAT	Melissa McCoy	U.S. EPA	Possible mitigation measures to consider include the following: Minimize road construction and reduce road density to reduce potential adverse effects to watersheds; Locate roads away from streams and riparian areas, steep slopes, landslide prone areas, or erosive soils; Provide adequate road drainage and erosion control to avoid routing sediment to streams; Minimize the number of road/stream crossings; Monitor revegetation efforts on closed roads for five years to ensure success; and Require special protections, such as buffer zones or exclusion of motorized use, for areas with high quality riparian and wetland resources such as springs and fens and other sensitive water resources including impaired waterbodies or high resource value waterbodies.	Substantive	
1020-40	GEN REG	Melissa McCoy	U.S. EPA	We also recommend that any mitigation be consistent with the 2008 Rule on Compensatory Mitigation for Losses to Aquatic Resources for CWA Section 404 related impacts.	Substantive	
1020-41	RI-AQ	Melissa McCoy	U.S. EPA	Air Quality: The EPA recommends that the Draft EIS evaluate how road-based activities could affect air quality. The primary air quality impacts of travel management are due to dust (particulate matter) emissions from soil disturbance and vehicle travel on unpaved roads.	Substantive	

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I020-42	RI-AQ	Melissa McCoy	U.S. EPA	Motorized vehicles are also a source of emissions of nitrogen oxides and volatile organic compounds (which may contribute to ozone formation).	Substantive	
I020-43	RI-AQ	Melissa McCoy	U.S. EPA	The PSI is near and/or includes towns, CAA mandatory Class I Areas and Sensitive Class II Areas.	Substantive	
I020-44	RI-AQ	Melissa McCoy	U.S. EPA	In addition to the health-based National Ambient Air Quality Standards (NAAQS) that protect ambient air quality, mandatory Class I Areas are certain large national parks and wilderness areas that the CAA provides with special protection for air quality and air quality related values (AQRVs), including visibility. Sensitive Class II Areas are areas for which Federal Land Managers have identified air quality and/or visibility as valued resources.	Substantive	
I020-45	RI-AQ	Melissa McCoy	U.S. EPA	The EPA recommends that the Draft EIS disclose the current air quality conditions in and near the PSI. Characterization of existing air quality conditions will set the context for evaluating travel management impacts. To that end, we recommend the Draft EIS include the following: Identification of sensitive receptors in the vicinity (such as population centers, Class I Areas and Sensitive Class II Areas); Airshed classifications and baseline conditions at nearby population centers; Disclosure of any regional concerns in the area (such as particulate matter and/ozone); and Trends in air quality/visibility at nearby Class I Areas over the past several years.	Substantive	
I020-46	GEN DATA	Melissa McCoy	U.S. EPA	Such data are available from CDPHE and/or the VIEWS site for air quality related values (AQRVs) (http://views.cira.colostate.edu/web/).	Substantive	
I020-47	RI-AQ	Melissa McCoy	U.S. EPA	Information regarding current conditions will be an important tool for monitoring the impacts of the various project activities. Further, decision-makers will need to understand baseline conditions in an effort to ensure that PSI travel management activities, when combined with air quality impacts from non-project sources, do not adversely impact the NAAQS or AQRVs such as visibility.	Substantive	
I020-48	RI-AQ	Melissa McCoy	U.S. EPA	Using the information on existing air quality conditions, we recommend that the Draft EIS analyze, by alternative, the potential impacts that motorized activities may have on air quality and AQRVs.	Substantive	
I020-49	RI-TAC	Melissa McCoy	U.S. EPA	Enforcement: Enforcement of the travel management system is critical to the success of resource protection efforts. User-created routes generally have the greatest potential to impact watershed processes, water quality, and riparian health because they do not have properly designed and maintained drainage features. These routes may also cross sensitive wildlife habitat, unstable soils, or other fragile resources. Further, based on our understanding of other past travel management plans in our region, roads can prove difficult to permanently close.	Substantive	
I020-50	RI-TAC	Melissa McCoy	U.S. EPA	Given these concerns, we recommend that the Draft EIS provide information about illegal motorized uses (e.g., on closed roads/trails or off-road use) within the PSI and a discussion regarding how the Forest Service will commit adequate funding and personnel to regulate unauthorized motor vehicle use. Further, we recommend that the Draft EIS include a monitoring plan for determining the effectiveness of travel management on the PSI,	Substantive	

Table D-3
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				including prevention of user-created routes and success of road closures.		
1020-51	RI-TAC	Melissa McCoy	U.S. EPA	Effectiveness monitoring is discussed in the January 2011 Council on Environmental Quality guidance on "Appropriate Use of Mitigation and Monitoring and Clarifying the Appropriate Use of Mitigated Findings of No Significant Impact" (see http://energy.gov/nepa/council-environmental-quality). Such a monitoring plan will support PSI travel management by allowing the Forest Service to justify adaptations in response to any resource issues that may arise.	Substantive	
1020-52	RI-FW	Melissa McCoy	U.S. EPA	Other Considerations--Wildlife: Roads and motorized uses can increase wildlife encounters with humans, displace wildlife, impede migration corridors, and degrade and fragment wildlife habitat. This can change wildlife behavior, increase stress, reduce reproductive success, reduce security, and increase wildlife mortality. We recommend that the Forest Service coordinate on these issues with the USFWS and Colorado Parks and Wildlife as it evaluates wildlife impacts associated with travel management for the Draft EIS. We recommend that the alternatives and analyses address the following issues: existing quality and capacity of wildlife habitat; impacts upon wildlife habitat including security, displacement, fragmentation and connectivity; and known wildlife corridors/trails and maintenance of wildlife movement corridors. We additionally recommend that the travel management analysis address mitigation measures such as speed limits to minimize disturbance of wildlife and enhancement of habitat connectivity.	Substantive	
1020-53	RI-TES	Melissa McCoy	U.S. EPA	Special Status Species: Since the PSI contains numerous special status species, including Endangered Species Act-listed species, early coordination with the USFWS on this Draft EIS will be very important. Documentation of USFWS's consultation and recommendations for design criteria, mitigation, monitoring, and adaptive management strategies will be a valuable addition to the Draft EIS.	Substantive	
1020-54	RI-VEG	Melissa McCoy	U.S. EPA	Noxious Weeds: Management of noxious weeds is an important topic to address in travel management analysis since these species tend to gain a foothold where there are disturbances in the ecosystem, such as those related to road construction or motorized vehicle use on unpaved roads and trails. In addition, Inventoried Roadless Areas are often reservoirs for native plants and warrant rigorous efforts to limit invasive species impacts. We recommend the Draft EIS provide information on the current state of invasive species in the PSI and how each alternative would impact the problem. Specifically, we recommend that the Draft EIS describe how management actions will incorporate and fulfill the purpose and goals of the Forest Service's Rocky Mountain Regional Invasive Species Management Strategy to address invasive species through prevention; early detection and rapid response; control and management; and restoration and rehabilitation.	Substantive	
1020-55	GEN	Melissa McCoy	U.S. EPA	General Mitigation Information: We recommend that each alternative include identification of appropriate mitigation where impacts are occurring or expected. Where impacts are not avoidable, we recommend that an explanation be provided as to why these impacts are necessary to make the travel management system feasible. With these considerations in mind, we recommend the Draft EIS include the following information: Designation of the entity responsible for implementing the mitigation; A defined monitoring plan; Specific	Substantive	

Table D-3
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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				management decision points - based upon protecting the minimum desired environmental conditions (thresholds) in the PSI - which would trigger action; Management alternatives and mitigation measures that would be implemented should a threshold be exceeded; Identification of funding sources; Mechanisms for public disclosure of the analysis and management decisions; and Specific temporal milestones to meet rehabilitation standards.		
1020-56	GEN	Melissa McCoy	U.S. EPA	Consistency and Clarity: We appreciate the data and maps that have been provided by the Forest Service during the scoping process. Consistency and clarity are especially important for allowing the public to understand and compare alternatives in an EIS. To that end, we have noted some instances of inconsistency that may need to be clarified in the Draft EIS, including the following: As mentioned previously, the No-Action Alternative is not analyzed in the "Action Alternatives Spreadsheet" provided on the Forest Service's website for this EIS. Inclusion of the No-Action Alternative in this table is important for providing a baseline against which to compare the action alternatives.	Substantive	
1020-57	GEN	Melissa McCoy	U.S. EPA	There are different labels used on the alternative maps provided on the Forest Service's website as compared to the Action Alternatives Spreadsheet. Examples include the following: "Roads Open to All Vehicles" on the maps are labeled as "High Clearance Vehicles" on the spreadsheet, roads that are proposed for decommissioning on the Alternative B map can have varying descriptions on the Action Alternatives Spreadsheet, and some roads are segmented differently in the Action Alternatives Spreadsheet vs. the Travel Analysis Process (TAP) Matrices. Consistency will improve understanding and the ability to connect and compare different parts of the Forest Service's analyses.	Substantive	
1020-58	GEN	Melissa McCoy	U.S. EPA	Roads that are currently closed or subject to interim closure under the Settlement Agreement are not drawn on some alternative maps (although they are labelled in some cases). These roads are often described as "N/A" or "Keep as is" on the Action Alternatives Spreadsheet under Alternative B and various descriptions under Alternatives C and D. To facilitate comparisons of alternatives, we recommend drawing all roads on each map, using different colors/patterns to distinguish their status, and specifically describing all roads in the Action Alternatives Spreadsheet. For example, and based on our current understanding, instead of labelling a road as "N/A" under Alternative B, it could be labelled as "Keep closed".	Substantive	
1020-59	GEN	Melissa McCoy	U.S. EPA	We recommend clarifying the description "Keep as is" in the Action Alternatives Spreadsheet. "Keep as is" suggests that the current use (usually motorized on the spreadsheet) is what is proposed, but in some cases with respect to Alternative B, it appears that this description actually indicates that the routes would be kept closed, which is their interim status under the Settlement Agreement. We recommend using clear labels so that cross-referencing isn't needed.	Substantive	
1026-1	GEN	Stephanie Erbrecht		Yesterday I sent an email explaining why I think there should be more road closures, not more available to motorized vehicles. Today my husband and I hiked up Hermit Pass in the Sangres to Rainbow Lake. We noticed one family camping, one hunter on a quad, and three jeeps while we were hiking. What discourages me from thinking motorized vehicles should be allowed on this incredibly poor road to begin with is the amount of trash I	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				picked up on our return trip: beer bottles, car parts, two spoons, two energy type "Goo" packages, three food wrappers, one nail, one screw, two straps, one lid, two smashed cans. This is awful!		
1027-1	GEN	Paul Spitzer		6 years ago I join the Colorado Quad Runners club ATV I ride the ATV machine.the national forest should not be closed.all the national forest through the country belongs to the people of this country. I just hope that the trails in the forest stays open for ATV and for everybody who use the forest.	Non-substantive	
1031-1	RI-SOC	Matt Wright		I would like to share my concern of trail closure in Colorado. This summer alone, my wife and I have attended 6 observed trials events and 2 Enduros in Colorado's National Forests. This translates into hundreds if not thousands of dollars infused into local economies from the sales of groceries, food, lodging and fuel sales. Our entire summer revolves these activities. Please consider our spending specific to National Forest access related to OHV usage.	Substantive	
1031-2	RI-TAC	Matt Wright		Moreover I would like to request that the Pikes Peak Ranger District consider establishing open riding and play areas within the Rainbow Falls area for special users such as Trials bikes and rock crawling. Another request is that the South Park Ranger District consider establishing open riding areas specifically for trials motorcycles in the Badger Flats area (e.g. Thorpe Gulch) and in the Sledgehammer area (south and east of Eleven Mile Reservoir, near the intersection of NFSR's 243.2A and 243.2B, in an area near the end of NFSR 243.2B.)	Substantive	
1033-1	GEN	Danny Wickersham	Rocky Mountain Trials Association	Dear Supervisor Connelly, I am a member of the Rocky Mountain Trials Association, a Colorado motorcycle observed trials club. My two boys,Riley and Brayden ages 8 and 6, have been competing in the RMTA since they were age three. What an amazing sport my boys have been able to participate in. Colorado is an epic state with our many natural obstacles consisting of rocks, logs, cliffs, dirt, mud, and just shear beauty. We are very blessed to be able to ride in many beautiful areas of the state and we hope to be able to continue this great family tradition. As you may know about Trials in that the competition or practice of trials requires being off the marked trails and utilizes rugged, usually very rocky areas that most users would not even consider riding in. Camping and enjoying time with our families and each other in beautiful areas is an integral and valued part of our events, and we highly value our opportunities to enjoy our public lands. We find our time in beautiful natural settings are every bit as restorative and appreciated as any other user of these areas.	Non-substantive	
1033-2	RI-LRSD	Danny Wickersham	Rocky Mountain Trials Association	We have regularly held events in the Sledgehammer Gulch area South and East of 11 Mile Reservoir, and the Thorpe Gulch area within Badger Flats, among other locations, and enjoy an excellent and cooperative relationship with the USFS for permitting our events. While we hold events there under special use permits, riders have trouble finding areas to practice and participate in recreational trials riding.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1033-3	RI-TAC	Danny Wickersham	Rocky Mountain Trials Association	We feel that these areas would be excellent candidates for consideration as 'open riding areas' for trials motorcycle riding, and would give many riders from along the Front Range an opportunity to enjoy utilizing these public land areas outside of permitted events. We would also request your considerations of an open riding area in the Rainbow Falls area near Woodland Park, and feel that allowing 4X4 rock crawling concurrently would work well. This area would be very valuable to riders in Colorado Springs and the surrounding areas, where the majority of our members reside, and would encourage further responsible use of our public lands by many families.	Substantive	
1033-4	GEN	Danny Wickersham	Rocky Mountain Trials Association	Trail sections that are specifically valuable to our members are the Rainbow Trail from Salida to Westcliffe and the trails in the Lake San Isabel area, particularly East and West Cisneros, Snowslide, St Charles, Pole Creek, and Horse Ranch Trails. These trails are utilized for our biannual Ute Cup 2 day trials event. This event draws a majority of participants from out of state, rotates through a few different locations, and is a featured event on the national observed trials calendar although it isn't part of any series. It is highly valued primarily for the beautiful mountain locations that we are fortunate to be able to enjoy, and draws participants from all over the country. Riders often combine the event with additional vacation time, enjoying our public lands and the smaller mountain area communities for lodging and restraints. Overall, we support Alternative D with modifications. We appreciate the opportunity to be a part of this process and voice our concerns, and look forward to continuing our relationship with the USFS in the future as we continue to enjoy our public lands for our sport.	Non-substantive	
1036-1	GEN	Brett Brogdon		I am an off highway vehicle owner that spends most of his vacation time on trails in Colorado, Utah, and New Mexico. We were in the Pueblo areas 3 weeks ago using the Penrose trail system, and plan to be in the Salida area this weekend for a trail ride. We fully support and appreciate the current off highway vehicle trail system currently in place. We enjoy responsible use of the trail system and are glad to spend money on the local communities for RV camping, food and evening entertainment. So my suggestion for the plan is to keep the current trail policy as we have found it currently functioning for off highway vehicle enthusiasts that vacation in Colorado.	Non-substantive	
1037-1	GEN	Ted Streck		The 717, rainbow falls and terryall trail systems are a critical pastime element for atv/utv owners and users. This activity is our primary family and guest activity. We can also state that it is the same for tens of thousands of other families in and out of the state of colorado. This activity exposes all visitors to the wildlife, history and beauty of the area. Areas that many could not enjoy if they were denied access to via these vehicles.	Non-substantive	
1037-2	RI-SOC	Ted Streck		In addition to eliminating the opportunity to for families and friends to share outdoor activities together it would severely impact the economies of the towns of woodland park, divide and lake george who rely on this activity for a large source of summer and fall income. The users of the trail system are responsible stay the trail users who care for and help to insure we keep these activities available to ourselves. We self enforce those who do not follow rules and do not care for the environment as it should be. These are shared lands that should be kept that way and not impacted by those who do not understand the	Substantive	

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				social or economic impact it would have on the region and thousands of visitors to the state.		
1038-I	GEN	Terry Wadding		I drive a jeep and atv's for recreation. I have seen so many places in Colorado (my home for 60 years) become inaccessible that I enjoyed as a child and young man due to road and trail closures. I urge you to keep these trails and roads open to my access since I can no longer hike them.	Non-substantive	
1039-I	GEN	Eve Vasant		It is critical to maintain places where humans can experience quiet without the noise, smell, extra trash and overuse that motorized vehicles create. People appreciate nature more when they have to work a bit to get to it. I think that there are plenty of other places that motorized vehicles can travel so I support the plan that greatly reduces the number of trails that allow motorized vehicle use of any kind. I believe it is option B. Although I wonder if the USFS has intentionally made it difficult to understand the four proposals. Where are simple explanations with associated maps that are easy to find that clearly state which trails would change. The website is inscrutable and full of bureaucratize. I very much wanted to make it to a public meeting but the press release only showed up a day or two ago and I couldn't change my schedule to get there.	Substantive	
1040-I	RI-WAT	James McConaghy		I am a Professional Engineer and water rights owner. I am assisting another water rights owner (Dean Dowson) in upgrading the Weber Ditch on Browns Creek in Chaffee County. The Weber Ditch runs along almost the entire length of FS272B which is used to inspect and maintain the ditch. Alt. B proposes to decommission FS272B. The road needs to remain open to Mr. Dowson so that he may continue to maintain his irrigation ditch.	Substantive	
1041-1	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 1): Significant Features--4wd Access, Recreational Access. Comment: Keep the trails open, keep the comments and input coming	Substantive	
1041-2	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 3): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: I haven't been on this trail, seems to me that keeping trails open allows us to assist the govt agencies in keeping the trails groomed and patrolled for maintenance issues and safety.	Substantive	
1041-3	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 4): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Love the gulches!	Substantive	
1041-4	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 5): Significant Features--4wd Access, Recreational Access, Seasonal Availability. Comment: Another trail that's relatively close to the metro area with great vistas. Moab Hill is great for learning the techniques of rock climbing with easy bypasses. There is absolutely no rational reason to close a trail like this.	Substantive	
1041-5	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 6): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Very fun trail! Agree with Glenn - great introduction to rock climbing, taking a variety of lines on Moab hill from easy to challenging! Also about 1/2 way from the start of the trail and Moab hill is a bypass that is a good challenge - requires a decent "bump" to get up and thru it - very fun	Substantive	

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				(my favorite section!). Trail is also popular with trucks and atv's. This is a trail that should stay open! FYI - a lot of people also refer to this trail as "Rainbow Falls" - which I think also refers to this trail and some of the connecting trails like Missouri Gulch and Fern Creek. Ryan Boudreau could probably elaborate further, or correct me if I misstated something.		
1041-6	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 7): Significant Features--4wd Access, Recreational Access, Seasonal Availability. Comment: This is a fantastic system that allows a growing driver to start to gain additional driving skills and off-roading education.	Substantive	
1041-7	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 8): Significant Features--4wd Access.	Substantive	
1041-8	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 9): Significant Features--4wd Access.	Substantive	
1041-9	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 10): Significant Features--4wd Access, Recreational Access, Location, Hunting Access.	Substantive	
1041-10	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 11): Significant Features--4wd Access, Recreational Access, Seasonal Availability.	Substantive	
1041-11	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 12): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-12	RI-TAC	Brett Davis	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 13): Significant Features--4wd Access.	Substantive	
1041-13	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 14): Significant Features--4wd Access.	Substantive	
1041-14	RI-TAC	Dave Gray	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 15): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-15	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 16): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance, Hunting Access.	Substantive	
1041-16	RI-TAC	Bryan S	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 17): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-17	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 18): Significant Features--4wd Access.	Substantive	
1041-18	RI-TAC	Shawn West	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 19): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance.	Substantive	
1041-19	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 20): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-20	RI-TAC	Becky Vander	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 21): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-21	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 350.a (Illinois Gulch) (ID 22): Significant Features--4wd Access, Recreational Access, Location, Historical Significance. Comment: I like this area of CO a lot, but haven't been on this trail, yet! Looks like fun to check out Turret! The "tree arch" looks cool and would like to see it person. Also sounds like a nice secluded camping area! With the historical piece of this trail, it should stay open! The post office looks in great shape for closing in 1939 (according to the sign on the building).	Substantive	
1041-22	RI-TAC	Gary Allen	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 23): Significant Features--4wd Access, Recreational Access, Location. Comment: Looking forward to running this trail!	Substantive	
1041-23	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 24): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Chad let's do this soon!	Substantive	
1041-24	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 25): Significant Features--4wd Access, Recreational Access, Seasonal Availability, Camping. Comment: Jay Tugoo I haven't had a chance to run this trail...all the more reason to keep	Substantive	
1041-25	RI-TAC	Kent Wolfe	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 26): Significant Features--4wd Access, Recreational Access, Seasonal Availability.	Substantive	
1041-26	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 27): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-27	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 28): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance.	Substantive	
1041-28	RI-TAC	Luis De	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 29): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-29	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 30): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance.	Substantive	
1041-30	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 31): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-31	RI-TAC	Rick Newman	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 32): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-32	RI-TAC	Christopher L	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 33): Significant Features--4wd Access.	Substantive	
1041-33	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 34): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-34	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 35): Significant Features--4wd Access.	Substantive	
1041-35	RI-TAC	Scott Warren	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 36): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-36	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 37): Significant Features--4wd Access.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-37	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 38): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-38	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 39): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-39	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 40): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-40	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 41): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-41	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 42): Significant Features--4wd Access, Recreational Access, Location, Hunting Access.	Substantive	
1041-42	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Salida Ranger District, Route 184 (Turret Trail) (ID 43): Significant Features--Recreational Access, Location.	Substantive	
1041-43	RI-TAC	Chad Wilson	Mile Hi Jeep Club	<p>South Park Ranger District, Route 669 (Crooked Creek) (ID 44): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance.</p> <p>Comment: Looks like a fun trail to see some great views! Would like to run this trail in the fall with the Aspens changing colors. Also would be fun to check out the old structures and see what is left of the ghost town! Sounds like a great trail to include people new to offroading. It should be kept open for the many aspects of the trail, water crossings, views and historical structures (at least what is left of them).</p>	Substantive	
1041-44	RI-TAC	Norman Dillon	Mile Hi Jeep Club	<p>South Park Ranger District, Route 669 (Crooked Creek) (ID 45): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping.</p> <p>Comment: ran this trail last season, mid-summer a fun trail. I believe there is some great dispersed camping areas around that area.</p>	Substantive	
1041-45	RI-TAC	Becki Zipp	Mile Hi Jeep Club	<p>South Park Ranger District, Route 669 (Crooked Creek) (ID 46): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance.</p> <p>Comment: I love any trail with some ghost town remnants!</p>	Substantive	
1041-46	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	<p>South Park Ranger District, Route 669 (Crooked Creek) (ID 47): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping.</p> <p>Comment: This is a great trail with some great camping sites to enjoy. Closing access to this trail cuts off access to a historical area of CO that locals and tourist may visit.</p>	Substantive	
1041-47	RI-TAC	Remko Boot	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 48): Significant Features--4wd Access.	Substantive	
1041-48	RI-TAC	Luis De	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 49): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-49	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 50): Significant Features--4wd Access, Recreational Access, Location, Camping, Hunting Access.	Substantive	
1041-50	RI-TAC	Roy Grimm	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 51): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-51	RI-TAC	Robby Patterson	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 52): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance.	Substantive	
1041-52	RI-TAC	Dave Gray	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 53): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Historical Significance, Hunting Access.	Substantive	
1041-53	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 54): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-54	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 55): Significant Features--4wd Access.	Substantive	
1041-55	RI-TAC	Aaron Brown	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 56): Significant Features--4wd Access.	Substantive	
1041-56	RI-TAC	Daryl Malas	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 57): Significant Features--4wd Access.	Substantive	
1041-57	RI-TAC	Keith Douglas	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 58): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-58	RI-TAC	Bryan S	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 59): Significant Features--4wd Access.	Substantive	
1041-59	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 60): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-60	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 61): Significant Features--4wd Access.	Substantive	
1041-61	RI-TAC	Kevin Durham	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 62): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-62	RI-TAC	Keith Gundy	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 63): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-63	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	South Park Ranger District, Route 669 (Crooked Creek) (ID 64): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-64	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 65): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Been on part of this trail and it is a neat area! Lots of camping options near by if the Wye campground is full or not open. Fun trails near by also and hiking areas. Should be kept open for all the options to experience the outdoors!	Substantive	
1041-65	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 66): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: I haven't been on this one description sounds great	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-66	RI-TAC	Bill David	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 67): Significant Features--4wd Access, Recreational Access, Location. Comment: A great area to enjoy, scenery is awesome. Groete trail south of denver	Substantive	
1041-67	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 68): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: I hear there is some great camping in that area also!	Substantive	
1041-68	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 69): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-69	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 70): Significant Features--4wd Access, Recreational Access, Seasonal Availability.	Substantive	
1041-70	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 71): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-71	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 72): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-72	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 73): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-73	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 74): Significant Features--4wd Access.	Substantive	
1041-74	RI-TAC	Christina Sowell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 75): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-75	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 76): Significant Features--4wd Access.	Substantive	
1041-76	RI-TAC	Brett Davis	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 77): Significant Features--4wd Access.	Substantive	
1041-77	RI-TAC	Roger Ryken	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 78): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-78	RI-TAC	Scott Warren	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 79): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-79	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 80): Significant Features--4wd Access.	Substantive	
1041-80	RI-TAC	Niki James	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 81): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-81	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 82): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-82	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 83): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-83	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 84): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-84	RI-TAC	Bryan S	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 85): Significant Features--4wd Access.	Substantive	
1041-85	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 86): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-86	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 381 (Mount Rosa) (ID 87): Significant Features--4wd Access, Recreational Access, Location, Hunting Access.	Substantive	
1041-87	RI-TAC	Chad Wilson	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 89): Significant Features--4wd Access, Recreational Access, Location, Historical Significance. Comment: I have been by this trail but never ran it. Looks fun to check out some of the mines in the area. Looks like a lot of neat views. Will have to include it in the runs when in the area this year!	Substantive	
1041-88	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 90): Significant Features--4wd Access, Recreational Access, Location, Historical Significance.	Substantive	
1041-89	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 91): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-90	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 92): Significant Features--4wd Access.	Substantive	
1041-91	RI-TAC	Norman Dillon	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 93): Significant Features--4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing.	Substantive	
1041-92	RI-TAC	Robby Patterson	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 94): Significant Features--4wd Access, Recreational Access, Location, Historical Significance.	Substantive	
1041-93	RI-TAC	Roy Grimm	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 95): Significant Features--4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing.	Substantive	
1041-94	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 96): Significant Features--4wd Access.	Substantive	
1041-95	RI-TAC	Aaron Brown	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 97): Significant Features--4wd Access.	Substantive	
1041-96	RI-TAC	Kevin Durham	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 98): Significant Features--4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing.	Substantive	
1041-97	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 99): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance, Wildlife Viewing.	Substantive	
1041-98	RI-TAC	Keith Gundy	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 100): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-99	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 101): Significant Features--4wd Access, Recreational Access.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-100	RI-TAC	Rick Newman	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 103): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance.	Substantive	
1041-101	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 104): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing, Hunting Access.	Substantive	
1041-102	RI-TAC	Niki James	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 105): Significant Features--4wd Access, Recreational Access, Historical Significance.	Substantive	
1041-103	RI-TAC	Jim Dixon	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 106): Significant Features--4wd Access, Recreational Access, Historical Significance, Wildlife Viewing.	Substantive	
1041-104	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 107): Significant Features--Recreational Access, Historical Significance, Wildlife Viewing.	Substantive	
1041-105	RI-TAC	Bill David	Mile Hi Jeep Club	South Park Ranger District, Route 659 (Beaver Ridge) (ID 108): Significant Features--Recreational Access, Location.	Substantive	
1041-106	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 109): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Looks like a fun trail! I haven't been on this one, but on trails near by and it is a great area. Look forward to checking it out and would like to see it stay open!	Substantive	
1041-107	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 110): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Wildlife Viewing. Comment: The rating of this trail lends itself to beginners and more experience drivers. The area in which it lies is great for scenery and family outings. With the tunnel and cabin lends to Colorado history.	Substantive	
1041-108	RI-TAC	Josh Saul	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 111): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving. Comment: This trail looks like it offers a lot, access to camping, ATVirg, nice scenery and more. Easy enough for beginners and would be a good one to take the family to for the day/weekend. These trails need to stay open!	Substantive	
1041-109	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 112): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability. Comment: Looks like fun... We all should run it and verify that!	Substantive	
1041-110	RI-TAC	Bill David	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 113): Significant Features--Recreational Access, Scenery/Scenic Driving. Comment: I have not drive this trail but I have drive other trails in this area, there are a lot of beautiful views in this area and there is just no reason this should be closed. A great place for 1st timers or beginners.	Substantive	
1041-111	RI-TAC	Chris Ray	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 114): Significant Features--4wd Access, Seasonal Availability.	Substantive	
1041-112	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 115): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-113	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 116): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-114	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 117): Significant Features--4wd Access.	Substantive	
1041-115	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 118): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Seasonal Availability, Wildlife Viewing.	Substantive	
1041-116	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 119): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Wildlife Viewing.	Substantive	
1041-117	RI-TAC	Dean Prather	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 120): Significant Features--4wd Access, Scenery/Scenic Driving.	Substantive	
1041-118	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 121): Significant Features--4wd Access.	Substantive	
1041-119	RI-TAC	Becky Vander	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 122): Significant Features--4wd Access.	Substantive	
1041-120	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 123): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability.	Substantive	
1041-121	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 124): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Historical Significance.	Substantive	
1041-122	RI-TAC	Kent Wolfe	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 125): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-123	RI-TAC	Bryan S	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 126): Significant Features--4wd Access.	Substantive	
1041-124	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 127): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability.	Substantive	
1041-125	RI-TAC	Niki James	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 128): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location.	Substantive	
1041-126	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 129): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-127	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 130): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-128	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 131): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Wildlife Viewing, Hunting Access.	Substantive	
1041-129	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 132): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-130	RI-TAC	Rick Newman	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 133): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability.	Substantive	
1041-131	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 134): Significant Features--4wd Access.	Substantive	
1041-132	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 135): Significant Features--4wd Access.	Substantive	
1041-133	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 136): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Wildlife Viewing.	Substantive	
1041-134	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 137): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-135	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Salida Ranger District, Route 311 (Seven Mile Creek) (ID 138): Significant Features--Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-136	RI-TAC	Dave Gray	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 140): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance, Wildlife Viewing. Comment: One of the best trails in CO.	Substantive	
1041-137	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 141): Significant Features--4wd Access, Recreational Access, Historical Significance. Comment: This is the first time I have heard of this trail, and it sounds like a lot of fun! Water crossings.... count me in! I enjoy checking out old mines and this one looks like a fun one to explore! I would hate to see it shut down, and not give people to see how things were done back in the old days! I think this would be fun to add onto a trip to/from Holy Cross for a long weekend. Going to add this on the trails to do this year!	Substantive	
1041-138	RI-TAC	Ryan Boudreau	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 142): No Specified Significant Features. Comment: It's a great trail. I wouldn't add it to a holy Cross trip unless you are gonna be in the area for 3 days because both branches of half-moon will take an entire day unless you are Haulin ass. Spend a weekend in leadville, run this and birds eye gulch.	Substantive	
1041-139	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 143): Significant Features--4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing, Hunting Access. Comment: One of the best trails in Lake County. Historical mines and buildings and breathtaking scenery. There is no logical justification for closing this trail as it's well established and, due to it's location, certainly not harmful to the environment.	Substantive	
1041-140	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 144): Significant Features--4wd Access. Comment: My favorite area, wish it wasn't others too, getting too crowded!	Substantive	
1041-141	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 145): Significant Features--4wd Access, Recreational Access, Location, Historical Significance. Comment: Any trail that takes you to historical mines and buildings from Colorado's past is a great trail. It is such a special thing to be able to see that part of Colorado's history up close and personal.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-142	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 146): Significant Features-- 4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing. Comment: This was one of the trails I have heard very positive feedback from. Need to add this one to the list of must do.	Substantive	
1041-143	RI-TAC	Dave Dickason	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 147): Significant Features-- 4wd Access, Recreational Access, Historical Significance. Comment: One of my favorites. Historic, scenic, and a lot of fun.	Substantive	
1041-144	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 148): Significant Features-- 4wd Access, Recreational Access, Location, Wildlife Viewing. Comment: I have not been able to run this trail yet but have read great things about and hope to run it soon!	Substantive	
1041-145	RI-TAC	Gary Allen	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 149): Significant Features-- 4wd Access, Recreational Access, Historical Significance. Comment: I missed it last year but have heard how majestic it is!	Substantive	
1041-146	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 150): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance, Wildlife Viewing. Comment: This is on the list to run this season.	Substantive	
1041-147	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 151): Significant Features-- 4wd Access.	Substantive	
1041-148	RI-TAC	Bill David	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 152): Significant Features-- 4wd Access, Recreational Access, Location, Historical Significance.	Substantive	
1041-149	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 153): Significant Features-- 4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing.	Substantive	
1041-150	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 154): Significant Features-- 4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing.	Substantive	
1041-151	RI-TAC	Sonny Segura	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 155): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-152	RI-TAC	Remko Boot	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 156): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-153	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 157): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-154	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 158): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing.	Substantive	
1041-155	RI-TAC	Luis De	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 159): Significant Features-- 4wd Access, Recreational Access, Location, Historical Significance.	Substantive	
1041-156	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 160): Significant Features-- 4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-157	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 161): Significant Features--4wd Access.	Substantive	
1041-158	RI-TAC	Becky Vander	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 162): Significant Features--4wd Access.	Substantive	
1041-159	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 163): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing, Hunting Access.	Substantive	
1041-160	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 164): Significant Features--4wd Access, Recreational Access, Historical Significance, Wildlife Viewing.	Substantive	
1041-161	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 165): Significant Features--4wd Access, Recreational Access, Historical Significance, Wildlife Viewing.	Substantive	
1041-162	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 166): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-163	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 167): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-164	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 168): Significant Features--Recreational Access, Location.	Substantive	
1041-165	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Leadville Ranger District, Route 110 (Half Moon Creek) (ID 169): Significant Features--Recreational Access.	Substantive	
1041-166	RI-TAC	Nancy Shields	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 170): Significant Features--4wd Access, Location. Comment: This is a very scenic drive and has been open for many many years. It needs to stay open for further generations so they can see the beauty.	Substantive	
1041-167	RI-TAC	Gary Allen	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 171): Significant Features--4wd Access, Historical Significance, Wildlife Viewing. Comment: Awesome scenery !!	Substantive	
1041-168	RI-TAC	Don McDowell	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 172): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance. Comment: A great beginner first trail with incredible views above tree line!	Substantive	
1041-169	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 173): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance. Comment: Sounds like a fun trail! Would be fun to go up to check out the lodge!	Substantive	
1041-170	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 174): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Historical Significance. Comment: I have heard that this trail is beautiful. The trail also gives access to multiple types of vehicles.	Substantive	
1041-171	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 175): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability. Comment: Awesome day trail with great views!	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-172	RI-TAC	Roger Ryken	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 176): Significant Features--4wd Access, Scenery/Scenic Driving, Location, Historical Significance, Wildlife Viewing, Altitude/Elevation. Comment: Great trail	Substantive	
1041-173	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 177): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability. Comment: Was headed out last summer to run this trail and got side tracked to another. This is in the list for this year.	Substantive	
1041-174	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 178): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-175	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 179): Significant Features--4wd Access.	Substantive	
1041-176	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 180): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Altitude/Elevation.	Substantive	
1041-177	RI-TAC	Josh Saul	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 181): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-178	RI-TAC	Kent Wolfe	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 182): Significant Features--4wd Access, Recreational Access, Location, Altitude/Elevation.	Substantive	
1041-179	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 183): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Wildlife Viewing, Altitude/Elevation.	Substantive	
1041-180	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 184): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Historical Significance, Wildlife Viewing, Altitude/Elevation.	Substantive	
1041-181	RI-TAC	Dean Prather	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 185): Significant Features--4wd Access, Altitude/Elevation.	Substantive	
1041-182	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 186): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Wildlife Viewing.	Substantive	
1041-183	RI-TAC	Christina Sowell	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 187): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-184	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 188): Significant Features--4wd Access.	Substantive	
1041-185	RI-TAC	Dwayne Stevenson	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 189): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Historical Significance, Altitude/Elevation.	Substantive	
1041-186	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 190): Significant Features--4wd Access, Recreational Access, Location.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-187	RI-TAC	Dianna Anderson	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 191): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Historical Significance, Wildlife Viewing, Altitude/Elevation.	Substantive	
1041-188	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 192): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-189	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 193): Significant Features--4wd Access.	Substantive	
1041-190	RI-TAC	Rick Newman	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 194): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Historical Significance, Wildlife Viewing.	Substantive	
1041-191	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 195): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Historical Significance, Altitude/Elevation.	Substantive	
1041-192	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 196): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Altitude/Elevation.	Substantive	
1041-193	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 197): Significant Features--4wd Access.	Substantive	
1041-194	RI-TAC	Bryan S	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 198): Significant Features--4wd Access.	Substantive	
1041-195	RI-TAC	Scott Warren	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 199): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-196	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 200): Significant Features--4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing, Hunting Access.	Substantive	
1041-197	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 201): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Historical Significance, Wildlife Viewing.	Substantive	
1041-198	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 203): Significant Features--Recreational Access, Scenery/Scenic Driving, Location.	Substantive	
1041-199	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 204): Significant Features--Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Historical Significance, Wildlife Viewing, Altitude/Elevation.	Substantive	
1041-200	RI-TAC	Becky Vander	Mile Hi Jeep Club	Salida Ranger District, Route 322 (Mount Princeton) (ID 205): Significant Features--Location.	Substantive	
1041-201	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 206): Significant Features--4wd Access, Recreational Access, Location. Comment: Nice trail that has become much more technical over the last few years due to so many inexperienced drivers using too much skinny pedal. Combined with Saran Wrap, it makes for an excellent run.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-202	RI-TAC	Chad Wilson	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 207): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: Very fun and challenging trail! Close to Co. Springs and some great camping areas near by. Great scenery and a great addition to run Saran Wrap. I have run this trail 2x, once there was a little too much snow, but the second time was awesome! More of a challenging trail on the front range. It should be kept open for the wheelers that want a more challenging trail, otherwise they are forced to go to much further distances from the front range. I am planning on making multiple trips to this trail along with the surrounding trails this year, and take advantage of the great remote camping areas that are near by! This and many of the trails in this area should be kept open!	Substantive	
1041-203	RI-TAC	Sarah Till	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 208): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: Good to have this trail so close to Colorado Springs.	Substantive	
1041-204	RI-TAC	Rick Newman	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 209): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Great close in trail. Getting harder and more technical. Fun run and much closer than Buena Vista	Substantive	
1041-205	RI-TAC	Gary Allen	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 210): Significant Features--4wd Access, Recreational Access, Camping. Comment: Fun trail to run then drop in to Colorado City to eat dinner.	Substantive	
1041-206	RI-TAC	Chuck Miller	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 211): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Fun trail, love the technical aspects of it, and how close it is to the front range.	Substantive	
1041-207	RI-TAC	Paul Vastola	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 212): No Specified Significant Features. Comment: this is a remote OHV trail system that allows outdoors lovers to enjoy our foothills terrain. We are so lucky to have trails like this to play on. Just stay on established trails, and pick up litter.	Substantive	
1041-208	RI-TAC	Becki Zipp	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 213): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: I love this trail, I have several types of vehicles on this trail, it is beautiful in any season, close to the springs.	Substantive	
1041-209	RI-TAC	Dennis Berry	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 214): Significant Features--4wd Access. Comment: Beyond my vehicle's capability but a great place, relatively close to Denver, for better drivers to find a great challenge.	Substantive	
1041-210	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 215): Significant Features--4wd Access, Camping. Comment: I haven't run this trail yet but hope to in the near future!	Substantive	
1041-211	RI-TAC	Doug Till	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 216): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: I look forward to running this trail this year. It is nice to have a trail to run so close to Colorado Springs and be able to run it early in the season.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-212	RI-TAC	Norman Dillon	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 217): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing. Comment: looking forward to running this soon!	Substantive	
1041-213	RI-TAC	Ryan Boudreau	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 218): Significant Features--Difficulty. Comment: Eagle Rock is one of the few, higher difficulty trails close enough to the front range where it's a day trip to go run it, and not an entire weekend worth of road driving to get to.	Substantive	
1041-214	RI-TAC	Dave Dickason	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 219): Significant Features--4wd Access, Recreational Access, Location, Camping, Difficulty. Comment: This is one of my favorite trails. I find it quite challenging and fun to navigate.	Substantive	
1041-215	RI-TAC	Mandy Black	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 220): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-216	RI-TAC	Matt Mallory	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 221): Significant Features--4wd Access.	Substantive	
1041-217	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 222): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-218	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 223): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-219	RI-TAC	Marissa Anne	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 224): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Difficulty.	Substantive	
1041-220	RI-TAC	Bryan S	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 225): Significant Features--4wd Access.	Substantive	
1041-221	RI-TAC	David Spence	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 226): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-222	RI-TAC	Matthew Hiller	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 227): Significant Features--4wd Access, Recreational Access, Location, Camping, Difficulty.	Substantive	
1041-223	RI-TAC	Robby Patterson	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 228): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-224	RI-TAC	Remko Boot	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 229): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-225	RI-TAC	Jason Burke	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 230): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-226	RI-TAC	Luis De	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 231): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping.	Substantive	
1041-227	RI-TAC	Heather Roell	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 232): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-228	RI-TAC	Jennifer Chapin	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 233): Significant Features--4wd Access.	Substantive	
1041-229	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 234): Significant Features--4wd Access.	Substantive	
1041-230	RI-TAC	Tom Pine	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 235): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping.	Substantive	
1041-231	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 236): Significant Features--4wd Access, Recreational Access, Location, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-232	RI-TAC	Aaron Brown	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 237): Significant Features--4wd Access.	Substantive	
1041-233	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 238): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-234	RI-TAC	Roy Grimm	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 239): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-235	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 240): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-236	RI-TAC	Hannah Vanhorn	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 241): Significant Features--4wd Access.	Substantive	
1041-237	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 242): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping.	Substantive	
1041-238	RI-TAC	George Maniatis	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 243): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-239	RI-TAC	Shawn Wurtsmith	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 244): Significant Features--4wd Access.	Substantive	
1041-240	RI-TAC	Daryl Malas	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 245): Significant Features--4wd Access.	Substantive	
1041-241	RI-TAC	Carl Lea	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 246): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-242	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 247): Significant Features--4wd Access, Camping.	Substantive	
1041-243	RI-TAC	Niki James	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 248): Significant Features--4wd Access, Recreational Access, Location, Camping.	Substantive	
1041-244	RI-TAC	Sonny Segura	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 249): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-245	RI-TAC	Keith Gundy	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 250): Significant Features--4wd Access, Recreational Access, Wildlife Viewing.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-246	RI-TAC	Kevin Durham	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 251): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-247	RI-TAC	Keith Douglas	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 253): Significant Features--4wd Access, Location.	Substantive	
1041-248	RI-TAC	Jim Dixon	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 254): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-249	RI-TAC	Jesse Lunsford	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 255): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-250	RI-TAC	Scott Warren	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 256): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-251	RI-TAC	Shawn West	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 257): Significant Features--4wd Access, Recreational Access, Camping.	Substantive	
1041-252	RI-TAC	Dave Gray	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 258): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-253	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 259): Significant Features-- Recreational Access.	Substantive	
1041-254	RI-TAC	Becky Vander	Mile Hi Jeep Club	South Park Ranger District, Route 146 (Eagle Rock) (ID 260): Significant Features-- Recreational Access.	Substantive	
1041-255	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 262): Significant Features--4wd Access, Scenery/Scenic Driving. Comment: Was just up there. beautiful views, awesome	Substantive	
1041-256	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 263): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Historical Significance, Altitude/Elevation. Comment: Sounds like a great trail for the fall, when the aspens change colors! A trail that I will have to include in the trail runs while in this area this year!	Substantive	
1041-257	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 264): Significant Features--4wd Access, Scenery/Scenic Driving, Historical Significance, Altitude/Elevation. Comment: This is a fantastic trail with amazing views of CO. Great activities in the local areas. I second Glenn Lasater in that first segment is like county road vs. trail. It makes no sense what so ever to consider this trail for closure!	Substantive	
1041-258	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 265): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Historical Significance, Altitude/Elevation. Comment: A great trail with remarkable views. Accessible from Leadville or Buena Vista. The first 8 miles is like an improved road which is why there is absolutely nothing to be gained by closing this trail.	Substantive	
1041-259	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 266): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Historical Significance, Wildlife Viewing, Altitude/Elevation. Comment: The Leadville and Buena vista area is awesome, close to large cities. Perfect for experiencing and remembering COLORADO	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				history, enjoying the seasonal color changes, wildlife photography opportunities, camping with friends and family.		
1041-260	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 267): Significant Features--Scenery/Scenic Driving, Location.	Substantive	
1041-261	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 268): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Historical Significance, Wildlife Viewing, Altitude/Elevation.	Substantive	
1041-262	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 269): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Wildlife Viewing, Altitude/Elevation.	Substantive	
1041-263	RI-TAC	Remko Boot	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 270): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-264	RI-TAC	Niki James	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 271): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Historical Significance, Altitude/Elevation.	Substantive	
1041-265	RI-TAC	George Maniatis	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 272): Significant Features--Scenery/Scenic Driving.	Substantive	
1041-266	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 273): Significant Features--4wd Access, Scenery/Scenic Driving.	Substantive	
1041-267	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 274): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Historical Significance, Altitude/Elevation.	Substantive	
1041-268	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 275): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Historical Significance, Wildlife Viewing, Altitude/Elevation.	Substantive	
1041-269	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 276): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Wildlife Viewing, Hunting Access.	Substantive	
1041-270	RI-TAC	Dave Gray	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 277): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Historical Significance, Wildlife Viewing, Hunting Access, Altitude/Elevation.	Substantive	
1041-271	RI-TAC	Bryan S	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 278): Significant Features--Scenery/Scenic Driving.	Substantive	
1041-272	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 279): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-273	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 280): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-274	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 281): Significant Features--Scenery/Scenic Driving.	Substantive	
1041-275	RI-TAC	Scott Warren	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 282): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-276	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 283): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Historical Significance, Altitude/Elevation.	Substantive	
1041-277	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 284): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-278	RI-TAC	Gary Allen	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 285): Significant Features--4wd Access, Scenery/Scenic Driving, Historical Significance.	Substantive	
1041-279	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 286): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-280	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 287): Significant Features--4wd Access.	Substantive	
1041-281	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Leadville Ranger District, Route 398 (Lost Canyon) (ID 288): Significant Features--4wd Access, Recreational Access, Historical Significance, Wildlife Viewing.	Substantive	
1041-282	RI-TAC	Sarah Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 289): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing. Comment: We need all trails open for all levels.	Substantive	
1041-283	RI-TAC	Dennis Berry	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 290): No Specified Significant Features. Comment: Drove this year's ago. Great family trail	Substantive	
1041-284	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 291): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Looks like a fun trail in this popular area! Look forward to checking it out!	Substantive	
1041-285	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 292): Significant Features--4wd Access, Recreational Access, Location, Overall Fun. Comment: Another good trail but, like all the trails posted so far, in the same area of Colorado. There are many other trails more desirable and in jeopardy of being closed.	Substantive	
1041-286	RI-TAC	Ryan Boudreau	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 293): Significant Features--Location, Camping. Comment: Another trail close to town that you don't have to deal with highway traffic to access.	Substantive	
1041-287	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 294): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing. Comment: Looks like another trail to add to the list	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-288	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 295): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Overall Fun. Comment: I heard this was a fun trail with some camping along it! Will be checking it out this season for sure....	Substantive	
1041-289	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 296): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing. Comment: This trail is on my list for this year to run!	Substantive	
1041-290	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 297): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-291	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 298): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Overall Fun.	Substantive	
1041-292	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 299): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-293	RI-TAC	Niki James	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 300): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping.	Substantive	
1041-294	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 301): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-295	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 302): Significant Features--4wd Access, Recreational Access, Camping, Wildlife Viewing.	Substantive	
1041-296	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 303): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Hunting Access, Overall Fun.	Substantive	
1041-297	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 304): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-298	RI-TAC	Shawn West	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 305): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-299	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 306): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-300	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 307): Significant Features--4wd Access.	Substantive	
1041-301	RI-TAC	Brett Davis	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 308): Significant Features--4wd Access.	Substantive	
1041-302	RI-TAC	Luis De	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 309): Significant Features--4wd Access, Recreational Access, Camping.	Substantive	
1041-303	RI-TAC	Tom Kim	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 310): Significant Features--4wd Access.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-304	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 311): Significant Features--4wd Access, Recreational Access, Camping.	Substantive	
1041-305	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 312): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-306	RI-TAC	Kate Stockwell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 313): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-307	RI-TAC	Dave Gray	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 314): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-308	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 315): Significant Features--4wd Access.	Substantive	
1041-309	RI-TAC	Bryan S	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 316): Significant Features--4wd Access.	Substantive	
1041-310	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 317): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-311	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 318): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-312	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 319): Significant Features--4wd Access.	Substantive	
1041-313	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 320): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-314	RI-TAC	Scott Warren	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 321): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-315	RI-TAC	Gary Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 322): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-316	RI-TAC	Becky Vander	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 346 (Hotel Gulch) (ID 323): Significant Features--Recreational Access.	Substantive	
1041-317	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 324): Significant Features--4wd Access, Recreational Access, Location, Camping. Comment: One of my favorite trails to use when teaching new drivers the basics of off roading and proper land use. Also easy accessed from the Denver area!	Substantive	
1041-318	RI-TAC	Sarah Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 325): Significant Features--4wd Access, Recreational Access, Wildlife Viewing. Comment: We need these level trails for newer drivers.	Substantive	
1041-319	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 326): Significant Features--4wd Access, Recreational Access, Location, Would like to drive in the near future. Comment: Great scenery and not to difficult	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-320	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 327): Significant Features-4wd Access, Recreational Access, Location, Seasonal Availability. Comment: I have only been on this trail once, and I regret not taking more pictures! Neat scenery! Great trail to get out and have some fun with people that haven't been offroading much. These trails should be kept open, a very popular area!	Substantive	
1041-321	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 328): Significant Features-4wd Access, Recreational Access. Comment: great scenery and great trail for those new to off-roading. Great place to introduce people to the sport.	Substantive	
1041-322	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 329): Significant Features-4wd Access, Recreational Access, Location, Seasonal Availability, Would like to drive in the near future. Comment: Keeping these beginning and intermediary trails open is vital to teaching off road enthusiasts the proper way to care for the trails	Substantive	
1041-323	RI-TAC	Don McDowell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 330): Significant Features-4wd Access, Recreational Access, Would like to drive in the near future.	Substantive	
1041-324	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 331): Significant Features-4wd Access, Would like to drive in the near future.	Substantive	
1041-325	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 332): Significant Features-4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-326	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 333): Significant Features-4wd Access, Recreational Access.	Substantive	
1041-327	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 334): Significant Features-4wd Access, Recreational Access, Would like to drive in the near future.	Substantive	
1041-328	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 335): Significant Features-4wd Access.	Substantive	
1041-329	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 336): Significant Features-4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-330	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 337): Significant Features-4wd Access, Recreational Access, Location, Camping, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-331	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 338): Significant Features-4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-332	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 339): Significant Features-4wd Access, Recreational Access, Location, Camping, Wildlife Viewing, Would like to drive in the near future.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-333	RI-TAC	Gary Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 340): Significant Features- -4wd Access, Recreational Access, Would like to drive in the near future.	Substantive	
1041-334	RI-TAC	Dave Gray	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 341): Significant Features- -4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing.	Substantive	
1041-335	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 342): Significant Features- -4wd Access.	Substantive	
1041-336	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 343): Significant Features- -4wd Access, Recreational Access, Location, Camping, Historical Significance, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-337	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 344): Significant Features- -4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-338	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 345): Significant Features- -4wd Access.	Substantive	
1041-339	RI-TAC	Matthew Hiller	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 346): Significant Features- -4wd Access, Recreational Access, Camping, Would like to drive in the near future.	Substantive	
1041-340	RI-TAC	Bryan S	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 347): Significant Features- -4wd Access.	Substantive	
1041-341	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 348): Significant Features- -4wd Access, Recreational Access.	Substantive	
1041-342	RI-TAC	Shawn West	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 349): Significant Features- -4wd Access, Recreational Access, Historical Significance.	Substantive	
1041-343	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 350): Significant Features- -4wd Access, Recreational Access, Wildlife Viewing.	Substantive	
1041-344	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 351): Significant Features- -4wd Access, Recreational Access.	Substantive	
1041-345	RI-TAC	Bill David	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 352): Significant Features- -Recreational Access, Location, Would like to drive in the near future.	Substantive	
1041-346	RI-TAC	Becky Vander	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 353): Significant Features- -Recreational Access.	Substantive	
1041-347	RI-TAC	Tom Kim	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 354): Significant Features- -Would like to drive in the near future.	Substantive	
1041-348	RI-TAC	Brandon Michael	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 355): Significant Features- -Would like to drive in the near future.	Substantive	
1041-349	RI-TAC	Remko Boot	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 322 (Balanced Rock Road) (ID 356): Significant Features- -Would like to drive in the near future.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-350	RI-TAC	Cory Moul	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 357): No Specified Significant Features. Comment: Wasn't Bald Mountain one of the trails that was available at last year's All-4-Fun event?	Substantive	
1041-351	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 358): Significant Features--Recreational Access. Comment: I believe this bald mountain is part of the Saran Wrap and Eagle Rock trail system just west of the broad more. It's a great trail network.	Substantive	
1041-352	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 359): No Specified Significant Features. Comment: I have not been in this trail but I trust Glenn, he hasn't steered me wrong.	Substantive	
1041-353	RI-TAC	Sarah Till	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 360): Significant Features--4wd Access, Recreational Access, Wildlife Viewing. Comment: Like the idea of something close	Substantive	
1041-354	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 361): Significant Features--4wd Access, Recreational Access. Comment: That is one of my favorite areas - will have to add this trail to one of the todo's while we are in that area this year!	Substantive	
1041-355	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 362): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location. Comment: When you hear and see people posting up a trail as their favorite area, you add it to your bucket list for a future adventure.	Substantive	
1041-356	RI-TAC	Tom Pine	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 363): Significant Features--Recreational Access, Location, Seasonal Availability. Comment: beautiful area that is close to home	Substantive	
1041-357	RI-TAC	Paul Vastola	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 364): No Specified Significant Features. Comment: I haven't been on this trail either, but we love the Buena Vista area and bring our Jeep there at least once each year. I will be adding it to the trails we visit on our next trip to the area. We usually stay at a motel in B.V for a few days while we run trails from Chinaman to Hancock. The entire area has lots of amenities for 4 wheelers, like hot spring resorts, good eating and shopping in Buena Vista and Salida, and tons of backroad adventures.	Substantive	
1041-358	RI-TAC	Doug Till	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 365): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: I like Chinaman trail but some of my friends do not have vehicles built for it. Bald Mountain looks like a good option for people starting out to 4-wheel and enjoy the off roading experience.	Substantive	
1041-359	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 367): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing. Comment: Ran part of this trail last fall. looking forward to doing the entire trail. We need to keep these trails open. My wife along with our dog love the wilderness and trails. we JeepHike, camp and hike almost every weekend. We carry a trash-a-roo and have and will continue to pick up after individuals that think its ok to leave a mess behind!	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-360	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 368): Significant Features--Recreational Access, Location, Seasonal Availability.	Substantive	
1041-361	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 369): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-362	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 370): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-363	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 371): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-364	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 372): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-365	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 373): Significant Features--Recreational Access.	Substantive	
1041-366	RI-TAC	Kent Wolfe	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 374): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Wildlife Viewing.	Substantive	
1041-367	RI-TAC	Shane Allen	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 375): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-368	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 376): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-369	RI-TAC	Carl Lea	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 377): Significant Features--4wd Access, Recreational Access, Location, Camping, Historical Significance, Wildlife Viewing, Love this area.	Substantive	
1041-370	RI-TAC	David McDaniel	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 378): Significant Features--4wd Access, Recreational Access, Location, Love this area.	Substantive	
1041-371	RI-TAC	Jessica-Troy Paggen	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 379): Significant Features--4wd Access, Recreational Access, Camping, Wildlife Viewing.	Substantive	
1041-372	RI-TAC	Chris Eberhardt	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 380): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Love this area.	Substantive	
1041-373	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 381): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-374	RI-TAC	Jason Burke	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 382): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-375	RI-TAC	Brett Davis	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 383): Significant Features--Recreational Access.	Substantive	
1041-376	RI-TAC	David Spence	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 384): Significant Features--4wd Access, Recreational Access.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-377	RI-TAC	Jesse Beckton	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 385): Significant Features--Recreational Access.	Substantive	
1041-378	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 386): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing.	Substantive	
1041-379	RI-TAC	Seth Siders	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 387): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-380	RI-TAC	Shawn West	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 388): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-381	RI-TAC	Niki James	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 389): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-382	RI-TAC	Reuben Maes	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 390): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing.	Substantive	
1041-383	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 391): Significant Features--4wd Access, Recreational Access, Location, Camping, Wildlife Viewing.	Substantive	
1041-384	RI-TAC	Rick Newman	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 392): Significant Features--4wd Access, Recreational Access, Location, Historical Significance.	Substantive	
1041-385	RI-TAC	Becky Vander	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 393): Significant Features--Recreational Access.	Substantive	
1041-386	RI-TAC	Scott Warren	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 394): Significant Features--4wd Access, Recreational Access, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing.	Substantive	
1041-387	RI-TAC	Dave Gray	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 395): Significant Features--4wd Access, Recreational Access, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-388	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 396): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-389	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 397): Significant Features--4wd Access, Recreational Access, Location, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-390	RI-TAC	Ashile Rowley	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 398): Significant Features--4wd Access, Recreational Access, Historical Significance.	Substantive	
1041-391	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 399): Significant Features--Recreational Access.	Substantive	
1041-392	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 400): Significant Features--Recreational Access.	Substantive	
1041-393	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 401): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-394	RI-TAC	Patty Grosmick	Mile Hi Jeep Club	Salida Ranger District, Route 300 (Bald Mountain Loop) (ID 402): Significant Features-- Recreational Access, Location.	Substantive	
1041-395	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 403): Significant Features-- 4wd Access. Comment: I love driving around in this area. Not difficult, but very pretty.	Substantive	
1041-396	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 404): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: Haven't wheeled this one yet but hope to soon!	Substantive	
1041-397	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 405): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Wildlife Viewing. Comment: This area is new to me, I haven't been in this area, from the description, this area is also close and good for beginners and experienced off road enthusiast's	Substantive	
1041-398	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 406): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing. Comment: All these trails are great trails and there is NO reason NO REASON to close access to the people, the people who rightfully own them ...	Substantive	
1041-399	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 407): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving. Comment: This trail has some great views	Substantive	
1041-400	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 408): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability. Comment: This is such a popular area and if closed, would prevent a lot of off road enthusiasts to enjoy this great area. I will be in this area this year and look forward to checking this trail out!	Substantive	
1041-401	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 409): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location. Comment: Relatively easy trail. Good for novices and amazing scenery for everyone. I've taken many visiting family and friends on this trail because it shows off some of the beauty of our state. As Carl said, there is absolutely no good reason to close these trails which have been used by the public for decades.	Substantive	
1041-402	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 410): Significant Features-- 4wd Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Wildlife Viewing. Comment: Have not wheeled this one, it is how ever on the list for 2016!	Substantive	
1041-403	RI-TAC	Tom Pine	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 411): Significant Features-- Recreational Access, Scenery/Scenic Driving, Seasonal Availability. Comment: Did this trail awhile ago, very nice area.	Substantive	
1041-404	RI-TAC	Don McDowell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 412): Significant Features-- 4wd Access, Recreational Access, Wildlife Viewing.	Substantive	

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1041-405	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 413): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-406	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 414): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Wildlife Viewing.	Substantive	
1041-407	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 415): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-408	RI-TAC	Niki James	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 416): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Wildlife Viewing.	Substantive	
1041-409	RI-TAC	Josh Saul	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 417): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location.	Substantive	
1041-410	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 418): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-411	RI-TAC	Jennifer Chapin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 419): Significant Features-- 4wd Access.	Substantive	
1041-412	RI-TAC	Bill David	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 420): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-413	RI-TAC	Eric Schmoutz	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 421): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location.	Substantive	
1041-414	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 422): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-415	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 423): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Camping, Wildlife Viewing.	Substantive	
1041-416	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 424): Significant Features-- 4wd Access.	Substantive	
1041-417	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 425): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Historical Significance, Wildlife Viewing.	Substantive	
1041-418	RI-TAC	Jeff Calog	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 426): Significant Features-- 4wd Access, Recreational Access, Wildlife Viewing.	Substantive	
1041-419	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 427): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-420	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 428): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Wildlife Viewing.	Substantive	

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1041-421	RI-TAC	Jesse Beckton	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 429): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-422	RI-TAC	Luis De	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 430): Significant Features-- 4wd Access, Recreational Access, Location, Wildlife Viewing.	Substantive	
1041-423	RI-TAC	Ryan Boudreau	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 431): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-424	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 432): Significant Features-- 4wd Access, Recreational Access, Scenery/Scenic Driving, Seasonal Availability, Wildlife Viewing.	Substantive	
1041-425	RI-TAC	Gary Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 433): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-426	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 434): Significant Features-- 4wd Access.	Substantive	
1041-427	RI-TAC	Mark Woodworth	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 435): Significant Features-- 4wd Access, Historical Significance.	Substantive	
1041-428	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 436): Significant Features-- 4wd Access, Camping, Wildlife Viewing.	Substantive	
1041-429	RI-TAC	Rick Newman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 437): Significant Features-- 4wd Access, Wildlife Viewing.	Substantive	
1041-430	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 438): Significant Features-- 4wd Access, Location, Seasonal Availability, Wildlife Viewing.	Substantive	
1041-431	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Schubarth Road) (ID 439): Significant Features-- Recreational Access.	Substantive	
1041-432	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 440): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Would like to drive in the near future. Comment: Looks like a fun trail! I plan on running the near by trails Eagle Rock and Saran Wrap, and would be a great trail to add to the agenda when camping in the area. This trail should stay open to give options to the off roading community for a trail that isn't as difficult as some of the trails near by.	Substantive	
1041-433	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 441): Significant Features--4wd Access, Location, Seasonal Availability, Wildlife Viewing, Would like to drive in the near future. Comment: I agree with Chad, will be on our list.	Substantive	
1041-434	RI-TAC	Rick Newman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 442): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing, Would like to drive in the near future. Comment: Yes to both above	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-435	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 443): Significant Features--4wd Access, Recreational Access, Seasonal Availability, Camping. Would like to drive in the near future. Comment: Yup and Yup, on the list!	Substantive	
1041-436	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 444): Significant Features--4wd Access, Recreational Access, Would like to drive in the near future. Comment: Yes, on the list	Substantive	
1041-437	RI-TAC	Tom Pine	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 445): Significant Features--4wd Access, Recreational Access, Location. Comment: Beautiful area	Substantive	
1041-438	RI-TAC	Sarah Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 446): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing. Would like to drive in the near future. Comment: We like to have trails close.	Substantive	
1041-439	RI-TAC	Dennis Berry	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 447): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Camping, Wildlife Viewing. Would like to drive in the near future. Comment: Good trail.to start moving new people from county roads to more challenging trails without being too tough	Substantive	
1041-440	RI-TAC	Doug Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 448): Significant Features--4wd Access, Scenery/Scenic Driving, Location, Seasonal Availability, Would like to drive in the near future.	Substantive	
1041-441	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 449): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing. Would like to drive in the near future.	Substantive	
1041-442	RI-TAC	Don McDowell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 450): Significant Features--4wd Access, Historical Significance, Would like to drive in the near future.	Substantive	
1041-443	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 451): Significant Features--Would like to drive in the near future.	Substantive	
1041-444	RI-TAC	Sharon Jkfabric	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 452): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping. Would like to drive in the near future.	Substantive	
1041-445	RI-TAC	Remko Boot	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 453): Significant Features--Would like to drive in the near future.	Substantive	
1041-446	RI-TAC	Jason Burke	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 454): Significant Features--4wd Access, Recreational Access, Location, Would like to drive in the near future.	Substantive	
1041-447	RI-TAC	George Maniatis	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 456): Significant Features--Would like to drive in the near future.	Substantive	
1041-448	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 457): Significant Features--4wd Access, Would like to drive in the near future.	Substantive	

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1041-449	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 458): Significant Features--4wd Access, Recreational Access, Would like to drive in the near future.	Substantive	
1041-450	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 459): Significant Features--4wd Access, Camping, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-451	RI-TAC	Ken Moul	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 460): Significant Features--4wd Access, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-452	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 461): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping, Historical Significance, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-453	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 462): Significant Features--Would like to drive in the near future.	Substantive	
1041-454	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 463): Significant Features--4wd Access, Would like to drive in the near future.	Substantive	
1041-455	RI-TAC	Roger Ryken	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 464): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Would like to drive in the near future.	Substantive	
1041-456	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 465): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-457	RI-TAC	Luis De	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 466): Significant Features--4wd Access, Recreational Access, Would like to drive in the near future.	Substantive	
1041-458	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 467): Significant Features--4wd Access, Recreational Access, Location, Historical Significance, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-459	RI-TAC	Jessica-Troy Paggen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 468): Significant Features--4wd Access, Location, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-460	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 469): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-461	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 470): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-462	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 471): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-463	RI-TAC	Brett Davis	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 472): Significant Features--Would like to drive in the near future.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-464	RI-TAC	Niki James	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 473): Significant Features--4wd Access, Recreational Access, Location, Would like to drive in the near future.	Substantive	
1041-465	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 474): Significant Features--4wd Access, Recreational Access, Would like to drive in the near future.	Substantive	
1041-466	RI-TAC	Becky Vander	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 475): Significant Features--Would like to drive in the near future.	Substantive	
1041-467	RI-TAC	Shawn West	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 476): Significant Features--Would like to drive in the near future.	Substantive	
1041-468	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 477): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-469	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 478): Significant Features--4wd Access, Scenery/Scenic Driving, Location.	Substantive	
1041-470	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 479): Significant Features--4wd Access.	Substantive	
1041-471	RI-TAC	Sonny Segura	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 376 (Seven Lakes & Bull Park Trail) (ID 480): Significant Features--Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-472	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 348 (Long Hollow Road) (ID 482): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: I will have to check this trail out! I have been on the trails that connect to this trail and they are a lot of fun! Great trails for year round fun - snow makes things more interesting and a great time! The trails in this area are great for new people offroading for the first time! Trails such as this one should be kept open. It is a very popular area, and closing trails in this area will result in more "traffic" in the near by trails which can cause more problems. I will certainly add this trail the next time I am in the Rainbow Falls area!	Substantive	
1041-473	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 288 (Long Hollow Road) (ID 483): Significant Features--Recreational Access, Location, Seasonal Availability, Camping, Hiking. Comment: One of the things we like to do is not only wheeling or JeepHiking as we call it. But also Camping and Hiking. This trail provides that. We see allot of people enjoying this roads and areas. They all need to stay open and accessible.	Substantive	
1041-474	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 289 (Long Hollow Road) (ID 484): Significant Features--4wd Access, Location. Comment: great day trip	Substantive	
1041-475	RI-TAC	Rick Newman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 290 (Long Hollow Road) (ID 485): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Hiking. Comment: This is really a fun trail. Great views and close	Substantive	
1041-476	RI-TAC	Sarah Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 291 (Long Hollow Road) (ID 486): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Hiking. Comment: Good to keep this trail open for hiking.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-477	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 292 (Long Hollow Road) (ID 487): Significant Features-- 4wd Access, Recreational Access, Location, Camping, Hiking. Comment: This looks like a such a nice area. With options to enjoy several non motorized and motorized activities	Substantive	
1041-478	RI-TAC	Tom Pine	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 293 (Long Hollow Road) (ID 488): Significant Features-- Recreational Access, Location, Seasonal Availability. Comment: Nice mellow trail system	Substantive	
1041-479	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 294 (Long Hollow Road) (ID 489): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: This is a great access route to numerous outdoor activities that can be done in a day or week. This area provides the weekend get away folks a great location to off-road, hike, camp, etc.	Substantive	
1041-480	RI-TAC	Doug Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 295 (Long Hollow Road) (ID 490): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability. Comment: We need to keep trails like this open so beginning 4-wheelers and anyone who has a capable vehicle for the terrain can enjoy this trail and our great Colorado outdoors.	Substantive	
1041-481	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 296 (Long Hollow Road) (ID 491): Significant Features-- 4wd Access, Recreational Access, Seasonal Availability, Hiking.	Substantive	
1041-482	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 297 (Long Hollow Road) (ID 492): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-483	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 298 (Long Hollow Road) (ID 493): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Hiking.	Substantive	
1041-484	RI-TAC	Remko Boot	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 299 (Long Hollow Road) (ID 494): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-485	RI-TAC	Jason Burke	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Long Hollow Road) (ID 495): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Hiking.	Substantive	
1041-486	RI-TAC	Luis De	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 301 (Long Hollow Road) (ID 496): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Hiking.	Substantive	
1041-487	RI-TAC	Lisa Parkin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 302 (Long Hollow Road) (ID 497): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Hiking.	Substantive	
1041-488	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 303 (Long Hollow Road) (ID 498): Significant Features-- 4wd Access.	Substantive	
1041-489	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 304 (Long Hollow Road) (ID 499): Significant Features-- 4wd Access, Location.	Substantive	
1041-490	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 305 (Long Hollow Road) (ID 500): Significant Features-- 4wd Access, Recreational Access, Location, Camping, Wildlife Viewing, Hunting Access, Hiking.	Substantive	
1041-491	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 306 (Long Hollow Road) (ID 501): Significant Features-- 4wd Access, Recreational Access.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-492	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 307 (Long Hollow Road) (ID 502): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-493	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 308 (Long Hollow Road) (ID 503): Significant Features-- 4wd Access, Recreational Access, Location, Camping, Wildlife Viewing, Hiking.	Substantive	
1041-494	RI-TAC	Dave Gray	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 309 (Long Hollow Road) (ID 504): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Hiking.	Substantive	
1041-495	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 310 (Long Hollow Road) (ID 505): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Hiking.	Substantive	
1041-496	RI-TAC	Marissa Anne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 311 (Long Hollow Road) (ID 506): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Hiking.	Substantive	
1041-497	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 312 (Long Hollow Road) (ID 507): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-498	RI-TAC	Niki James	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 313 (Long Hollow Road) (ID 508): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-499	RI-TAC	Jennifer Chapin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 314 (Long Hollow Road) (ID 509): Significant Features-- 4wd Access.	Substantive	
1041-500	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 315 (Long Hollow Road) (ID 510): Significant Features-- 4wd Access, Camping.	Substantive	
1041-501	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 316 (Long Hollow Road) (ID 511): Significant Features-- 4wd Access, Recreational Access, Location.	Substantive	
1041-502	RI-TAC	Gary Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 317 (Long Hollow Road) (ID 512): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-503	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 318 (Long Hollow Road) (ID 513): Significant Features-- 4wd Access, Location.	Substantive	
1041-504	RI-TAC	Sonny Segura	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 319 (Long Hollow Road) (ID 514): Significant Features-- Recreational Access, Location.	Substantive	
1041-505	RI-TAC	Jason Burke	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 515): Significant Features--Recreational Access, Location, Seasonal Availability. Comment: Looks like a nice leisurely trail in a great location for a scenic trip to get out of the city. Can't wait to try this one out.	Substantive	
1041-506	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 516): Significant Features--4wd Access, Recreational Access, Location. Comment: Looks like a great trail start with on the way to many of the trails westward. I will certainly want to check this one out. So close to I-25, looks like a great trail to bring new people with off road vehicles and show what the offroad life is all about, and show how much all the trails need to stay open!	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-507	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 517): Significant Features--4wd Access, Recreational Access, Location. Comment: This trails close proximity to the city allows for day trips for just about any vehicle and several levels of off road experience.	Substantive	
1041-508	RI-TAC	Rick Newman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 518): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Looks like a fun little trail very close in. Can't wait to try this little gem this week!	Substantive	
1041-509	RI-TAC	Kate Stockwell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 519): Significant Features--4wd Access, Recreational Access, Seasonal Availability. Comment: Looks like this would be a fun Greenhorn	Substantive	
1041-510	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 520): Significant Features--4wd Access, Recreational Access, Looks like a great trip. Comment: This an awesome trail with easy access from Senvor or the Springs. It provides access to the Rampart Range system and is also a great trail for the novice driver to learn the proper off-roading techniques.	Substantive	
1041-511	RI-TAC	Doug Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 521): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-512	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 522): Significant Features--4wd Access.	Substantive	
1041-513	RI-TAC	Don McDowell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 523): Significant Features--4wd Access, Wildlife Viewing.	Substantive	
1041-514	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 524): Significant Features--4wd Access, Recreational Access, Location, Camping, Wildlife Viewing. Looks like a great trip.	Substantive	
1041-515	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 525): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-516	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 526): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-517	RI-TAC	Niki James	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 527): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing.	Substantive	
1041-518	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 528): Significant Features--4wd Access.	Substantive	
1041-519	RI-TAC	Shane Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 529): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-520	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 530): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping, Wildlife Viewing, Hunting Access, Looks like a great trip.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-521	RI-TAC	Jessica-Troy Paggen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 531): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Camping, Wildlife Viewing, Looks like a great trip.	Substantive	
1041-522	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 532): Significant Features--4wd Access.	Substantive	
1041-523	RI-TAC	Heather Roell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 533): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-524	RI-TAC	Luis De	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 534): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-525	RI-TAC	Dave Gray	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 535): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing, Hunting Access, Looks like a great trip.	Substantive	
1041-526	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 536): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Looks like a great trip.	Substantive	
1041-527	RI-TAC	Mike Clements	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 537): Significant Features--4wd Access.	Substantive	
1041-528	RI-TAC	James Middaugh	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 538): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-529	RI-TAC	Nick Plowman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 539): Significant Features--4wd Access.	Substantive	
1041-530	RI-TAC	Chris Eberhardt	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 540): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing, Looks like a great trip.	Substantive	
1041-531	RI-TAC	Sonny Segura	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 541): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing.	Substantive	
1041-532	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 542): Significant Features--4wd Access, Recreational Access, Location, Camping, Wildlife Viewing.	Substantive	
1041-533	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 543): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-534	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 544): Significant Features--4wd Access, Recreational Access, Location, Camping, Wildlife Viewing.	Substantive	
1041-535	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 545): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-536	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 546): Significant Features--4wd Access, Recreational Access, Location.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-537	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 547): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-538	RI-TAC	David McDaniel	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 548): Significant Features--Recreational Access, Scenery/Scenic Driving, Looks like a great trip.	Substantive	
1041-539	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 320 (Mount Herman Road) (ID 549): Significant Features--Recreational Access.	Substantive	
1041-540	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 550): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: I have only run the trail once and it was fun! Had some snow to play in! Great scenery and part of the trail goes into the area that burnt down a number of years ago. Amazing to see the affects the burn had and how long it takes for things to grow back. Also some neat rock cropping's. Close to other trails (the gulches and rainbow falls) and would be sad to see it closed! Great trail for year long fun!	Substantive	
1041-541	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 551): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: This a fantastic trail for a novice and awesome winter trail to get some snow wheeling in on. It is also connected with a network of trails that provides multiple options for enjoying the local environment.	Substantive	
1041-542	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 552): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing, Would like to drive in the near future. Comment: I saw some photos of the last trip, it looked like a really nice trail.	Substantive	
1041-543	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 553): Significant Features--4wd Access, Recreational Access. Comment: Name alone makes this a trail you have to love!	Substantive	
1041-544	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 554): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: Great trail! Had a fun time with Patrol 4 and all the other	Substantive	
1041-545	RI-TAC	Paul Vastola	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 555): No Specified Significant Features. Comment: I was with a Greenhorn run on 3/12/2016 that ran Phantom Creek trail. The trail was easy and pleasant. there are a few large pullout areas for stopping for lunch or a break. We spent some time in one of them collecting trash and bagged it up. This trail system is vast. We encountered a number of family groups on small 4 wheel drive vehicles and dirt bikes, also apparently enjoying the area.	Substantive	
1041-546	RI-TAC	Tom Pine	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 556): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: Looks like a nice trail	Substantive	
1041-547	RI-TAC	Sarah Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 557): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing, Would	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				like to drive in the near future. Comment: We need these type trails for all public to enjoy.		
1041-548	RI-TAC	Doug Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 558): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability. Comment: We should keep trails like this open for beginning 4-Wheelers and ATV's. If we close beginner trails like this one, our sport will die. If our sport declines, business and the surrounding communities will also suffer the economic benefit our sport brings.	Substantive	
1041-549	RI-TAC	Don McDowell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 559): Significant Features-- 4wd Access, Recreational Access, Historical Significance.	Substantive	
1041-550	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 560): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-551	RI-TAC	Remko Boot	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 561): Significant Features-- 4wd Access, Recreational Access, Seasonal Availability, Camping.	Substantive	
1041-552	RI-TAC	Jason Burke	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 562): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Would like to drive in the near future.	Substantive	
1041-553	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 563): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-554	RI-TAC	Hannah VanHorn	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 564): Significant Features-- 4wd Access.	Substantive	
1041-555	RI-TAC	Shawn West	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 565): Significant Features-- 4wd Access, Recreational Access, Camping, Hunting Access.	Substantive	
1041-556	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 566): Significant Features-- 4wd Access, Recreational Access, Seasonal Availability.	Substantive	
1041-557	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 567): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-558	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 568): Significant Features-- 4wd Access, Recreational Access, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing. Would like to drive in the near future.	Substantive	
1041-559	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 569): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing. Would like to drive in the near future.	Substantive	
1041-560	RI-TAC	Marissa Anne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 570): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Hunting Access, Would like to drive in the near future.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-561	RI-TAC	Jennifer Chapin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 571): Significant Features-- 4wd Access.	Substantive	
1041-562	RI-TAC	Dwayne Stevenson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 572): Significant Features-- 4wd Access, Location, Seasonal Availability.	Substantive	
1041-563	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 573): Significant Features-- 4wd Access.	Substantive	
1041-564	RI-TAC	Gary Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 574): Significant Features-- 4wd Access, Recreational Access, Location, Camping.	Substantive	
1041-565	RI-TAC	Kent Wolfe	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 575): Significant Features-- 4wd Access, Recreational Access, Seasonal Availability.	Substantive	
1041-566	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 576): Significant Features-- 4wd Access.	Substantive	
1041-567	RI-TAC	Butch Fassler	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 577): Significant Features-- 4wd Access, Recreational Access, Seasonal Availability.	Substantive	
1041-568	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 578): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Would like to drive in the near future.	Substantive	
1041-569	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 579): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Would like to drive in the near future.	Substantive	
1041-570	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 580): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-571	RI-TAC	Niki James	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 581): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Camping.	Substantive	
1041-572	RI-TAC	Luis De	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 582): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability.	Substantive	
1041-573	RI-TAC	Kate Stockwell	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 583): Significant Features-- 4wd Access, Location, Seasonal Availability.	Substantive	
1041-574	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 584): Significant Features-- 4wd Access, Recreational Access.	Substantive	
1041-575	RI-TAC	Rick Newman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 585): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing, Would like to drive in the near future.	Substantive	
1041-576	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 586): Significant Features-- 4wd Access, Recreational Access, Location, Seasonal Availability, Wildlife Viewing.	Substantive	
1041-577	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 587): Significant Features-- 4wd Access.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-578	RI-TAC	Tinkerbelle White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 588): Significant Features--4wd Access, Recreational Access, Seasonal Availability, Camping.	Substantive	
1041-579	RI-TAC	Dave Gray	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 589): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-580	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 590): Significant Features--4wd Access, Location, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-581	RI-TAC	Sonny Segura	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 591): Significant Features--Recreational Access, Historical Significance.	Substantive	
1041-582	RI-TAC	Ryan Boudreau	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 592): Significant Features--Seasonal Availability, Camping.	Substantive	
1041-583	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 593): Significant Features--Location, Would like to drive in the near future.	Substantive	
1041-584	RI-TAC	Bryan S	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 594): Significant Features--Would like to drive in the near future.	Substantive	
1041-585	RI-TAC	Becky Vander	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 363 (Phantom Creek) (ID 595): Significant Features--Would like to drive in the near future.	Substantive	
1041-586	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 596): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability. Comment: Very popular area. Fun trails around the area, particular for people that are just starting out off-roading. The trails offer some obstacles, but nothing too demanding. Perfect for taking people out for their initial jeep trips! My first run with MHJC was run in this area.	Substantive	
1041-587	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 597): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location. Comment: Very popular, great accessibility. Great beginner area.	Substantive	
1041-588	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 598): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location. Comment: Several trails are accessed off Rampart Range Road including Dakan Road, Hotel Gulch, Balanced Rock Road, Mount Herman, and Schubarth Road. The trailhead is only 20 miles from C-470 and Santa Fe Road making it extremely accessible from the metro area. The road is closed in the winter.	Substantive	
1041-589	RI-TAC	Timothy Floyd	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 599): Significant Features--4wd Access, Recreational Access, Location, Camping, Hunting Access. Comment: This trail is key to accessing many other great off road trails.	Substantive	
1041-590	RI-TAC	Bob VanderHoeven	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 600): Significant Features--Recreational Access, Location, Camping. Comment: Great beginner area, but great area for early season camping too!	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-591	RI-TAC	Nate Partain	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 601): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Historical Significance. Comment: This trail is key for accessing so many other trails/areas. It is a spectacular scenic drive, excellent for beginners, and a great spot for camping and hiking. A great place to be outdoors!!	Substantive	
1041-592	RI-TAC	Linda Nelsen-Bongiovanni	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 602): Significant Features--4wd Access, Recreational Access, Seasonal Availability, Camping. Comment: This is good close area to take small children just learning their OHV experience, as when they get tired you pack them up and go home without the long cranky drive from the mountains.	Substantive	
1041-593	RI-TAC	Ryan Boudreau	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 603): Significant Features--Scenery/Scenic Driving, Historical Significance. Comment: Rampart range is a great dirt option to get from castle Rock to colorado springs. It's scenic, gets you away from i25 traffic, and shows just a little of what it was like traveling our state before the concrete highways took over.	Substantive	
1041-594	RI-TAC	Jason Burke	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 604): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: This trail and the trails it connects to are in a great central location for weekend get togethers. Also need to keep some of these lower elevation trails open for seasonal options.	Substantive	
1041-595	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 605): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Camping. Comment: This is a key access road to other trails and recreation activities. It also serves as an awesome area to take first time off-roaders for basic introduction to trail driving. It is also an area that sees a lot of recreational participants from Denver as it is in close proximity.	Substantive	
1041-596	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 606): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability. Comment: This is an area that is beneficial to beginning off road enthusiast's allowing for learning the proper way to treat the trails, and to get people out to enjoy Colorado.	Substantive	
1041-597	RI-TAC	Dennis Berry	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 607): No Specified Significant Features. Comment: Grew up using this trail as a major recreational area starting as soon as I could drive. Many great memories of trips with family and friends.	Substantive	
1041-598	RI-TAC	Jerry Cronk	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 608): No Specified Significant Features. Comment: Rampart Range network is a gateway to many other local 4x4 trails within a short distance of the Denver area. It is vital that it remain open and accessible.	Substantive	
1041-599	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 609): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping. Comment: Rampart range is a great place for all.. we are on this road 6 to 10 times a year!	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-600	RI-TAC	Tinkerbellie White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 610): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Seasonal Availability, Camping. Comment: One of my favorite areas for early camping and a fun day of easy off-roading!	Substantive	
1041-601	RI-TAC	Mandy Black	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 611): Significant Features--Recreational Access, Scenery/Scenic Driving, Location, Camping.	Substantive	
1041-602	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 612): Significant Features--Recreational Access, Scenery/Scenic Driving, Location, Camping.	Substantive	
1041-603	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 613): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-604	RI-TAC	Sonny Segura	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 614): Significant Features--Recreational Access.	Substantive	
1041-605	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 615): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-606	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 616): Significant Features--Recreational Access.	Substantive	
1041-607	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 617): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Historical Significance, Wildlife Viewing.	Substantive	
1041-608	RI-TAC	Chris Eberhardt	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 618): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing, Hunting Access.	Substantive	
1041-609	RI-TAC	Mike Clements	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 619): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-610	RI-TAC	Jesse Beckton	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 620): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-611	RI-TAC	Niki James	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 621): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Seasonal Availability.	Substantive	
1041-612	RI-TAC	Margie Hoag	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 622): Significant Features--Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability.	Substantive	
1041-613	RI-TAC	Ashlie Rowley	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 623): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-614	RI-TAC	Marissa Anne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 624): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing, Hunting Access.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-615	RI-TAC	Dwayne Stevenson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 625): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Hunting Access.	Substantive	
1041-616	RI-TAC	Rick Newman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 626): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Wildlife Viewing.	Substantive	
1041-617	RI-TAC	James Middaugh	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 627): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping.	Substantive	
1041-618	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 628): Significant Features--Recreational Access.	Substantive	
1041-619	RI-TAC	Mary Hilligoss	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 629): Significant Features--4wd Access, Recreational Access, Location, Wildlife Viewing.	Substantive	
1041-620	RI-TAC	Gary Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 630): Significant Features--4wd Access, Recreational Access, Camping.	Substantive	
1041-621	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 631): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability.	Substantive	
1041-622	RI-TAC	Dianna Anderson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 632): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-623	RI-TAC	Eric Schmoutz	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 633): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-624	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 634): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-625	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 635): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-626	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 636): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Camping, Wildlife Viewing.	Substantive	
1041-627	RI-TAC	Dave Gray	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 637): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing, Hunting Access.	Substantive	
1041-628	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 638): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping, Wildlife Viewing.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-629	RI-TAC	Becky Vander	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 639): Significant Features--Recreational Access.	Substantive	
1041-630	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 640): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability.	Substantive	
1041-631	RI-TAC	Patty Grosmick	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 641): Significant Features--4wd Access, Scenery/Scenic Driving, Location.	Substantive	
1041-632	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 642): Significant Features--4wd Access.	Substantive	
1041-633	RI-TAC	Brett Davis	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 643): Significant Features--4wd Access.	Substantive	
1041-634	RI-TAC	Chris Carnahan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 644): Significant Features--4wd Access.	Substantive	
1041-635	RI-TAC	Shawn West	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 645): Significant Features--4wd Access, Scenery/Scenic Driving, Location, Wildlife Viewing.	Substantive	
1041-636	RI-TAC	George Maniatis	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 300 (Rampart Range Road) (ID 646): Significant Features--Scenery/Scenic Driving.	Substantive	
1041-637	RI-TAC	Doug Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 647): Significant Features--4wd Access, Recreational Access. Comment: Have not got to run this trail yet and would hate to have it closed.	Substantive	
1041-638	RI-TAC	Rick Newman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 648): Significant Features--Recreational Access, Scenery/Scenic Driving, Location. Comment: Fun trail that is great in early spring!!!	Substantive	
1041-639	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 649): Significant Features--4wd Access, Recreational Access, Seasonal Availability, Camping. Comment: I have not had the opportunity to wheel this trail but plan on it this year.	Substantive	
1041-640	RI-TAC	Margie Hoag	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 650): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Camping. Comment: The trails are gr8! Just getting a lot of traffic now 'cuz their close to town.	Substantive	
1041-641	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 651): Significant Features--Recreational Access, Historical Significance. Comment: Wonderful area of the state for the whole time it is open.	Substantive	
1041-642	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 652): Significant Features--4wd Access, Recreational Access, Camping. Comment: Another trail I plan on running when we are in this great area! Looks like a great add on run when combine with some of the trails close by!	Substantive	
1041-643	RI-TAC	Sarah Till	Mile Hi Jeep	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 653): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping, Wildlife Viewing.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
			Club	Comment: We will lose tourists to our state if we close trails. They love our beauty. We do too		
1041-644	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 654): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping, Wildlife Viewing. Comment: I look forward to running this trail this season.	Substantive	
1041-645	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 655): Significant Features--4wd Access, Recreational Access, Camping.	Substantive	
1041-646	RI-TAC	Jesse Beckton	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 656): Significant Features--4wd Access, Recreational Access, Camping.	Substantive	
1041-647	RI-TAC	Kent Wolfe	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 657): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Wildlife Viewing.	Substantive	
1041-648	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 658): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-649	RI-TAC	Luis De	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 659): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving.	Substantive	
1041-650	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 660): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-651	RI-TAC	Shane Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 661): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-652	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 662): Significant Features-- Recreational Access.	Substantive	
1041-653	RI-TAC	Tom Hester	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 663): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping, Wildlife Viewing.	Substantive	
1041-654	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 664): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping.	Substantive	
1041-655	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 665): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Camping, Wildlife Viewing.	Substantive	
1041-656	RI-TAC	Tinkerbell White	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 666): Significant Features-- Recreational Access.	Substantive	
1041-657	RI-TAC	Tom Pine	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 667): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-658	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 668): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-659	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 669): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Wildlife Viewing, Hunting Access.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-660	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 670): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-661	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 671): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Seasonal Availability, Camping.	Substantive	
1041-662	RI-TAC	Jessica-Troy Paggen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 672): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Camping, Wildlife Viewing.	Substantive	
1041-663	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 673): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Camping.	Substantive	
1041-664	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 674): Significant Features--4wd Access, Recreational Access, Scenery/Scenic Driving, Location, Seasonal Availability, Wildlife Viewing.	Substantive	
1041-665	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 675): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-666	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 676): Significant Features-- Recreational Access.	Substantive	
1041-667	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 677): Significant Features-- Recreational Access, Camping.	Substantive	
1041-668	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 678): Significant Features-- Recreational Access.	Substantive	
1041-669	RI-TAC	David McDaniel	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 679): Significant Features--4wd Access, Recreational Access, Camping.	Substantive	
1041-670	RI-TAC	Nick Plowman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 680): Significant Features--4wd Access, Camping.	Substantive	
1041-671	RI-TAC	Bill David	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 357 (Rule Ridge) (ID 681): Significant Features-- Location, Wildlife Viewing.	Substantive	
1041-672	RI-TAC	Jeffrey Miller	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 682): Significant Features--4wd Access, Recreational Access, Location. Comment: This is an awesome trail system. Why the desire to close it? Because it's getting too difficult for a car to drive?	Substantive	
1041-673	RI-TAC	Chad Wilson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 683): Significant Features--4wd Access, Location, Camping. Comment: Been on this trail a couple times and is a lot of fun. Along with running the connecting trail Eagle Rock. Both are more challenging than a lot of the trails on the front range. Also, some nice camping spots near by. I would hate to see either trail closed. Plan on spending a few weekends this year camping and running these trails.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1041-674	RI-TAC	Ryan Boudreau	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 684): Significant Features--4wd Access, Recreational Access, Seasonal Availability. Comment: These are great trails because of the location and the technical difficulty of them.	Substantive	
1041-675	RI-TAC	Sarah Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 685): Significant Features--4wd Access, Recreational Access, Location. Comment: The location of these trails is great. Close enough for day trips.	Substantive	
1041-676	RI-TAC	Becki Zipp	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 686): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping. Comment: Both of these trails are really nice. They are both scenic and have some challenges.	Substantive	
1041-677	RI-TAC	Lou Zinanti	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 687): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability. Comment: One of my favorite!	Substantive	
1041-678	RI-TAC	Tom Pine	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 688): Significant Features--4wd Access, Recreational Access, Location, Camping. Comment: Both trails are great and easy to combine in a single day with lots of pretty places for breaks and lunch.	Substantive	
1041-679	RI-TAC	Michael Burke	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 689): Significant Features--4wd Access, Recreational Access. Comment: I haven't been on this trail, but it looks like a really fun trip that's not very far away.	Substantive	
1041-680	RI-TAC	Morgan Boldrin	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 690): Significant Features--4wd Access, Location. Comment: Please keep this trail and the ones around it open. They draw a lot of people from all over the front range who come down and enjoy these trails and also spend money on fuel and food in the local area.	Substantive	
1041-681	RI-TAC	Jason Burke	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 691): Significant Features--4wd Access, Location. Comment: With friends now stationed at Fort Carson I have been looking for a good challenging trail in their area to take them out - this looks like a great choice. Love the scenery in that area so please keep the trail open.	Substantive	
1041-682	RI-TAC	Tom Hester	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 692): No Specified Significant Features. Comment: We need to stop all trail closures!	Substantive	
1041-683	RI-TAC	Doug Till	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 693): No Specified Significant Features. Comment: I'm sure if you surveyed the local businesses in the area, you would find that Jeepers spend a good about in their community. It is great to have a technical trail close to Colorado Springs. Looking forward to Jeeping this trail this year.	Substantive	
1041-684	RI-TAC	Roger Ryken	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 694): No Specified Significant Features. Comment: Great winter run. Technically challenging and a fun trail.	Substantive	
1041-685	RI-TAC	Luis De	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 695): No Specified Significant Features. Comment: It's a great trail to run!	Substantive	
1041-686	RI-TAC	Paul Vastola	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 696): No Specified Significant Features. Comment: this is a pretty remote trail. I don't see how 4 wheel drive vehicles,	Substantive	

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				enjoying a day in the foothills is bringing any harm to the area. We enjoy the area and most importantly stay on the designated trails. It is seldom crowded and I have never seen anyone abusing the roadways. a fun Colorado Springs trail, and there aren't many in the area.		
1041-687	RI-TAC	Aaron Brown	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 697): Significant Features--4wd Access. Comment: This area provides a great network of trails. The best way to improve the area is to crest a primary target practice area and make the rest of the area non target practice. Then go through and clean up the area of spent shells targets and broken glass.	Substantive	
1041-688	RI-TAC	Bill David	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 698): No Specified Significant Features. Comment: I love this trail because of it's beauty and a different set of challenges that are still close enough to Denver to provide excellent choices for Day Trips.	Substantive	
1041-689	RI-TAC	Dennis Berry	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 699): No Specified Significant Features. Comment: Haven't driven this yet but heard a lot about it and it's on my bucket list.	Substantive	
1041-690	RI-TAC	Nolan Paul	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 700): No Specified Significant Features. Comment: I love to visit this trail at least once per season. It is a great example of Colorado outdoor fun for four-wheeling.	Substantive	
1041-691	RI-TAC	Melissa Lynne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 701): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-692	RI-TAC	Jay Tugoo	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 702): Significant Features--4wd Access, Recreational Access, Location, Camping.	Substantive	
1041-693	RI-TAC	Mandy Black	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 703): Significant Features--4wd Access, Recreational Access, Location, Camping.	Substantive	
1041-694	RI-TAC	Deb Jeeper	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 704): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-695	RI-TAC	Norman Dillon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 705): Significant Features--4wd Access, Recreational Access, Seasonal Availability, Camping.	Substantive	
1041-696	RI-TAC	Shane Allen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 706): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-697	RI-TAC	Carl Lea	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 707): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing.	Substantive	
1041-698	RI-TAC	Bill Hallinan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 708): Significant Features--4wd Access.	Substantive	
1041-699	RI-TAC	Chris Eberhardt	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 709): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing, Hunting Access.	Substantive	

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1041-700	RI-TAC	Jesse Beckton	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 710): Significant Features--4wd Access.	Substantive	
1041-701	RI-TAC	Marissa Anne	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 711): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Wildlife Viewing.	Substantive	
1041-702	RI-TAC	Brandon Maestas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 712): Significant Features--4wd Access, Recreational Access, Location, Camping.	Substantive	
1041-703	RI-TAC	Linda Nelsen-Bongiovanni	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 713): Significant Features--4wd Access, Recreational Access, Historical Significance.	Substantive	
1041-704	RI-TAC	Kenneth Fingerlos	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 714): Significant Features--4wd Access, Recreational Access, Location, Camping, Wildlife Viewing, Hunting Access.	Substantive	
1041-705	RI-TAC	Roy Grimm	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 715): Significant Features--4wd Access, Recreational Access, Location, Camping, Wildlife Viewing.	Substantive	
1041-706	RI-TAC	Jessica-Troy Paggen	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 716): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-707	RI-TAC	Kevin Durham	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 717): Significant Features--4wd Access.	Substantive	
1041-708	RI-TAC	Robby Patterson	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 718): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-709	RI-TAC	Mark Woodworth	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 719): Significant Features--4wd Access, Recreational Access, Historical Significance, Hunting Access.	Substantive	
1041-710	RI-TAC	Nick Plowman	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 720): Significant Features--4wd Access, Recreational Access, Camping.	Substantive	
1041-711	RI-TAC	Sonny Segura	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 722): Significant Features--4wd Access, Recreational Access, Location, Camping.	Substantive	
1041-712	RI-TAC	Keith Gundy	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 723): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-713	RI-TAC	George Maniatis	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 724): Significant Features--4wd Access, Recreational Access.	Substantive	
1041-714	RI-TAC	Shannon D	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 725): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-715	RI-TAC	Chris Carnahan	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 726): Significant Features--4wd Access.	Substantive	
1041-716	RI-TAC	Glenn Lasater	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 727): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-717	RI-TAC	David McDaniel	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 728): Significant Features--4wd Access, Recreational Access, Seasonal Availability, Camping.	Substantive	

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1041-718	RI-TAC	Keith Douglas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 730): Significant Features--4wd Access, Recreational Access, Location, Historical Significance.	Substantive	
1041-719	RI-TAC	Nate Partain	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 731): Significant Features--4wd Access.	Substantive	
1041-720	RI-TAC	Jim Dixon	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 732): Significant Features--4wd Access, Recreational Access, Location.	Substantive	
1041-721	RI-TAC	Scott Warren	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 733): Significant Features--4wd Access, Recreational Access, Location, Seasonal Availability, Camping, Historical Significance, Wildlife Viewing, Hunting Access.	Substantive	
1041-722	RI-TAC	Daryl Malas	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 734): Significant Features-- Recreational Access.	Substantive	
1041-723	RI-TAC	Shawn West	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 736): Significant Features-- Recreational Access.	Substantive	
1041-724	RI-TAC	Remko Boot	Mile Hi Jeep Club	Pikes Peak Ranger District, Route 370.D (Saran Wrap) (ID 737): Significant Features-- Location.	Substantive	
1042-I	RI-SOC	Becky Duncan		This is our lively hood we have to stop the possible closures of hundreds of miles of trails. Big D Motorsports paid \$51,000 dollars in taxes yearly! As well as \$14,000 in OHV PERMITS!	Substantive	
1043-I	GEN	Lara Milton		Colorado has been my home since 1978 and I have spent nearly every weekend since then in the beautiful mountains. I have been a member of a responsible four wheel drive club since 1979 as a child and then later and still as an adult. This is a wonderful opportunity for my family and I to spend time together and in nature. My children's favorite memories are of our times together four wheeling. As an outdoor enthusiast, former parks and rec employee who once loved to hike, bike, camp ski, and simply sit and enjoy the great outdoors my ability to do so is greatly limited due to a chronic and often debilitating illness. Riding in a Jeep is the only way I can make it to the top of a fourteen, see wildlife in their natural habitat and breathe in that fresh mountain air. These roads can be the lifeline to the high country. With the continued development and growth in population in Colorado limiting the number of options only impacts the remaining roads and trails negatively due to overcrowding, more wear and tear, etc... I appreciate the opportunity to be heard and that a few options are being considered. After attending a local meeting earlier this week and learning more I would hope that continued efforts are made to keep roads open, open some that had been closed, downgrading some to trails and set some for seasonal closures. This would have the least negative impact.	Substantive	
1044-I	RI-SOC	Ty Childers		Please keep the Divide OHV 700 trails open to OHV use. Those trails have been open and in use for a very long time and provide a huge economic benefit to Divide, Woodland Park and the surrounding communities. They bring in Scores of campers and riders that pay use fees that are supposed to help maintain and keep trails open not get them closed.	Substantive	

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1045-1	RI-TAC	Brett Jones		I am writing to propose the OHV restriction be lifted on Park County road 54 from Michigan Creek to Georgia Pass(approx 5 miles) near Jefferson Colorado. This last section of the road is rough and not well maintained by Park County. This use change would reduce the maintenance cost to both Park County and Pike National Forest Service. This last section of road is well suited for off road vehicles such as OHV and Four Wheel Drive vehicles due to it's rough and rocky surface. Opening this section to OHV would allow individuals to access the Middle Fork Tail system via Pike National Forest from Jefferson without having to drive a suitable vehicle with an OHV trailer on this section of rough road.	Substantive	
1046-1	GEN	David Martin		RE: San Carlos Ranger District Trails 1321, 1322, 1323, 1325, 1384, 1386 and 1387. I am a citizen, property and homeowner living in Beulah, Colorado. I am an Environmental Educator working for the Mountain Park Environmental Center located and operating in the Pueblo Mountain Park which is adjacent to San Isabel National Forest land and whose trails connect with the USFS trails in the San Carlos Ranger District to which this comment pertains. I access the above stated trails from the Pueblo Mountain Park for recreation, instruction, wild edible plant identification, mushroom foraging and the collection of plant and mushroom resources for personal edible and medicinal use. I also use these trails for relaxation, personal physical conditioning and fitness training, recreation as well as for meditational and spiritual solace.	Non-substantive	
1046-2	RI-TAC	David Martin		Problems or Adverse Impact of Scoping Alternatives: Scoping Alternative B (Sheet 4 of 5, area of trails existing roughly between T22s to T23S & R67W to R68W) proposes that the majority of these beloved, local and important trails (1322, 1323, 13225, 1382, 1386) be Decommissioned eliminated ("ripped and replanted"; disappeared). This would have an adverse impact on myself by eliminating my above stated uses of national forest and natural resources, an adverse impact on the community of Beulah by essentially eliminating all local access to National Forest Trails for recreation and travel, as well as an adverse impact on the Pueblo Mountain Park and Mountain Park Environmental Center by eliminating it as a destination and access point to trailheads for use of these trails.	Substantive	
1046-3	RI-TAC	David Martin		Scoping Alternative B (Sheet 4 of 5, area of trails existing roughly between T22s to T23S & R67W to R68W) leaves South Creek Trail 1321 open and designated for use by motorized vehicles despite their being no lawful motorized exit or easement access available for use by motorized vehicles. It also leaves a mysterious section (1387) which spans a short distance between two then decommissioned trails open for motorized use with no way to access it by motorized vehicle according to Scoping Alternative B. The other Scoping Alternatives (A, C, D) designate all of the above mentioned trails as available for motorized use. One issue of this concerning this small handful of trails, is that even though there is lawful motorized access to these trails via trailheads along Hwy 165, these trails all head Eastward and are not "through-trails" as they end in dead ends for motorized vehicles. Each trail (aside from Southcreek Trail 1321) either ends at Private Property with no lawful access or easement granted or, as in the case of South Creek Trail 1321, ends on Public Land (Pueblo Mountain Park) which is a City Park with regulations prohibiting motorized use, allowing low impact foot and horse traffic only. This situation, as it	Substantive	

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				currently exists and as it would exist in Scoping Alternatives A, C & D, often results in situations of inadvertent or intentional trespass of Private Property or unlawful motorized use within Pueblo Mountain Park. This trespass has often ended in disputes between property owners and motorists, as well as lawsuits of private property owners against the forest service, most notably in the Squirrel Creek Trail incidents involving gunfire. Motorized use of these trails therefore, is not for travel or transportation, but merely for motorized recreation.		
1046-4	RI-TAC	David Martin		Potential Solutions: I would offer the suggestion that to best preserve the above mentioned trails (to include South Creek Trail 1321) for use by the local community in a safe and responsible manner in regards to Private Property and Public Park property, that they be designated for low impact foot and horse traffic only. This would maintain the trails in a manner that provides for their continued use by the local community, in a way that would increase the safety and well-being of both private property owners and recreational motorists, and continue to provide for quiet peaceful, natural settings for recreational use of National Forest and Natural	Substantive	
1046-5	RI-TES	David Martin		Resources in areas known for their rich, diverse wildlife to include Elk, Lynx and other rarely seen animals. Restricting these trails from use by motorized vehicles would also have an advantageous impact on an area that is within the Proposed Critical Habitat Zone for Mexican Spotted Owls.	Substantive	
1047-1	GEN REG	Scott Howell		After reviewing the alternatives I would like to state that Alternative B is an over-reaching alternative that would intentionally close roads without unsubstantiated evaluations and environmental impact studies under Â§ 212.55 Criteria for designation of roads, trails, and areas. Additionally, for Forest Service Roads 186, 186A, 86B, and 174C, these roads were well established as Forest Service System Roads well before the 1984 Pike San Isabel Forest Plan.	Substantive	
1047-2	RI-FW	Scott Howell		The removal of Forest Service Roads 186, 186A, 86B, and 174C would remove nearly 9 miles of vital access to over 14 square miles of prime elk and deer hunting habitat. Having personally used these roads regularly since 1974 - these roads under the criteria of Â§ 212.55 seem to have minimal environmental impact. Based on my understanding of Alternative D, this alternative seems to be more in compliance with Â§ 212.55 Criteria for designation of roads, trails, and areas to avoid potential for further litigation.	Substantive	
1047-3	GEN	Scott Howell		Lastly, public lands, including the affected National Forests, should remain open to the people who own them, and who responsibly recreate in them.	Non-substantive	
1048-1	GEN	Nikolas Rollins		These trails have been here for a very long time and thru out thoes times it made people happy. I trail ride on "thoes" trails about every 1-2 weeks befor they started shutting them down. Please keep the trails it will make me happy and a lot of other people happy.	Non-substantive	
1049-1	GEN	Andrew Caudill		I am a hiker, mountain biker, and motorized user. One of the reasons I pursued relocation to Colorado was due to the abundance of recreational opportunities on public lands. Over the last few weeks I had the opportunity at both the Pueblo, and Colorado Springs public meeting to talk with many representatives from the Forest Service. Let me first say how	Non-substantive	

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				impressed I was with the professionalism, and impartial approach being taken. It was clear to see that they were focused on supporting the public no matter their preferred method of use. I look forward to seeing this approach as the NEPA process continues. As large as this undertaking is I will try to stay high level walking through each alternative in this letter, as I have already submitted individual comments for specific routes.		
1049-2	RI-TAC	Andrew Caudill		Alternative A appears to be no action with the exception of the 30 routes already closed to motorized use for a number of reasons. First in relation to the routes closed in part 1 I would request they be reviewed to understand if the original reason for closure was appropriate. Routes in part 2 are understandable if to protect an endangered species, but I would still ask that options like moving/raising the routes would be looked at if they potentially remove the risk allowing the route to stay open. Routes in part 3 identified as being in 3.A areas (Non---Motorized) may have simply been due to mapping errors. It would seem these routes in 3.A areas should be grandfathered if they are not impacting the wildlife, or another use method (hiking, etc.)	Substantive	
1049-3	GEN	Andrew Caudill		Alternative B would in my opinion have a largely negative impact in many ways. First it would remove one of the main reasons I, and many others relocated to this great state. Even more alarming it would set the precedence for the future that when settlements like this are reached only one sides opinion would be taken into account. This would greatly reduce the voice for those who do not have the funds to speak out in the manner that those bringing the law suit do. Although it seems unlikely Alternative B would be selected I wanted to make these concerns known.	Non-substantive	
1049-4	RI-SOC	Andrew Caudill		Alternatives C & D are close enough at this time that I have no immediate objections to either other than those already spelled out for Alternative A. I would ask that all sides be considered including motorized especially with focus on economic impact to the communities surrounding the trail systems. I know many of the trips I take result in spending upwards of \$50 a day in any town near the trail (food/gas). Beyond the immediate economic impact the purchase of the equipment used by the motorized community is an economic boon to Colorado. My Jeep and gear along amounts to an economic impact of over 40k in 2016 alone.	Non-substantive	
1049-5	GEN	Andrew Caudill		Please keep in mind as I ask for the preservation of the motorized use of the identified routes in this agreement I am also a hiker, and understand the importance of mixed use. All I am asking is that as this process is approached that we consider keeping open any routes that may be at risk simply due to technicalities, mapping errors. I would also ask that consideration be given to any routes that could be kept open by partnering with the motorized community for reasonable adjustments/maintenance.	Non-substantive	
1050-1	GEN	Marcus Trusty		I am an owner in the partnership that has formed called Colorado Off Road Enterprise (CORE). I am a third generation Colorado native who has been involved with outdoor recreation with a motorized component since I was a child. Over the years we have seen an increase in motorized travel in the areas managed by the Forest Service and because of this I am happy to see the Forest Service take the lead in the study process to determine a travel management plan. Some of our motorized trails/roads are being damaged by some	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				<p>users and we need to find a happy medium between doing nothing and closing all the roads that were proposed by the recently settled lawsuit. I have reviewed the lawsuit, the proposals and the maps. I would recommend option D as the best choice forward. In addition to this recommendation, I would like inform you that I have contacted my local Forest Service office on behalf of CORE to propose the adoption of over 30 trails/roads in the Pike/San Isabel Forest areas. We would create an action group to help manage/maintain these routs with trash cleanups, trail work days to repair damage or to close bypasses around trail obstacle to keep users on the designated trail/road and to work with the Forest Service to prove manpower to accomplish work they deem necessary. Several of our proposed roads/trails for adoption could potentially be effected by options A, B, or C negatively. We have proposed to adopt. We would like to adopt the following areas/roads that are listed in the PSI: Champion Mine road 110 Iron Mike Mine road 110 Cloyses Lake road 381 Lost Canyon Area roads 399, 399A, 399B, 398, 398A, 398B Ptarmigan Lake road 349 We have identified several additional roads but the above listed roads are the ones most effected by the PSI. We would like to work with the Forest Service in any capacity to see the above routes remain open and managed for future motorized use and access.</p>		
I051-1	GEN REG	Tim Canterbury		I would like to see language regarding permittee/special use access from the 2005 Travel Management Rule incorporated.	Substantive	
I052-1	RI-TAC	Timothy Officer		I am a member of a 4 wheel drive club, Colorado Four Wheelers, which has adopted the trails in the China Wall area, 212, 212A and 204, we work hard at maintaining these roads to keep them open, we have worked with the NFS and followed their plans for the area. This is a heavily used trail system and we believe requires continued oversight due the high use. Road closures or restrictions in this trail system will lead to unauthorized access or bypass routes being created. We recommend no change in this road/trail or use designation.	Substantive	
I052-2	GEN REG	Timothy Officer		Additionally, we are aware of the Badger Flats Management Plan that is pending approval and are monitoring this effort as well. We've volunteered many man-hours to assist the USFS in the Badger Flats area also.	Substantive	
I052-3	RI-TAC	Timothy Officer		Another area of concern is the road/trail 350, Rainbow Falls area; this area is a very popular area for campers and OHV use and the closure of any trails in the area would be extremely difficult to enforce and cause many people to travel illegally on trails and roads in the area. We recommend no change in this road/trail or use designation. Another area of concern are the trails in the 370 & 379 area, locally known as the Eagle Rock and associated trails; these are some of the more difficult trails close to Colorado Springs, closing of these trails may encourage people to look for more challenging places to play and create their own illegal trails. The closure of any trails would just put more stress on the trails left open and create heavy traffic and more conflicts between groups trying to recreate in the areas left open. Closures in this area may lead to higher use on trails that do not form a "loop" and/or allow traffic to continue out of the trail system by alternate routes. We recommend no change in this road/trail or use designation.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1052-4	GEN	Timothy Officer		Overall we would advocate for adoption of Alternate D of the proposed plans; or an appropriate mix that minimizes changes, that minimize the effects to the majority of the public. The majority of the public perceives as approved roads, trail etc. as cited in the Motor Vehicle Use Maps issued by the USFS in 2009. In our opinion the USFS took reasonable care in issuing the MVUM maps in 2009.	Non-substantive	
1053-1	GEN	Kenneth Howell		I was born in 1956 and raised in Colorado and have been blessed with enjoying the Colorado outdoors all of my life. I started hunting when I was 14 with my father and grandfathers in area 57/58. As my three brothers grew older they joined the group and today our children are part of this western and family tradition. It is my understanding that some groups feel that us Americans that want to enjoy these hunting areas should not have access to them. Our Fore Fathers had the foresight to set these lands aside so common folks could enjoy them. This should not be decided by these special interest groups. There are enough wilderness areas in Colorado that have no access other than by foot.	Non-substantive	
1053-2	RI-SOC	Kenneth Howell		We have supported our State, Wildlife and Forest Service by paying our taxes, buying hunting licenses, boat licenses, ATV licenses for more than a half century. The roads that I'm referring to are 186, 186A, 186B ad FR174C. These roads were all there before 1980 (not sure how long). And they have not changed in the past 50 years. I have also enjoyed riding my ATV on the trails at 717 and Rainbow falls. Any road and trail closures that you put into effect would hurt our Colorado economy.	Non-substantive	
1053-3	GEN	Kenneth Howell		Do the right thing and keep these roads and trails open!	Non-substantive	
1054-1	GEN	Phillip Bowman		Please continue all efforts to keep Colorado open and available for responsible OHV recreation. Even though I do not currently live in Colorado I do visit at least twice a year. I always bring my motorcycle and thoroughly enjoy and appreciate the amazing scenery I get to see when riding on the jeep roads and trails of Colorado.	Non-substantive	
1055-1	GEN	Lisa Browning		Please do not close our trails- we are very tidy and respect those who share the trail with us.	Non-substantive	
1057-1	GEN	Alden Hingle		My family and I are recreational dirt bike riders and enjoy all the riding opportunities offered by the local area. Riding here is a major source of enjoyment for us and we provide the attached comments in hopes they are helpful as you make decisions about potential changes in the area.	Non-substantive	
1057-2	RI-SOC	Alden Hingle		Economic Impact: The Gulches, North Divide and Lower Trout Creek Trail Systems provide a wide variety of terrain and 200 miles of trails for off road enthusiasts. This is one of the largest single trail systems in Colorado and in the United States and is the only one of its size in close proximity to an incorporated town. This makes it a unique and popular recreational opportunity for OHV enthusiasts and as a result, these trails are a major attraction and have a major positive economic impact for Teller County. On any weekend during the riding season, the gas stations and convenience stores in eastern Teller County are crowded with vehicles loaded with OHVs to buy fuel and other items. Every time my	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				family rides in this area, we spend \$20---30 in Woodland Park for purchases of fuel and food.		
1057-3	RI-TAC	Alden Hingle		The Gulches NSFT 736 – This trail is designated as a singletrack trail but has been widened by ATVs running on the trail. We recommend that the trail be returned to singletrack use only since there are numerous rollover hazards for any ATVs that ride this trail. The trail is closed at the Park County line but there is no signage indicating that; the trail can actually be ridden all the way to County Road 220. This is one of the trails that has not been reopened since the Hayman Fire and we would like to have it reopened.	Substantive	
1057-4	RI-TAC	Alden Hingle		NSFT 732/ 733/ 734/ 737 – These trails are technically more difficult than the rest of the trails in the north Divide area. They provide a great riding choice for dirt bikers and ATV riders that are looking for more of a challenge. They are relatively far away from the primary trailheads in the area so they don't get as much traffic as other trails. That makes these trails a nice place to ride on high traffic weekends.	Substantive	
1057-5	RI-TAC	Alden Hingle		NSFT 731 – This is a relatively long, scenic trail that has recovered very well from the Hayman fire. All of the small aspens make this an exceptionally beautiful trail during the spring. Like the trails mentioned above, this trail is relatively far away from the primary trailheads in the area. It is another trail that doesn't get as much traffic is a nice place to ride on high traffic weekends.	Substantive	
1057-6	RI-TAC	Alden Hingle		"To NSFT 731" – This trail is not identified on the MVUM; there is just a sign at the intersection of NFSR 360.A to NSFT 731 for quad riders. This is an important connection trail since it allows ATVs to get to the Gulches without having to attempt NSFT 735.	Substantive	
1057-7	RI-TAC	Alden Hingle		NSFT 735 – This trail is listed as singletrack on the MVUM. However, only the western half is true singletrack. The eastern half is functionally quad width and it is labeled as OK for quads on the carbonites. We suggest that the MVUM be updated to indicate that the eastern half is designated for quad use. The western half of 735 is	Substantive	
1057-8	RI-TAC	Alden Hingle		the only true singletrack system trail in the north Divide system and it is the most challenging trail in the entire system. We believe it is important to offer this type of challenge to riders who are looking for it. We need more trails like this in the area.	Substantive	
1057-9	RI-TAC	Alden Hingle		North Divide and Lower Trout Creek NFST 717 – This is an epic 28 mile loop and the premier trail of the north Divide trail system. It represents a wide variety of terrain with tight trees, wide open riding, technical hill climbs and obstacles. Due to the large number of National Forest System roads that intersect the trail, riders of all ability levels are able to ride as much or as little of the trail as they are capable of doing. This trail follows the goal of the Forest Service in creating loop opportunities for OHV enthusiasts. This trail draws a large number of off road enthusiasts and has major positive economic impact for Teller County.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1057-10	RI-TAC	Alden Hingle		NSFT 717.A – This is a particularly long spur trail that provides access from Lower Trout Creek to the 717 trail and the entire trail system. This trail, one of the more technical trails in the system, is an important trail for local riders and more experienced visitors. This is probably the most popular spur trail in the 717 system.	Substantive	
1057-11	RI-TAC	Alden Hingle		NSFT 717.B – This is also an exceptionally long spur trail that cuts through the center of the 717 system. It is one of the more scenic trails in the area and some sections of the trail provide easy quad track compared to the rest of the area. This is one of the best quad tracks in the area for family riding.	Substantive	
1057-12	RI-TAC	Alden Hingle		NFST 717.C – This is a beautiful spur trail that skirts Davis Gulch and provides an excellent loop opportunity when combined with NFST 717.B.	Substantive	
1057-13	RI-TAC	Alden Hingle		NFST 717.D – This is a beautiful trail that presents some technical challenges and is one of the most enjoyable short trails for experienced riders. This trail also provides multiple loop opportunities when combined with NFST 717, 717.B and 717.C.	Substantive	
1057-14	RI-TAC	Alden Hingle		NFST 717.E – This is an important spur trail to link NFST 717 to the Gulches. It allows dirt bikes and ATVs to stay off of CR33 (which does not allow OHVs).	Substantive	
1057-15	RI-TAC	Alden Hingle		NFST 717.F – This is a beautiful trail providing a unique hill climb challenge and allows for loop opportunities when combined with 717.A and 354.	Substantive	
1057-16	RI-TAC	Alden Hingle		Phantom Creek ATV trail – This is a non--system trail that runs parallel to Phantom Creek from the intersection at NFSR 362 to NFST 717.B. This is a beautiful stretch of sustainable trail that is currently ATV width. The trail is very similar to 717.B and 717.C. We would like this to become a system trail as it would provide multiple loop opportunities when combined with NFSR 362, NFSR 363, NFST 717.B and various other surrounding trails.	Substantive	
1057-17	RI-TAC	Alden Hingle		NFSR 357/ 364/358 – These provide an enjoyable, relaxed loop opportunity for beginning riders. They also allow riders to choose loop opportunities on NFST 717.A and 967.	Substantive	
1057-18	RI-TAC	Alden Hingle		NFSR 363/ 364/ 362 – These roads provide an enjoyable, long loop with slightly more challenging riding conditions than found on the 357/ 364/ 358 loop. When combined with an out and back ride on NFSR 366 and 200, the route provides additional challenges and a variety of scenery and views for the enthusiast. These roads also provide loop opportunities when combined with NFST 717, 717.B and 717.C.	Substantive	
1057-19	RI-TAC	Alden Hingle		Hackett Road/ Longwater Gulch Area	Substantive	
1057-20	RI-TAC	Alden Hingle		NFSR 220/ 220.A/ 220.B/ 221 – The portions of these roads that are in Park county have been closed since the Hayman Fire. The portions of these trails that are in Teller County were reopened long ago. We request that all of these trails be entirely reopened since all the other trails in that area have since been reopened. This would provide a loop opportunity for the entirety of NFSR 220 that is currently closed in the middle.	Substantive	
1057-21	RI-TAC	Alden Hingle		NFST 540 – This trail connects Hackett Gulch to CR211. It was shut down after the Hayman fire and we request that this trail be reopened.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1057-22	RI-TAC	Alden Hingle		Rainbow Falls Trail System	Substantive	
1057-23	RI-TAC	Alden Hingle		NSFT 631/ 633/ 634 – These trails represent the majority of the OHV trails in this system. They all represent tight trails through dense woods and up steep mountainsides and provide the most technically challenging trails in the system. In conjunction with NFSR 348 and 351, they create multiple loop opportunities.	Substantive	
1057-24	RI-TAC	Alden Hingle		NSFT 349 – This is an important connection between the Rainbow Falls trailhead to the trail 332 area. This trail represents the easiest riding in the area with many loop opportunities and is a wonderful riding area for families riding with children.	Substantive	
1057-25	RI-TAC	Alden Hingle		NSFT 650/ 677 – The combination of these two trails provides an epic ATV trail that connects the Rainbow Falls riding area to the Rampart Range riding area. Riding the entire trail provides a five--hour ride for experienced riders and is a “bucket list” trail for many riders. This is an extremely important trail since it is the only OHV trail that connects the two riding areas. Without it, enthusiasts would have to trailer from one OHV area to the other.	Substantive	
1057-26	RI-TAC	Alden Hingle		NFSR 322.A – This trail was previously closed and we would like to see it reopened. Provides a connection between NFSR 322 and Mount Herman Road NFSR 320 and provides loop opportunities with NFSR 322 and NFSR 315.	Substantive	
1057-27	RI-TAC	Alden Hingle		NFSR 346 – This is an easy jeep trail that connects highway 67 to Rampart Range Road NFSR 300. This is a great trail for adventure riders coming up from Mount Herman Road. Adventure bikes are the fastest growing segment in the power sports market; this type of road will see increased demand as that market grows. It is also a great trail for new OHV enthusiasts because of its relative ease. This road also provides a good loop opportunity when combined with NFSR 300 and NFSR 351 and 350. Another enjoyable loop opportunity combines NFSR 346 with 300, 351, 347.C, and 347 to county road 79.	Substantive	
1057-28	RI-TAC	Alden Hingle		Badger Flats Trail System	Substantive	
1057-29	RI-TAC	Alden Hingle		This riding area has relatively easy trails compared to other trail systems discussed here. It is one of the few places in the Colorado trail system where parents can teach their children to ride in a non--intimidating area. UTVs are a fast growing segment in the OHV market and this area is very popular with those vehicles due to the ease and width of the riding trails.	Substantive	
1057-30	RI-TAC	Alden Hingle		NFSR 259 – This is the easternmost trailhead to the Badger Flats area. It is relatively remote so it does not get much traffic. Due to its location, it provides a great access point for street legal dirt bikes to enter the riding area. It also has some unique hill climb challenges that are uncommon to the Badger Flats area, thus providing experienced riders challenges.	Substantive	
1057-31	RI-TAC	Alden Hingle		NFSR 249 – This road is similar to 259 and provides a good entry point for street legal dirt bikes and access to an area in Badger Flats that gets less traffic.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1057-32	RI-TAC	Alden Hingle		NFSR 247 – This road provides great loop opportunities for street legal dirt bikes when combined with Road 249, 259 and 225.	Substantive	
1057-33	RI-TAC	Alden Hingle		NFSR 295 – This is a long, relatively remote trail that makes for a very pleasant ride and a nice loop opportunity for street legal bikes when combined with NFSR 210, 290, 225, Highway 24 and County Road 77.	Substantive	
1057-34	RI-TAC	Alden Hingle		NFSR 292/ 293 – This is a pleasant loop opportunity in the NFSR 210 area.	Substantive	
1057-35	RI-TAC	Alden Hingle		NFSR 290 – This is a good access point in the Badger Flats area and provides extended riding opportunities throughout the area. There is easy access to the NFSR loop on 292/ 293, and an out and back ride on NFSR 210 and 295. This access point also provides great access to the central area of Badger Flats on all the roads that intersect NFSR 225, 216, 896, 213. Additionally, from NFSR 290, an enthusiast can access riding opportunities as far west as Martland Peak without having to trailer there.	Substantive	
1057-36	RI-TAC	Alden Hingle		NFSR 225 – This is one of the main veins through the Badger Flats riding area and provides critical access to the majority of the trails in the area.	Substantive	
1057-37	RI-TAC	Alden Hingle		NFSR 223/287 – These two trails and the area between them provides dispersed camping and relatively easy riding opportunities for families. They also provide a nice loop opportunity when combined with NFSR 225.	Substantive	
1057-38	RI-TAC	Alden Hingle		NFSR 255 – This trail is slightly more difficult than the surrounding trails and provides a great riding experience for families introducing their children to more advanced riding. It also provides a great overlook to an unnamed hill on the western section of the trail.	Substantive	
1057-39	RI-TAC	Alden Hingle		NFSR 216 / 896 – Both of these are pleasant, easy trails that provide dispersed camping opportunities on the western terminus of the trails. Large RVs can access this camping via County Road 31.	Substantive	
1057-40	RI-TAC	Alden Hingle		NFSR 213/ 44 – These two roads are commonly referred to as LaSalle Pass. This is a very popular route for every vehicle size from small children's motorcycles to fully loaded adventure bikes, to ATVs, UTVs and jeeps. This road is easy for an experienced off road motorcyclist but a challenge on a fully loaded adventure bike. That makes it a "bucket list" challenge ride for adventure riders.	Substantive	
1057-41	RI-TAC	Alden Hingle		NFSR 44.2.A – This road provides a loop opportunity and a slightly more difficult option for persons riding LaSalle Pass and who intend to return to the Badger Flats area.	Substantive	
1057-42	RI-TAC	Alden Hingle		NFSR 227 – This road is shown as open on the latest version of the MVUM, however, there is a locked gate on both sides of the private property through which it crosses. If access could be granted to the middle of this trail, it would provide a wonderful loop opportunity in conjunctions with NFSR 229 and NFSR 44.	Substantive	
1057-43	RI-TAC	Alden Hingle		NFSR 231 – The road provides a long riding opportunity that goes through the lower wide open sections of Badger Flats and one of the few trails that gets into the higher elevation wooded section of Badger Flats. This is one of the few trails in the area that provides significant elevation gain and the only trail that provides access to Burns Park. It is also a	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter			
				relatively remote trail, providing a unique, less crowded riding opportunity for the area.					
1057-44	RI-TAC	Alden Hingle		NFSR 232/ 206/ 206.A/ 214/ 214.A/ 214.B/ 214.C/ 266 – These trails comprise the northern portion of Badger Flats provide more challenging riding than the main area trails. The group of trails provides multiple loop opportunities, particularly for street legal dirt bikes. NFSR 266 provides the northernmost access point for the Badger Flats area making it an important entry point for adventure bikes.	Substantive				
1057-45	RI-TAC	Alden Hingle		NFSR 212/204 – This is the China Wall OHV area. These roads provide unique obstacles for 4X4s (jeeps) and this area is a very popular destination for these vehicles. The area provides lots of dispersed camping.	Substantive				
1058-1	GEN	Brian Livingston		My family and I are residents of Divide CO. The current areas under going the Travel Management Planning process are of high importance to my family and I, as we utilize these areas to ride our UTV's and also enjoy camping, hiking, hunting, and fishing all within the Pike & San Isabel National Forest. I would like to thank you for the current trail system as it provides an enjoyable riding experience and access to other recreational activities. We are in support of Alternative D with a few changes to some of the current routes noted below.	Substantive	FL-6			
1058-2	RI-TAC	Brian Livingston		With Alternative D, the implementation of the South Rampart Travel Management Plan of 2009 needs to be put into place.	Substantive	FL-6			
1058-3	RI-TAC	Brian Livingston		Alt. D, sheet I make UTV connection trail from FR 343 across Highway 67 that will connect to FR 332.B	Substantive	FL-6			
1058-4	RI-TAC	Brian Livingston		Alt. D, Sheet I, consider making a UTV 62" connection trail from road 356.A to road 308. Alt. D. Sheet I, convert 717.A from road 308 to road 354 to a UTV 62" trail.	Substantive	FL-6			
1058-5	RI-TAC	Brian Livingston		Alt. D. Sheet I, look at the main 717 loop, currently this loop is designated as a 50" trial, however, when trying to navigate this trail on a 50" UTV there are areas that are to tight causing equipment damage and make it very hazards to personal safety. Consider different maintenance needs to meet the needs of the 50" UTV user.	Substantive	FL-6			
1058-6	RI-TAC	Brian Livingston		Alt. D. Sheet I, convert trail 736 to a full size trail.	Substantive	FL-6			
1058-7	RI-TAC	Brian Livingston		Alt. D. Sheet I, re-open the small connection trail between the 220 roads. Doing this will make another loop opportunity for the user.	Substantive	FL-6			
1058-8	RI-TAC	Brian Livingston		Alt. D. Sheet I, add the connection trail from road 220 to 221 this trail starts at the river about 1 mile north east of road 220 the trail crosses the Platte river and then travels north east until it intersects with road 221 and road 540. Consider adding this route to the South Park and South Platte MVUM. Also designate this trail as full size open to all vehicles.	Substantive	FL-6			
1058-9	RI-TAC	Brian Livingston		Alt. D. Sheet I, make the trail connection from road 221 to road 540.	Substantive	FL-6			
1058-10	RI-TAC	Brian Livingston		Alt. D. Sheet I, designate road 540 as a full size trail open to all vehicles.	Substantive	FL-6			

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1058-11	RI-TAC	Brian Livingston		Alt. D. Sheet 1, work with Park County to have road 211 open to all vehicles whether licensed or unlicensed.	Substantive	FL-6
1058-12	RI-TAC	Brian Livingston		Alt. D. Sheet 2, looking for UTV 62" connection trail between road 434 south to road 435, consider utilizing the old logging roads in the area. I would also expect this new route to be subject to the seasonal closers in the area.	Substantive	FL-6
1058-13	RI-TAC	Brian Livingston		Alt. D. Sheet 2, make UTV 62" trail for road 376.B to road 311, this will add another loop opportunity to the 4 Mile riding area.	Substantive	FL-6
1058-14	RI-TAC	Brian Livingston		Alt. D. Sheet 3, looking for clarity on trial 1437 from road 297 south to the lake. Is this open to all vehicles? If no please designate this route as open to all vehicles.	Substantive	FL-6
1058-15	RI-TAC	Brian Livingston		Alt. D. Sheet 4, consider making trial 626 a UTV 62" trail.	Substantive	FL-6
1058-16	RI-TAC	Brian Livingston		Alt. D. Sheet 4, consider making trail 672 a UTV 62" trail making these two trails UTV 62" will make a loop opportunity for the UTV user.	Substantive	FL-6
1058-17	GEN	Brian Livingston		The Pike San Isabel National Forest covers more than 2 million acres and has 9 wilderness areas that consist of more than 800,000 acres for users that want more secluded and separate recreational space. I feel this is a fair sharing of our public lands and it is not necessary to decrease areas designated for use by motorized users. As you (The Forest Service) begins to weigh all of the options and opinions during this process, I ask that you move forward with Alternative D along with the South Rampart Travel Management Plan and the changes as noted above.	Non-substantive	FL-6
1059-1	GEN	Jean C Smith		As a Colorado resident since 1954, living in Denver, Florissant and Colorado Springs, I have a deep appreciation for the Pike-San Isabel National Forest. My family and I have camped, hiked, backpacked, hunted and fished in many locations across the PSI. In addition, through association with Conservation Colorado, Rocky Mountain Wild, Sierra Club and Wild Connections, I have been involved in efforts to protect the PSI and other public lands for long-term biodiversity, secure wildlife habitat, quality water sources and sustainable use. In particular, I have documented boundaries for some three dozen roadless areas with field surveys. These personal experiences have led me to a strong conservation position and, in this case, a bent toward general reduction of the travel system.	Non-substantive	
1059-2	GEN	Jean C Smith		The PSI staff is to be congratulated on holding effective public meetings, one of which I attended, and I appreciated the detailed information and willingness of the staff to listen carefully to our concerns. In addition, the availability of the GIS data online has made my review of the Alternatives more effective. I do not claim to have done an in depth review of the proposed designations, but have looked carefully at a few where I have particular experience or concern. Following are my general and location specific comments based on Alternative D for your consideration	Non-substantive	
1059-3	GEN	Jean C Smith		GENERAL COMMENTS: The final travel plan should place a high priority on addressing problems of forest fragmentation, impacts on wildlife, degradation of water quality, and unauthorized intrusions into roadless areas rather than on expansion of the system or	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter			
				maintaining an economically and ecologically unsustainable network of roads and trails.					
1059-4	RI-LRSD	Jean C Smith		Recreational uses should maintain a proportional balance between motorized and non-motorized activities. The plan should reflect that approximately 90% of visitors come primarily for non-motorized recreation and only about 6% of visitors come for off-road vehicle (OHV) activities.	Substantive				
1059-5	RI-TAC	Jean C Smith		The motorized network must be economically sustainable. According to the Pike San Isabel Travel Analysis Report (TAR), the two National Forests receive about \$419,500 in revenues annually for road maintenance work but the cost of maintaining the road system is about \$1.6 million. Based on the information in the TAR, it appears that the PSI can currently afford to maintain only 24% of its transportation. These hard fiscal facts should be given serious consideration. In reviewing Alternative D, it appears that there is little impetus to reduce the system footprint. While there are some proposed decommissionings, they seem minor in contrast to the emphasis on retaining the existing system.	Substantive				
1059-6	RI-FW	Jean C Smith		The environmental analysis should consider the impacts of individual segments and the system as a whole. Important factors include impacts to threatened and endangered species; effects on wildlife because of road density and increased human activity; impacts to known wildlife corridors, wildlife concentration, production, winter and summer range areas; impacts on rare and sensitive plant communities; and impacts on wetlands, riparian areas and water quality.	Substantive				
1059-7	RI-TAC	Jean C Smith		Specific route problems must be addressed: Illegal routes and concentrations of illegal uses, such as off-road social routes, hill climbs, and mud-bogging areas, should be identified and slated for closure.	Substantive				
1059-8	RI-TAC	Jean C Smith		System routes that are causing unacceptable environmental impacts or resource damage should be identified for closure, re-routing and/or rehabilitation.	Substantive				
1059-9	RI-FW	Jean C Smith		Seasonal closures should be in place to protect sensitive habitat and wildlife areas.	Substantive				
1059-10	RI-TAC	Jean C Smith		Spurs and short segments which serve no specific purpose should be closed and rehabilitated.	Substantive				
1059-11	RI-TAC	Jean C Smith		All closures should be securely barricaded and signed. Wilderness boundaries must be clearly identified.	Substantive				
1059-12	RI-LRSD	Jean C Smith		Minimization of conflicts between motorized users, both full-sized vehicles and OHVs, and quiet users such as hikers, mountain bikers and equestrians, should be a high priority when designating permitted uses.	Substantive				
1059-13	RI-TAC	Jean C Smith		The plan should continue its policy for managing motorized travel for dispersed camping. Pike-San Isabel currently allows motorized vehicle use for dispersed camping within one vehicle length (30 feet) of a designated route, where it is not prohibited, unsafe or will result in resource damage. The public should continue to be allowed to park along the side of designated roads and walk into the forest to access dispersed sites, and/or use a motor vehicle on designated "spur" roads to established dispersed campsites.	Substantive				

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1059-14	RI-FWV	Jean C Smith		The plan should retain the long-established policy of not allowing off-road driving to retrieve downed big-game, since most animals are shot a substantial distance from a designated road or motorized route.	Substantive	
1059-15	RI-TAC	Jean C Smith		LOCATION SPECIFIC COMMENTS: These comments are based on a review of Alternative D and are focused primarily on my personal experience of routes that affect Colorado Roadless Areas (CRA) or Wild Connections Roadless Areas (WCRA). (Wild Connections Conservation Plan 2006 (http://wildconnections.org/conservation/wccpconservationplan.html)). JEFFERSON COLORADO and WILD CONNECTIONS ROADLESS AREAS (South Park Ranger District): I support the elimination of mixed use on the east portion of Ohler (807) and the decommissioning of the west end of Ohler (807) and Upper Ohler (807.A), as well as the proposed decommissioning Ohler (870), and Halfway (809.B). The western Ohler routes are in the Ohler Gulch drainage which can be adversely affected by motorized use. These roads currently either dead end or end at an existing closure. While they are outside of the Jefferson Colorado Roadless Area, all three intrude into the Wild Connections Roadless Area. It has been identified as an area that is more suitable for quiet use than for motorized activity.	Substantive	
1059-16	RI-LRSD	Jean C Smith		RAMPART EAST COLORADO and WILD CONNECTIONS ROADLESS AREA (Pikes Peak Ranger District): I strongly support the proposed decommissioning of County Line (324.B) because it will eliminate a large motorized cherry stem into both the Colorado and Wild Connections Roadless Areas. There are many other opportunities for motorized travel along the Rampart Range Road, and this route dead ends in approximately two miles.	Substantive	
1059-17	RI-WAT	Jean C Smith		BLODGETT PEAK WILD CONNECTIONS ROADLESS AREA (Pikes Peak Ranger District): I support the decommissioning of Devil's Kitchen (302.A), RRR Camp 1 (300.P) and RRR Camp 2 (300.Q) in the Blodgett Peak area. Devil's Kitchen is located along a tributary of West Monument Creek, which affects water quality of the Monument community. The RRR Camp routes are very short spurs, which serve no useful purpose.	Substantive	
1059-18	RI-LRSD	Jean C Smith		SOUTH PLATTE RIVER AT CORRAL CREEK AND LONGWATER GULCH (South Platte Ranger District): Description of area. These comments are centered on Wild Connections' roadless area inventory, the South Platte Wild and Scenic River determination process and the Hayman Fire. The South Platte River enters a wild, rugged canyon approximately 2.5 miles downstream of Lake George. This canyon setting continues until the river enters Cheesman Reservoir some 10+ miles downstream. At Corral Creek (west) and Longwater Gulch (east) the canyon opens up somewhat with a wider floodplain, although the ridges on either side rise some 800-1,000 feet above the river bottom.	Substantive	
1059-19	RI-LRSD	Jean C Smith		When the Forest Service was engaged in crafting an alternative to Wild and Scenic River designation (1995 to 2001) the preferred alternative included these categories: Wild from Cheesman to 1/4 mile downstream of Corral Creek, 4.5 miles; Scenic from • mile downstream of Corral Creek to 1/4 miles upstream of Hackett Gulch, 3.0 miles; Wild	Substantive	

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				from 1/4 miles upstream of Hackett Gulch to Beaver Creek confluence, 2.9 miles. These were based on a thorough analysis of the natural and wild characteristics of the river corridor and thus should carry some weight in the designation of travel routes. The Scenic designation between Corral Creek and Hackett Gulch was based on the presence of motorized routes coming from both east and west down to the river, various social routes along the river, a major dispersed camping presence, and several legal fords of the river, all with attendant problems from lack of sanitary facilities, erosion along the river banks, and illegal motorized play in the river. These impacts affected water quality, destroyed riverine habitat, and caused law enforcement problems.		
1059-20	RI-LRSD	Jean C Smith		In the early 2000's Wild Connections field teams did extensive mapping and documentation of conditions on both sides of the river. The subsequent Wild Connections Conservation Plan (WCCP-2006) recommended the Sheeprock area north of the Corral Creek road, which looms above the Wild river section, for future Wilderness designation and the area south of Corral Creek road, named Wildcat Canyon (granted Wildcat Creek is actually north in Sheeprock), as a core reserve. On the east side of the river, Northrup Gulch was recommended also as core reserve and Longwater Gulch as a connectivity area. These recommendations were certainly influenced by the rather intensive motorized recreation in the area at the time.	Substantive	
1059-21	RI-LRSD	Jean C Smith		In June 2002 the Hayman Fire burned across this area and subsequent rain events resulted in massive erosion, particularly on the east side which is steep and has highly erosive granitic soils. The post fire analysis conducted by the Forest Service closed both Corral Creek and Longwater Gulch roads to motorized access. Twelve years later the land is recovering; especially in areas of moderate or light burn. Aspen regenerated early and various understory shrubs and forbs are providing some stabilization. Pines are not coming back to any degree in the intensively burned areas. From a conservation standpoint, this location along the wildest reach of the South Platte River should be valued for future wildlands network designations, including core reserves and wildlife connectivity. It also is valuable as a study area for post-fire conditions. Due to the steep terrain it is best suited for back-country non-motorized recreation including hiking, horseback riding, backpacking, wildlife watching, and fishing. There is no need to provide motorized recreation here as there are many other opportunities, especially on the west side. From an economic standpoint, these routes should not be re-opened to motorized travel, as reconstructing them to standards would require extensive rerouting and/or construction costing hundreds of thousands of dollars.	Substantive	
1059-22	RI-LRSD	Jean C Smith		Recommendations: I support the conversion of Corral Creek (540) to a non-motorized trail. This would provide a variety of three-season quiet recreation opportunities such as hiking, horseback riding, backpacking, wildlife watching, and fishing, with good access from the Matukat Road (NSFR 211). It protects the integrity of a large roadless area as it recovers from the Hayman Fire. It continues the lower density of motorized travel on the west side of the South Platte. It would eliminate any recurrence of impacts at the river as were present pre-Hayman fire.	Substantive	

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1059-23	RI-TAC	Jean C Smith		Possible improvements: Improve the parking area at NSFR 211, possibly with post and cable and aging to indicate allowed uses. When funds are available, consider ripping and seeding/planting native forbs and shrubs in the old road bed, establishing a single track trail. (This is a difficult proposition because the granitic soils are difficult to revegetate.)	Substantive	
1059-24	RI-TAC	Jean C Smith		I support the decommissioning of Longwater (221) from FSFR 360 to its terminus at the South Platte River: This route is currently closed due to damage from the Hayman Fire; there is no good reason to keep it as a system route. The area is highly eroded, the old roadbed is washed out in many places, and any other action than decommissioning would require extensive reconstruction at a cost of hundreds of thousands of dollars. There are sufficient motorized roads and trails in the vicinity to provide that type of recreation experience. Decommissioning would increase the integrity of a large area proposed for core reserve and wildlife connectivity. It would eliminate any recurrence of impacts at the river as were present pre-Hayman fire.	Substantive	
1059-25	RI-TAC	Jean C Smith		I strongly oppose any proposals to reopen either 540 or 221 to motorized travel: Such action would recreate a water quality and law enforcement issue at the River. It would impact the integrity and connectivity of Sheeprock and Wildcat Canyon wild roadless areas. It would be very expensive to bring these routes up to standard.	Substantive	
1059-26	GEN	Jean C Smith		Reasons to support these actions: Increase the habitat integrity of a large complex or roadless, wild areas that are proposed by conservationists for protection. Reduce impacts on water quality in the South Platte River. Provide an ideal opportunity for quiet recreation and contribute to the balance between nonmotorized and motorized recreation. Prevent the recurrence of adverse impacts at the intersection fo the routes and the South Platte River that in the past have led to unsanitary conditions, off-road routes, campsites on the river bank, excessive erosion, and illegal water play in the River. Provide a post-Hayman fire study area unaffected by motorized use.	Substantive	
1059-27	GEN	Jean C Smith		BUNO GULCH (South Platte Ranger District): Area Description. Buno Gulch, located on the north end of Geneva Park and west of the Guanella Pass road, has been popular for dispersed camping for many years. As a result of heavy use, no sanitary facilities, and the expansion of a network of informal roads, there are increasing impacts to vegetation, water quality and wildlife habitat.	Substantive	
1059-28	GEN	Jean C Smith		The area has many values that support conservation oriented use. Buno Creek, which rises to the west under the Continental Divide, is part of the larger Geneva Creek watershed, which flows into the North Fork of the South Platte River at Grant. The riparian area is heavily vegetated with willows and other trees, various shrubs and forbs and many mosses. Historically there was a population of greenback cutthroat trout which were extirpated, and a reintroduction attempt many years ago failed. The forest is a mixture of spruce, Douglas-fir, ponderosa pine, and aspen and the valley is generally covered with shrubs of various species. The area has representatives of the animal species common to this altitude (9,700+ feet) and habitat. We saw a number of squirrels and chipmunks, and a dozen different birds, including Steller's jays, robins, juncos, white-breasted nuthatches and other unidentified birds.	Substantive	

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1059-29	RI-LRSD	Jean C Smith		The Wild Connections Conservation Plan recommends the Burning Bear roadless area for future strong protection, possibly as Wilderness. The Colorado Roadless Area Inventory designates it as roadless, with I 18.E cherrystemmed. Habitat connectivity is enhanced whenever motorized use is reduced.	Substantive	
1059-30	RI-LRSD	Jean C Smith		Recreational Use: Dispersed camping is the major recreational use. About half a dozen sites were occupied on this Thursday with tents, campers and horse-campers. Some had OHVs, but did not seem to be riding. They may take their OHVs over to the more challenging ride on FR 119 that goes to Geneva City historical site. The Forest Service has established 27 designated campsites with one fire ring each, but with a few exceptions there are no restricted parking areas and vehicles have destroyed almost all vegetation in the forested areas. On any summer weekend all 27 designated camp sites might be full, with multiple vehicles at each, and an overflow to illegal undesignated sites. In August all but a few of the designated sites were clean, although the illegal fire rings often had trash. Almost every site had damaged trees, ranging from blazes to limbs or small trees cut one assumes for firewood. Three horse outfits were occupying the sites on the north side of the valley. They said they were expecting six more and there would be a six-hour trail ride the next day. We saw two hikers on the upper trail.	Substantive	
1059-31	RI-TAC	Jean C Smith		The campsites are in three general locations: the valley sites, the flat east edge of the forest and along the I 18.E route as it goes into the steeper slopes of the forest adjacent to Buno Creek. Note that the MVUM shows legal route extending west approximately 0.2 miles beyond where the actual steel closure is located on the trail. There is a signed steel closure located at 39.52789 -105.75617 at the section line, beyond which there is no motorized use permitted. We saw no evidence of any trespass beyond this closure. The last designated campsite # 27 is located at [39.528199/-105.75332] [39°31'41"N/105°45'12"W] about 0.17 miles east of the steel closure. The roadbed deteriorates west of camp 27. However, there was one large undesignated site between campsite 17 and the steel closure with three tents and a vehicle.	Substantive	
1059-32	RI-LRSD	Jean C Smith		Proposed future route designation: The MVUM map shows the route as open to motorized use for approximately 1.5 miles, although as noted above the steel gate is at about 1.3 miles. The PSI-TMP Alt. D proposes that the first 1 mile, from Guanella Pass road to the edge of the forest, be designated as a "road open to highway legal vehicles." The next 0.5 miles, continuing west, would be "decommissioned." Beyond that point the trail is currently designated for foot, mountain bike, horse and x-country ski travel. The PSI-TMP proposed closure is located at 39.52817, 105.74913 (39°31'40"N,105°44'55"W) at designated campsite 19. (Source: PSI-TMP GIS data) The terrain is forested and flat with no physical features that lend it to a secure closure. This would mean that campsites 20-27 would be only available for walk in use, or potentially obliterated and revegetated. Many of them are too close to Buno Creek. A closure at Mile 1 would be a large undertaking because of the open, flat terrain. However, it could be constructed of 700-800 feet of post and cable, between campsite 12 on the north and campsite 19 and Buno Creek on the south, shown on the map in magenta (see attachments). A more secure area for the camp and are the barrier that has closed off the continuation of this spur, which is theoretically	Substantive	

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				illegal, but is for practical purposes, one of the better locations.		
1059-33	RI-TAC	Jean C Smith		Recommendation: I support the USFS proposed (Alt D) decommissioning of I 118.E at about 1 mile east of Hwy 62, coordinates approximately 39.52825, -105.74889. Build a closure barrier of large closely spaced boulders or 700 feet of post and cable to block off the entire open forested area.	Substantive	
1059-34	RI-TAC	Jean C Smith		Closure location is at designated campsite 19, which should have defined parking area at I 118.E	Substantive	
1059-35	RI-TAC	Jean C Smith		The roadbed should be ripped and converted to a single track.	Substantive	
1059-36	RI-LRSD	Jean C Smith		Plan a restoration project to improve conditions in the area: Current designated campsites west of the closure should be assessed, and those not meeting minimum criteria for proximity to Buno Creek or sustainable locations should be permanently closed, obliterated and revegetated. Those that remain available should be reduced in size, cleaned and revegetated in a multi-year rotation.	Substantive	
1059-37	RI-LRSD	Jean C Smith		Current designated campsites east of the closure should have defined parking spaces and be relocated if necessary away from Buno Creek. All undesignated camping areas on both sides of the route, and on the south side of Buno Creek should be removed and revegetated. Construct one vault toilet. Rip, seed, and place brush/logs on social routes around the designated camp sites, leaving one access per site. Increase signage to emphasize that future access is dependent on responsible camping. Increase USFS presence, especially on summer weekend.	Substantive	
1059-38	RI-LRSD	Jean C Smith		Reasons to support this action: There are too many campers in this area that do not restrict their camping to the designated sites resulting in overcrowding, unsanitary conditions, adverse impacts to vegetation, trees and water quality, and expansion of undesignated sites. Many of the designated sites are too close to Buno Creek, which affects riparian vegetation and water quality. The route deteriorates west of Campsite 27, with some erosion.	Substantive	
1059-39	RI-LRSD	Jean C Smith		The surrounding Colorado Roadless Area will benefit from removal of this route which is currently cherrystemmed into the Roadless Area.	Substantive	
1059-40	RI-LRSD	Jean C Smith		There will be less impact on wildlife, and hikers, equestrians and mountain bikers will have a better experience on the decommissioned route. Decommissioning the route will leave 66% of the current camp sites open for motorized users, convert 33% to walk in use, and remove numerous undesignated sites/fire rings.	Substantive	
1059-41	GEN	Jean C Smith		CONCLUSION: These are only a few of the routes across the forest which would benefit from decommissioning or conversion to non-motorized use. I reiterate that reduction of the overall travel system is in the best interests of conservation strategies, balanced recreation, fiscal responsibility and more effective management. I urge the Forest Service to consider further closures, decommissionings and conversions to less impactful use.	Substantive	
1060-1	RI-TAC	Brian Hoag		My comment relates to route I26 - "Twin Cones" listed in the PSI Travel Management Action Alternatives spreadsheet. I am a former Colorado resident currently living in	Substantive	

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				Nevada. I have family in Colorado so we visit often, and I'm a member of Mile-Hi Jeep Club of Denver. The proposed decommissioning or converting the road to administration purposes of the Twin Cones road is a mistake in my opinion. Alternative "D" allows for seasonal closure and I recommend adopting this alternative. I've seen where the proposed closure of this road would start, and if implemented, I imagine the USFS will lose the 4x4 communities volunteer maintenance support from the US 285 all the way to the closure point which will likely cost the USFS maintenance funds to keep the road open for administration and maintenance of the operating radio equipment at the summit. The Twin Cones road is one of the very few remaining moderately challenging 4x4 routes near the Denver area, yet it gets only moderate usage. However, the continuing closure of back country routes only forces the ever increasing number of motorized vehicles on an seemingly ever shrinking inventory of roads and trails creating more impact... it has been, and continues to be motorized lost access to our public lands.		
1061-1	GEN	Kevin Velarde		I am a native Coloradoan who enjoys the many recreational opportunities offered on National Forest Service managed land – hiking, mountain biking, hunting, fishing and motorized trail riding. Like many people in Colorado, I feel strongly that land and access management is necessary, and it creates positive outcomes for all of us who enjoy the amazing recreational opportunities we have here in Colorado. In particular, I spend quite a bit of time in the San Carlos district. I have read through and understand the proposed changes to the district, and I recognize the desire to ensure fair and appropriate control of access to this area. I am concerned about the extent to which proposal Alternative B excludes legitimate activities and use of land, in particular within the context of the broader usage opportunities in the immediate area.	Non-substantive	
1061-2	RI-LRSD	Kevin Velarde		As a hiker, mountain biker, hunter, and rider, I participate in many activities that depend on access, including off road motorcycling. The San Carlos district is one of the few areas in southeastern Colorado that offers opportunities for off road motorcycling and other forms of mechanized travel. For example, in the immediate area, the following are all closed to mechanized recreation: Spanish Peaks Wilderness, Greenhorn Wilderness, Sangre De Cristo Wilderness, Great Sand Dunes National Park. I believe it is important to recognize that the San Carlos district fills a valid use need by creating space for off road mechanized travel.	Substantive	
1061-3	RI-TAC	Kevin Velarde		I am particularly concerned about the following trails proposed for decommissioning in Alternative B: San Carlos North 1314, 1398, 1336; San Carlos South 1300, 1300.B, 1302, 1302.A, 1302.B, 1302.C, 413.	Non-substantive	
1061-4	GEN	Kevin Velarde		In summary, I cannot support the decommissioning of any motorized trail proposed in Alternative B. Not only would the closures eliminate a valid use of the National Forest Service land, it could potentially create more conflict between different groups - off-road users would be forced onto the remaining, legal trails.	Non-substantive	
1062-1	GEN	William Alspach	Colorado TPA and COHVCO	The TPA and COHVCO both firmly believe that multi-use access and motorized recreation within the Pike & San Isabel National Forest is, and will continue to be, vitally important to the economic vitality of Southern Colorado and an expected component of	Non-substantive	

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				the recreational experiences provided by our public lands. We stand behind a sustainable and robust network of multi-use/motorized routes and trails that sufficiently serve the needs and demands of all forest visitors.		
1062-2	GEN	William Alspach	Colorado TPA and COHVCO	<p>Please accept these comments on the Pike & San Isabel National Forest Travel Management EIS Project on behalf of the Trails Preservation Alliance ("TPA") and the Colorado Off-Highway Vehicle Coalition ("COHVCO"). The TPA is a volunteer organization created to be a viable partner assisting public lands managers, working with the United States Forest Service (USFS) and the Bureau of Land Management (BLM) to preserve the sport of trail riding. The TPA acts as an advocate for the sport and works to help ensure that the USFS allocates a fair and equitable percentage of public lands access to diverse trail riding opportunities. COHVCO is a grassroots advocacy organization representing approximately 170,000 registered off-highway vehicle ("OHV"), snowmobile and 4WD users and is a member supported environmental organization that advocates and promotes the responsible use and conservation of our public lands and natural resources to preserve their aesthetic and recreational qualities for future generations. TPA and COHVCO are referred to collectively in this correspondence as "The Organizations."</p> <p>As stated in Notice of Intent (NOI) for this project, the Purpose and Need for this Action is "...to improve management of motor vehicle use...", the Organizations contend that in order to "improve" the management of motor vehicle and OHV use, an adequate and varied inventory of routes (i.e., roads and trails) that fulfills the user's spectrum of needs (today and into the future) for variety, difficulty, destinations, challenge, terrain and scenic opportunity will lead to improved management and compliance. Closure and a reduction of recreational opportunities and the resulting concentration of the ever increasing number of users does not provide a balanced solution to meeting the needs of the recreationalists and other legitimate forest users. This stated Purpose and Need (as published in the NOI) needs to "guide" the process throughout the duration of this action and be utilized to impartially evaluate each alternative.</p>	Non-substantive	
1062-3	GEN	William Alspach	Colorado TPA and COHVCO	<p>At this time, The Organizations generally support the proposed Alternative D with modifications. Fundamentally we support Alternative D with immediate implementation of the South Rampart Travel Management Plan (SRTMP) (specifically SRTMP Alternative B – The Preferred Alternative) and consideration of our comments and modifications for specific roads and trails that we have provided for each individual Ranger District.</p>	Non-substantive	
1062-4	RI-SOC	William Alspach	Colorado TPA and COHVCO	<p>The economic impacts of multi-use and motorized recreation within the counties and communities encompassed by or adjacent to the Pike & San Isabel National Forest cannot be overlooked. Many of the visitors that choose to visit the Forest combine their recreational activities and often include using forest routes to access camping sites, setting up a camp and then employing motorized means to travel and explore the surrounding environment. Significant economic benefits are realized by all of Southern Colorado as the public travels to and from their valued destinations within the Pike & San Isabel National Forest. As an example, motorized recreational enthusiasts were responsible for approximately \$1.6 billion in direct expenditures relating to motorized recreation in Colorado during the 2014-2015 season! As popular as motorized recreation is within the</p>	Substantive	

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				Pike & San Isabel National Forest, the economic benefits to local economies and nearby communities must not be undervalued.		
1062-5	GEN	William Alspach	Colorado TPA and COHVCO	The organizations feel that this project must work diligently to ensure that a balanced continuum of opportunities are provided in the Pike and San Isabel National Forest to properly serve the diverse cross section of our population and meet their recreational needs. We reasonably expect that this project will fairly and adequately provide an Environmentally, Economically and Socially sustainable end state that supports multi-use recreation. Our two organizations have solicited input, comments and suggestion from our members, supporters and a diverse collection of motorized recreation enthusiasts and have developed our consolidated comments based upon that input.	Non-substantive	
1062-6	RI-TAC	William Alspach	Colorado TPA and COHVCO	The following statements summarize our comments: With few exceptions, the roads and trails throughout all six Ranger Districts (including the routes listed in Exhibit A of the Settlement Agreement) have been in existence and providing public benefits for decades. History has shown that each of these routes provides a level of tangible recreational, economic and/or forest access value.	Non-substantive	
1062-7	RI-FR	William Alspach	Colorado TPA and COHVCO	The Hayman Fire (and Waldo Canyon Fire) demonstrated firsthand the advantages of having a robust and interconnected network of routes. Continuing to have an adequate network of forest roads and trails will be truly beneficial and necessary in providing sufficient access for future timber management, continuing forest visits and recreation, emergency egress and wildland firefighting efforts.	Substantive	
1062-8	RI-TAC	William Alspach	Colorado TPA and COHVCO	In general we encourage and support the decisions to convert most any existing National Forest Service Road (NFSR) to a Full Size Trail or another trail designation (e.g., Trail open to Motorcycles, or open to Vehicles 50" or less in width). We encourage the use of conversion techniques contained in Chapter 17 of the National Off-Highway Vehicle Conservation Council's (NOHVCC), (2015) Great Trails: Providing Quality OHV Trails and Experiences. Conversion of roads to "multi-use trails" will also make those routes eligible for Colorado Parks and Wildlife OHV grant funds.	Substantive	
1062-9	RI-TAC	William Alspach	Colorado TPA and COHVCO	We encourage this project to consider the inclusion and adoption of more "non-system" roads and trails to help meet the Forest's ever increasing demands and needs such as timber and fuels management, fire mitigation work, fishing, driving for pleasure (including OHV's), viewing scenery and wildlife, utilizing developed and dispersed camping sites and picnicking. (This adoption of previous non-system trails would not be unprecedented as demonstrated by the recent action by the Pikes Peak Ranger District to adopt the Buckhorn Trail in the Bear Creek Watershed area from a "user created" trail to a "system" trail).	Substantive	
1062-10	RI-TAC	William Alspach	Colorado TPA and COHVCO	In general the Organizations do not support the conversion of routes to "Administrative Use Only".	Non-substantive	

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1062-11	RI-CC	William Alspach	Colorado TPA and COHVCO	Properly constructed roads and trails within the forest coupled with sensible timber management will all help to mitigate any effects of climate change both today and into the future. Minor adjustments to USFS design criteria can also be used to mitigate more extreme weather events and any increased runoff that might be attributed to climate change.	Substantive	
1062-12	RI-TAC	William Alspach	Colorado TPA and COHVCO	By providing an adequate and varied inventory of routes and trails that fulfills the multi-use and motorized user's spectrum of needs (today and the future) for variety, difficulty, destinations, challenge, terrain and scenic opportunity will lead to improved management and compliance requiring less expenditures on maintenance, signage, enforcement, etc.	Substantive	
1062-13	RI-TAC	William Alspach	Colorado TPA and COHVCO	The roads and trails in Hackett, Longwater and Metberry Gulches along with Coral Creek (AKA The Wildcat Canyon Area) have long been enjoyed by enthusiasts and recreationists and were a longtime favorite for access to and across the South Platte River. Rather than allowing the Hayman Fire to permanently take away a treasured resource from public use, the Organizations strongly support the reopening of these routes (e.g. as Full Size Trails) between all of the adjacent Ranger Districts and Counties. Deliberate efforts need to be made to provide environmentally friendly and sustainable crossings across the South Platte River. Technical, engineered solutions to cross the river are indeed possible and must be explored, planned, designed and implemented.	Substantive	
1062-14	RI-TAC	William Alspach	Colorado TPA and COHVCO	The public will be solely dependent upon the Pike & San Isabel National Forest Staff to ensure that any and all requirements and recommendations for seasonal closures are fair, reasonable, rational, unbiased and in the very best interest of the spectrum of users. Natural route closure generally occurs during the winter season due to snow. Wherever possible, if the seasonal conditions on the ground are likely to represent an effective barrier to travel, the Forest should avoid implementing seasonal closures that create confusion and create an unnecessary enforcement and financial burden. Seasonal closures that affect only motorized users, are inconsistent with the best available science for protecting habitat and seasonal closures should be made universal to all users.	Substantive	
1062-15	RI-TAC	William Alspach	Colorado TPA and COHVCO	Closing routes to OHV use does not eliminate the need for maintenance, but makes those routes ineligible for Colorado Parks and Wildlife OHV grant funds, one of the available funding sources and tools that can be used to provide needed operations and maintenance resources. The lack of fiscal capacity by the USFS should not be criteria for, or lead to closures and reductions in public recreational opportunities, closure of routes or elimination of public access to the National Forest.	Substantive	
1062-16	GEN	William Alspach	Colorado TPA and COHVCO	In conclusion, the Organizations are pleased to offer our collective assistance and expertise to this extremely important project. We firmly believe that multi-use access and motorized recreation within the Pike & San Isabel National Forest is, and will continue to be, vitally important to the economic vitality of Southern Colorado and an expected component of the recreational experiences provided by our public lands. We stand behind a sustainable and robust network of multi-use/motorized routes and trails that sufficiently serve the needs and demands of all forest visitors. Finally, we feel it is obvious but important to acknowledge that as the population along the Colorado Front Range	Non-substantive	

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				continues to grow, the needs and demands for multi-use and motorized recreation will only escalate and that it will be imperative that the Pike & San Isabel National Forest works diligently to serve the public by professionally managing and providing the necessary recreational opportunities that support multi-use and motorized recreation.		
1062-17	GEN	William Alspach	Colorado TPA and COHVCO	Please accept these comments on the Pike & San Isabel National Forest Travel Management EIS Project on behalf of the Trails Preservation Alliance ("TPA") and the Colorado Off-Highway Vehicle Coalition ("COHVCO"). The TPA is a volunteer organization created to be a viable partner to public lands managers, working with the United States Forest Service (USFS) and the Bureau of Land Management (BLM) to preserve the sport of trail riding and multi-use recreation. The TPA acts as an advocate for the sport and takes the necessary action to insure that the USFS and BLM allocate a fair and equitable percentage of public lands access to diverse trail multi-use recreational opportunities. COHVCO is a grassroots advocacy organization representing approximately 170,000 registered off-highway vehicle ("OHV"), snowmobile and 4WD users in Colorado seeking to represent, assist, educate, and empower all motorized recreationists in the protection and promotion of multi-use and off-highway motorized recreation throughout Colorado. COHVCO is an environmental organization that advocates and promotes the responsible use and conservation of our public lands and natural resources to preserve their aesthetic and recreational qualities for future generations. TPA and COHVCO are referred to collectively in this correspondence as "The Organizations." The Organizations offer the following comments and concerns regarding this project.	Non-substantive	
1062-18	GEN	William Alspach	Colorado TPA and COHVCO	At this time, The Organizations generally support the proposed Alternative D with modifications. Fundamentally we support Alternative D with immediate implementation of the South Rampart Travel Management Plan (SRTMP) (specifically SRTMP Alternative B – The Preferred Alternative) and consideration of our comments and modifications for specific roads and trails that we have provided for each individual Ranger District.	Non-substantive	
1062-19	GEN	William Alspach	Colorado TPA and COHVCO	The Organizations do not support the proposed Alternative B as it eliminates an excessive number of viable routes (approximately 700 mi) and will not meet the needs of the public. Elimination of routes at this magnitude will not protect the environment, will not protect natural or cultural resources, and does not fulfill the Purpose and Need of this project to improve the management of motor vehicle use on the Pike & San Isabel National Forest. Alternative C does not achieve an improvement in management, does not go far enough and again does not fulfill the Purpose and Need of this project. Alternative A relies upon old, out dated information, does adequately reflect current conditions and lacks planning for future uses.	Substantive	
1062-20	RI-LRSD	William Alspach	Colorado TPA and COHVCO	We acknowledge that the Pike & San Isabel National Forest has struggled with the proliferation of non-system trails in the Forest. However, we feel much of this stems from an increasing need and demand for multi-use recreational opportunities on public lands in general and especially near urbanized areas along the Front Range of Colorado. Several of the Districts are unique in that they are within close proximity of Colorado Springs, the	Substantive	

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				second largest city in Colorado with a population well over 400,000. As the State of Colorado's population has grown, so have the sales of Off Highway Vehicles (OHV's), bicycles, hiking equipment, camping units and other forms of outdoor recreation increasing the demand for recreation sites within the Pike & San Isabel National Forest. It is estimated that approximately 8.5% of the households in Colorado participate in OHV recreation and that between 2000 and 2014, resident OHV registrations have increased by 119% with Non-resident permits increasing by over 1,607%. (DRAFT Economic Contribution of Off-Highway Vehicle Recreation in Colorado, July 2016) The need and demand for OHV recreational opportunities are growing and will continue to grow, please consider roads and trails as critical infrastructure for recreation.		
1062-21	GEN	William Alspach	Colorado TPA and COHVCO	As stated in Notice of Intent (NOI) for this project, the Purpose and Need for this Action is "...to improve management of motor vehicle use...", the Organizations contend that in order to "improve" the management of motor vehicle and OHV use, an adequate and varied inventory of routes (i.e., roads and trails) that fulfills the user's spectrum of needs (today and into the future) for variety, difficulty, destinations, challenge, terrain and scenic opportunity will lead to improved management and compliance. Closure and a reduction of recreational opportunities and the resulting concentration of the ever increasing number of users, has shown again and again that the desired results are not obtained and does not provide a balanced solution to meeting the needs of the recreationalists and other legitimate forest users. This stated Purpose and Need (as published in the NOI) needs to "guide" the process throughout the duration of this action and be utilized to impartially evaluate each alternative.	Substantive	
1062-22	RI-SOC	William Alspach	Colorado TPA and COHVCO	The economic impacts of multi-use and motorized recreation within the counties and communities encompassed by or adjacent to the Pike & San Isabel National Forest cannot be overlooked. Many of the visitors that choose to visit the Forest combine their recreational activities and often include using forest routes to access camping sites, setting up a camp and then employing motorized means to travel and explore the surrounding environment. Significant economic benefits are realized by all of Southern Colorado as the public travels to and from their valued destinations within the Pike & San Isabel National Forest. As an example, motorized recreational enthusiasts were responsible for approximately \$1.6 billion in direct expenditures relating to motorized recreation in Colorado during the 2014-2015 season. (DRAFT Economic Contribution of Off-Highway Vehicle Recreation in Colorado, July 2016) As popular as motorized recreation is within the Pike & San Isabel National Forest, the economic benefits to local economies and nearby communities must not be undervalued.	Substantive	
1062-23	GEN	William Alspach	Colorado TPA and COHVCO	The Organizations believe that continued multi-use access and motorized recreation within the National Forest is vitally important to the preservation and conservation of our public lands and the well being of our citizens. The Organizations acknowledge that as America becomes more urbanized and populations rise, our younger citizens are becoming less connected to and are less likely to identify with the outdoors in their daily lives. Our organizations have worked diligently and continuously to help Coloradans and visitors to our State to be able to access and enjoy our public lands in a safe and responsible manner.	Non-substantive	

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				We recognize that there is a bona fide correlation between an individual's personal health and their participation in outdoor activities. We continually strive to get youth and families excited about visiting, seeing and experiencing all that our public lands have to offer. We have a history of partnering with the USFS to protect our forest resources while reducing and eliminating barriers that are continuing to make it difficult for Americans to get outside and travel on a multi-use trail or share a road as part of their outdoor recreational experience. The organizations feel that this project must work diligently to ensure that a balanced spectrum of opportunities are provided in the Pike and San Isabel National Forest to properly serve the diverse cross section of our population and meet their recreational needs. This Travel Management Plan/Environmental Impact Statement must fairly and adequately improve the management of motor vehicle use while providing an Environmentally, Economically and Socially sustainable end state.		
1062-24	RI-SOC	William Alspach	Colorado TPA and COHVCO	It is well recognized that the average age of our country's population is increasing and the number of persons aged 50 and older is steadily increasing. As the average age grows, so is the number of people still choosing to recreate outdoors but more and more will be less able to use non-motorized methods of travel or participate in high-energy, high-skill sports. As this demographic group grows, so will their needs for access to the Forest by motorized or other assisted methods. If we collectively fail to recognize and plan for this changing demographic, we will be deliberately excluding a significant and growing segment of the population from the opportunities to experience and enjoy the Pike & San Isabel National Forest. Many of us hope to retain our individual mobility into the "Golden Years", but many will not, and they will need to rely upon some sort of motorized assistance to access the places we all enjoy and cherish.	Substantive	
1062-25	RI-TAC	William Alspach	Colorado TPA and COHVCO	With few exceptions, the roads and trails within the Pike & San Isabel National Forest (including the routes listed in Exhibit A of the Settlement Agreement) have been in existence and providing public benefits for decades. History has shown that each of these routes provides a level of tangible recreational, economic and/or forest access value. The Hayman Fire demonstrated firsthand the advantages of having a robust and interconnected network of routes. Continuing to have an adequate network of forest roads and trails will be truly beneficial and necessary in providing sufficient access for future timber management, continuing forest visits and recreation, emergency egress and wildland firefighting efforts.	Substantive	
1062-26	RI-TAC	William Alspach	Colorado TPA and COHVCO	We would encourage the Pike & San Isabel National Forest to consider inclusion and adoption of quality "non-system" routes to help meet the Forest's transportation and recreational needs and demands. This adoption of non-system routes would not be unprecedented as demonstrated by the recent action by the Pikes Peak Ranger District to adopt the Buckhorn Trail in the Bear Creek Watershed area from a "user created" trail to a "system" trail. We would also question if any of the "non-system" routes designated to be closed or decommissioned were indeed historic routes that existed prior to 1984, and may have been omitted from the Motorized Vehicle Use Map (MVUM) development process.	Substantive	

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1062-27	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations would encourage and support the Forest's decision to convert most any existing National Forest Service Road (NFSR) to a Full Size Trail or another trail designation (e.g., Trail open to Motorcycles, or open to Vehicles 50" or less in width). We encourage the use of conversion techniques contained in Chapter 17 of the National Off-Highway Vehicle Conservation Council's (NOHVCC) 2015 Great Trails: Providing Quality OHV Trails and Experiences publication.	Substantive	
1062-28	GEN	William Alspach	Colorado TPA and COHVCO	The Organizations feel the following general comments are important and relevant in meeting the Purpose and Need of this project along with the project goals of improving the management of motorized recreation, protecting the environment and minimizing impacts:	Non-substantive	
1062-29	RI-TAC	William Alspach	Colorado TPA and COHVCO	We feel it is important to spotlight the following principles regarding multi-use recreation and are important considerations when evaluating any modifications to the existing routes and networks. (Management Guidelines for OHV Recreation, National Off-Highway Vehicle Conservation Council, 2006) Generally forest visitors participating in multi-use activities will use routes that exist and adequately satisfy their needs and desires.	Non-substantive	
1062-30	RI-TAC	William Alspach	Colorado TPA and COHVCO	Non-system routes should be reviewed during this review process on a case-by- case basis to determine if any non-system routes will fulfill a valid motorized need and can be altered to meet recreation and resource considerations.	Substantive	
1062-31	GEN	William Alspach	Colorado TPA and COHVCO	Route networks and multi-use trail systems should meet local needs, provide the desired recreational opportunities and offer a variety of quality experiences. We are not asking that this be done at the expense of other important concerns, but a system of routes that does not meet user needs will not be used properly and will not be supported by the users. Occurrences of off-route use, other management issues and enforcement problems will likely increase if the system routes do not provide an appropriate and enjoyable opportunity.	Substantive	
1062-32	RI-TAC	William Alspach	Colorado TPA and COHVCO	Recreational enthusiasts look for variety in their various pursuits. For multi-use to include motorized/OHV users, this means looped routes are a priority. An in-and-out route may be satisfactory if the destination is so desirable that it overshadows the fact that forest visitors must use the same route in both directions (e.g., access to dispersed camping sites, overlooks, historic sites, etc.). However, even in these cases, loop systems will always provide better experiences.	Substantive	
1062-33	RI-TAC	William Alspach	Colorado TPA and COHVCO	Adequate legal parking and dispersed camping areas are necessary to fulfill the needs and desires of the motorized recreation community.	Substantive	
1062-34	RI-TAC	William Alspach	Colorado TPA and COHVCO	Not all dead end roads are necessarily of low value and in need of closure. Many dead end spurs and "low value" routes provide access to picnic areas, dispersed camping sites, overlooks, etc. Although the values of these roads is less than that of main roads, connectors and loops, (i.e., "higher value" routes) their individual, overall benefit and value must be individually considered. We acknowledge that these roads will likely not generate much positive public interest and comment, however these routes can still have substantial importance to the public. We would encourage the District to listen to your own	Substantive	

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recreational and field staff when assessing any low value or dead end spur roads.						
1062-35	RI-TAC	William Alspach	Colorado TPA and COHVCO	Duplicative roads and trails may on the surface appear redundant and not needed. This is often the cry from those unfamiliar with multi-use and motorized recreation (an activity some of those individuals choose not to participate in) or simply seeking to eliminate or reduce public use of these routes. However, we would challenge that some duplicative routes may in fact offer unique benefits for distributing the use rather than concentrating use to a single route or may offer looping and other recreational opportunities. Therefore, proposed route closures need to be evaluated not only at the level of the individual route or habitat, but also at a broader level of evaluating where a potential closure would displace affected users to and the resultant impact to both areas.	Substantive	
1062-36	RI-LRSD	William Alspach	Colorado TPA and COHVCO	"Desired Recreational Experiences" is subjective and will vary from individual to individual. A call to decommission roads to return areas into more natural states and enhance recreational experiences is mostly subjective. Very few will be able to enjoy the forest and all of the resources the forest has to offer if adequate motorized access is not provided. Multi-use and motorized recreation is indeed a bona fide form of recreation and not one to be minimized or eliminated on public lands. Just as it is important to maintain the quality of visitor experiences for non-motorized use, it is equally important to maintain the quality of visitor experiences for motorized use.	Substantive	
1062-37	RI-FR	William Alspach	Colorado TPA and COHVCO	An adequate network of forest roads and trails is necessary to provide access in times of emergency. The USFS is a world renowned expert on wildland firefighting and knows firsthand the importance of good access, redundant routes and routes in key places and the impact of those routes on the safety of the firefighters, the public and successful wildland firefighting. The demands for reduced road inventory, for reduced route density and increased decommissioning of roads is not collectively and universally in the best interest of the forest nor the public. The demand for more and more closures of multi-use and motorized access is often based upon self-serving desires and an unwillingness to share our natural resources with others, intolerance of mixed forest uses and an unwillingness to coexist in our individual pursuits of recreation. Likewise the premise that decommissioning roads will reduce human caused fires is absolutely unfounded and unsubstantiated and should not be utilized as a criteria for any decisions regarding the elimination or closure of any multi-use or motorized route.	Substantive	
1062-38	RI-FW	William Alspach	Colorado TPA and COHVCO	In the past there have been unfounded concerns for American elk and mule deer as a reason to close and limit multi-use and motorized recreation on public lands. The premise that "large animals, especially deer and elk, are sensitive to traffic and activity along roads" is not supported by published scientific research. Extensive studies completed as recently as 2005 by the National Park Service (NPS) in Yellowstone Park stated that "Effects of winter disturbances on ungulates from motorized and non- motorized uses more likely accrue at the individual animal level than at the population scale". Even the biologist performing the research stated that the debate regarding effects on human recreation on wildlife is largely a "social issue" as opposed to a wildlife management issue. This NPS research would certainly seem relevant to wildlife in the Pike & San Isabel National Forest	Substantive	

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				and does not support a premise for closures and reductions in multi-use recreational opportunities. (Wildlife Response to Motorized Winter Recreation in Yellowstone, 2005 Annual Report, White, Davis & Borkowski) Additional research published by Mark Rumble, Lahkdar Benkobi and Scott Gamo in 2005 has also found that hunting invokes a more significant response in elk than other factors in the same habitat area (e.g. roads or trails). (Rumble, Mark A; Benkobi, Lahkdar; Gamo, Scott R; 2005. Elk Responses to Humans in a Densely Roasted Area; Intermountain Journal of Sciences) Likewise research by Connor, White and Freddy in 2001 has even demonstrated that elk population increases on private land in response to hunting activities. (Connor, White & Freddy; Elk Movement in response to early-season hunting in Northwest Colorado; The Journal of Wildlife Management; Volume 65, Number 4; October 2001) This research again brings into question why multi-use trail recreation (specifically motorized recreation) might be cited and used as the justification for any closures or modification to public access.		
1062-39	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations in general disagree with the conversion of routes to "Administrative Use Only". We recognize the primary need for this designation is for fire access. However, if a route is important for USFS and agency staff to access a location, it is very probable that that same route is equally important or desirable for the public to access the same or similar location.	Substantive	
1062-40	GEN DATA	William Alspach	Colorado TPA and COHVCO	The Organizations are aware of demands regarding a perceived inadequacy of the USFS to provide enforcement of regulations pertaining to multi-use and motorized recreation in particular. We would challenge that based upon several studies, pilot projects, etc. by the Colorado Parks and Wildlife Division, the USFS and the BLM to analyze if indeed an enforcement issue exists, and without exception those projects have shown there are minimal problems due to a lack of enforcement. Unauthorized off-route travel can be an issue for law enforcement, but the answer for this comes by providing an adequate system of routes that meets the needs of the motorized recreation community. The State of Colorado's OHV funds have been used to subsidize law enforcement programs and the detailing of law enforcement officers to OHV areas only to come back with consistent results that this cry for the need for enforcement is unfounded, unsubstantiated and just plain inaccurate. In 2011 the Colorado Parks and Wildlife Division initiated an OHV Law Enforcement Pilot program to address the accusations, questions and concerns raised by critics of OHV recreation on public lands in Colorado. The data and observations gathered from this Pilot program in 2011, 2012, and 2013 repeatedly demonstrated excellent compliance with OHV rules and regulations throughout Colorado by OHV users. It was estimated that over 10,000 individual OHV users were stopped and inspected during the Pilot Program and 94% of those users were found to be fully compliant with Colorado OHV laws and regulations. (The 2014 Off-Highway Vehicle Law Enforcement & Field Presence Program, Colorado Parks and Wildlife Division, March 2014).	Substantive	
1062-41	RI-NOI	William Alspach	Colorado TPA and COHVCO	Sound. Motorized and non-motorized uses are equally legitimate uses of public lands and especially on USFS roads and multi-use/motorized trails. Sound from motorized use is to be expected in areas open to motorized use. The Organizations would offer that the State of Colorado already has strict standards for any and all sound emanating from OHV's. This	Substantive	

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				very detailed standard has proven to be effective since 2006 and governs vehicles produced as far back as 1971. OHV users themselves have funded efforts to educate, test and "police" themselves for sound level compliance. We feel that complaints of noise and demands for sound reduction are once again unfounded and will often be used as a selfish excuse to try and reduce or eliminate motorized access and use of public lands.		
1062-42	RI-CC	William Alspach	Colorado TPA and COHVCO	Climate Change. There has been little actual research quantifying how outdoor, forest based recreation will be affected by climate change and how to mitigate for climate alterations in a meaningful and productive manner. There is little scientific research, and far more opinion, on how climate change should be regarded, planned for and implemented. Some benefits may actually be realized through climate change such as an increased number of recreation days per year, longer growing seasons, etc. The analysis of the effects of climate change, specifically upon forest recreation, and how to properly address effects (if indeed there are any) remains a fledgling science at best, and subject to individual opinions. As a change in climate occurs (as it has in the past) there is no doubt that the forest ecosystems will adapt and our socioeconomic habits and factors will also change and adapt.	Substantive	
1062-43	RI-CC	William Alspach	Colorado TPA and COHVCO	To restrict or limit accessibility and the recreational use of the Pike and San Isabel Forests would be impulsive, unjustified, reckless and impossible to enforce. The shear growth of our population, uncertainty about incomes and spending, changes in future building materials, and the demand for forest products (domestic and imported) just to name a few will likely have far more impacts on the forest compared to the effects of climate change. Properly constructed roads and trails within the forest coupled with sensible timber management will all help to mitigate any effects of climate change both on the existing and future road and trail infrastructure. Minor adjustments to USFS design criteria to include values such as Design Storm Frequency, Rainfall Intensity, Runoff Coefficients coupled with appropriate sizing of the supporting drainage infrastructure (e.g. ditch sizing, culvert sizing, rip rap sizing, re-vegetation practices, trail/road alignment, etc.) can all be used to mitigate more extreme weather events and any increased flows that might be attributed to climate change.	Substantive	
1062-44	RI-FR	William Alspach	Colorado TPA and COHVCO	We feel it is interesting to note that one of the cited effects of climate change is an increase in wildfires; this concern would seem to actually support an argument for an even more extensive and robust transportation network to facilitate emergency response to wildfire. We also feel it is important to point out that trends have already begun to replace internal combustion engines with electric motors in OHV's, a trend we expect to continue and increase and thereby reduce OHV's collective carbon footprint.	Substantive	
1062-45	RI-TAC	William Alspach	Colorado TPA and COHVCO	Financial Sustainability. As stated previously, the Organizations would encourage and support the District's decision to convert most any existing National Forest Service Road (NFSR) to a Full Size Trail or another trail designation (e.g. Trail open to Motorcycles, or open to Vehicles 50" or less in width). Conversion of roads to multi-use, motorized trails will make those routes eligible for Colorado Parks and Wildlife OHV grant funds (which can specifically be used for the construction, reconstruction or maintenance of OHV	Substantive	

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				routes or multi-use trails that allow for motorized use and other activities). These conversions will thereby help reduce the direct financial burden and back log to the USFS and can supplement agency funding with user provided funds that were previously unavailable for these routes.		
1062-46	RI-TAC	William Alspach	Colorado TPA and COHVCO	Conversion from roads to trails will also reduce the required maintenance level and reduce the necessary amount and back log of funding. Likewise by providing an adequate and varied inventory of routes and trails that fulfills the user's spectrum of needs (today and the future) for variety, difficulty, destinations, challenge, terrain and scenic opportunity will lead to improved management and compliance requiring less expenditures on maintenance, signage, enforcement, etc. Existing routes require maintenance; OHV funds have been and will continue to play an important role in meeting USFS operations and maintenance (O&M) costs. Closing routes to OHV use does not eliminate the need for maintenance, but takes away one of the available funding sources and tools that can be used to provide O&M resources. Finally, the lack of fiscal capacity by the USFS should not be criteria for, or lead to closures and reductions in public recreational opportunities, closure of routes or elimination of public access to the National Forest.	Substantive	
1062-47	RI-FW	William Alspach	Colorado TPA and COHVCO	Regarding the stipulations for the consideration of Seasonal Closures pursuant to Paragraph 4 of Exhibit B, for areas designated under the Forest Plan as 5B Big Game Winter Range Areas, we offer the following comments. Recommend that the selection of a specific date(s) to implement any required closure period consider the following criteria: Minimization of the closure period to maximize availability of the routes and areas for recreational uses; Consistent and uniform closure dates to minimize confusion within the individual Ranger Districts and throughout the Forest—Multiple dates will likely be more difficult to communicate to Forest visitors and more challenging to enforce.	Substantive	
1062-48	RI-TAC	William Alspach	Colorado TPA and COHVCO	Natural route closure generally occurs during the winter season due to snow. Coincidence of the required closure periods with the winter season will help minimize impacts to multiple-use of the specified routes. Wherever possible, if the seasonal conditions on the ground are likely to represent an effective barrier to travel, the Forest should avoid implementing seasonal closures that create confusion and create an unnecessary enforcement and financial burden.	Substantive	
1062-49	RI-FW	William Alspach	Colorado TPA and COHVCO	Seasonal closures that affect only motorized users, are inconsistent with the best available science for protecting habitat (Sime, Carolyn A; 1999. Domestic Dogs in Wildlife Habitats, Effects of Recreation on Rocky Mountain Wildlife) and seasonal closures should be made universal to all users.	Substantive	
1062-50	RI-FW	William Alspach	Colorado TPA and COHVCO	The public will be solely dependent upon the Pike & San Isabel National Forest Staff to ensure that any and all requirements and recommendations that result from the consultations with Colorado Parks and Wildlife are fair, reasonable, rational, unbiased and in the very best interest of the spectrum of users.	Non-substantive	
1062-51	RI-TAC	William Alspach	Colorado TPA and COHVCO	Below are specific comments relating to the routes within the Leadville Ranger District: We would encourage and support the District's decision to convert most any existing National Forest Service Road (NFSR) to Full Size Trails or another trail designation (e.g.	Substantive	

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				Trail open to Motorcycles, or open to Vehicles 50" or less in width) whenever the primary purpose of the road is recreation and the road does not provide a direct access from one area to another. Conversion to Full Size Trails will help solve the problem of insufficient funds for road maintenance and make those routes eligible for Colorado Parks and Wildlife OHV grant funds. We encourage the use of conversion techniques contained in Chapter 17 of the National Off-Highway Vehicle Conservation Council's (NOHVCC) 2015 Great Trails: Providing Quality OHV Trails and Experiences publication.		
1062-52	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 105 – this route provides the only eastern access to the Hagerman Pass area and the destinations westward such as Ivanhoe Lake, the Frying Pan River, Ruedi Reservoir, etc. Hagerman Pass provides a unique opportunity to retrace the history of the Colorado Midland Railroad at its crossing of the Continental Divide and a glimpse into the past of such engineering marvels as the Hagerman and the Busk-Ivanhoe Tunnels. The Midland's route from Leadville to Hagerman Pass and the 4% grades witnessed some of the most spectacular and finest Colorado railroad photography ever taken. This popular route has long been a favorite of multiple user groups and continued access will be essential to allowing the public to continue to explore and experience the rich history and natural beauty of the area.	Substantive	
1062-53	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 100 – This road provides connectivity from CR 19 to the Slide Lake area and the unique recreational experiences of Wurts Ditch. The winding route that follows Wurts Ditch to its headwaters and the option to cross over into the Eagle River watershed is unique and unmatched in the Pike & San Isabel National Forest. This age old ditch with its construction along the contours and ditch side road provides a distinctive perspective of the area and the historic times that built the ditch. This area remains popular with multiple user groups including UTV's, ATV's, mountain bikes, motorcycles, hikers, equestrians and campers.	Substantive	
1062-54	RI-TAC	William Alspach	Colorado TPA and COHVCO	Below are specific comments relating to the routes within the Pikes Peak Ranger District: Recommend that the Environmental Assessment for the South Rampart Travel Management Plan (SRTMP) be revised (only if absolutely necessary) and approved or incorporated into Alternative D for those areas not affected by the Waldo Canyon Fire. That Alternative B – The Preferred Alternative, be implemented immediately for those roads and trails outside of the Waldo Canyon Fire area. That those roads and trails that are not subject to the stipulations of the Settlement Agreement (Civil Action No. 11-cv-00246-WYD) begin immediate planning and implementation. Recall that the Environmental Assessment for this project had been completed following extensive public comment and public involvement and most importantly received consensus among the various stakeholders. Funding for this project was even awarded to the Pikes Peak Ranger District specifically for implementation the SRTMP by the Colorado Parks and Wildlife OHV Grants Program!	Substantive	
1062-55	RI-TAC	William Alspach	Colorado TPA and COHVCO	Specifically the Organizations seek immediate implementation of the previously proposed: All "New single-track motorcycle trails" in the Rainbow Falls area; The Motorcycle Trail Connection to the South Platte Ranger District; The proposed New Parking Areas in the	Substantive	

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				Rainbow Falls area; The proposed High Clearance 4X4 Challenge Trails; The proposed New Open Riding Areas; The new Trailhead at Rainbow Falls (TH2) and the connection of multi-use access across SH 67 to connect the Rainbow Falls area with the North Divide/717 area.		
1062-56	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations specifically request that the Pikes Peak Ranger District consider immediately pursuing the connection for OHV use across SH 67 to connect the Rainbow Falls area with the North Divide/717 system. We believe this connection is best established in the vicinity of NFSR 343 and NFSR 349 with a corresponding connection between NFSR's 332.A and 350 (utilizing a bridge across Trout Creek). The proposed ATV Trail (OHV I) that parallels NFSR 313 to the east.	Substantive	
1062-57	RI-TAC	William Alspach	Colorado TPA and COHVCO	Reopen NFSR 322.A (We would support reopening this route as a Full Size Trail instead of a road).	Substantive	
1062-58	RI-TAC	William Alspach	Colorado TPA and COHVCO	The August 2014 TAP recommends that NFSR 346 (AKA Hotel Gulch) be closed to Public Motorized Access. We do not agree or support this recommendation or any closing of public access to NFSR 346. NFSR 346 is the only east-west connection between State Highway (SH) 67 and NFSR 300 (AKA Rampart Range Road) between Woodland Park and Rainbow Falls. NFSR 346 provides a critical recreational access for multi-use travel between the Front Range and recreational opportunities to the west. It provides a critical route for Dual Sport motorcycles and others utilizing NFSR 320 (AKA Mount Herman Road) and NFSR 300 to connect with the North Divide, Rainbow Falls, North Rampart, South Rampart, South Park, and other recreational areas. NFSR 346 also provides beneficial connectivity for hunters and mountain bikes. Although Recreational Use is "moderate" (as designated by the 2014 TAP) this road provides the only east-west link within the 10-mile corridor of SH 67 and NFSR 300. The roadside vegetation along NFSR 346 is extremely lush for almost the entire length, the number of stream crossings is nil. The soils in this watershed are typical of the entire Rampart Range. The slope aspects along with the soils have resulted in very established vegetation with natural erosion control measures, the road tread is offset from any ephemeral channels, the road surface shows minimal signs of erosion and rutting (except for a very short segment just north of the intersection with NFSR 346.B which could easily be mitigated with minor grading), and hill slope vegetation is well established and very mature. In order to maintain public access, we would support conversion of NFSR 346 to a Full Size Trail "IF" that action would preserve open public access to the Hotel Gulch area. If NFSR 346 absolutely must be closed (an action we strongly oppose) then easements should be obtained by the USFS and an extension of NFSR 345 to 300.F should be made to preserve the necessary east-west connectivity that NFSR 346 currently provides.	Substantive	
1062-59	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 346.B is included in the Exhibit A of the Settlement Document, it is our opinion that NFSR 346.B has been closed illegally and has been closed illegally for some time to public access. We would request that this road be re-opened and remain open to public use.	Substantive	
1062-60	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations would contend that NFSR 322.A should have been included and designated on the original MVUM and that the requirements of 36 CFR, Part 212 have not	Substantive	

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				been followed, keeping this road closed to public access. We feel that NFSR 322.A was closed illegally and needs to be reopened and placed onto the MVUM. This road provides an important connection between NFSR 320 (AKA Mount Herman Rd.) and NFSR 322, which synergistically provides high quality recreational loop opportunities. NFSR 322.A could also be a candidate for conversion to a Full Size Trail to discourage causal use and access by low clearance vehicles. We realize NFSR 322.A was closed for resource damage, but mitigation efforts have been successful in this area. NFSR 322.A provides a tremendous opportunity to connect with and to enhance combined loop opportunities with the NFSR's 324, 325 and the NFSR 323 area, NFSR 322 and NFSR 320 and the NFSR 315, 314 and 321 areas. We would also request consideration of connections between NFSR 322 and NFSR 933 (<1 mi) and NFSR 933 to NFSR 323 (<1 mi) to provide enhanced looped opportunities.		
1062-61	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations offer the following recommendations for the inclusion and additions of non-system single-track trails to the inventory of multi-use/motorized trails in the vicinity of the area and trail(s) known as the Cap'n Jacks area: "Aqueduct trail". Near the Penrose-Rosemont Reservoir, parallel to CR 8 along the north side of the road, there is an existing trail that provides a single-track connection from NFSR 370.C (between the two intersections of NFSR 370.C and CR 8 and NFSR 370.C and 370.D) to NFSR 379. This proposed adoption of an existing trail follows along the southern and eastern flanks of Mount Big Chief and intersects with NFSR 379 just south of the intersection of NFSRs 379 and 379.E. This trail has been in existence for decades and provides a good loop and connection opportunity with other system NFSRs and NFSTs.	Substantive	
1062-62	RI-TAC	William Alspach	Colorado TPA and COHVCO	Penrose-Rosemont Reservoir single-track. Another existing, non-system single-track trail, which has been used for years by mountain bikers. This is an existing single-track trail that circles around the south side of the Penrose-Rosemont Reservoir. We would offer that this trail could and should be adopted as a multi-use, single-track system trail open to both mountain bikes and motorcycles. "Illegal" use of this non-system trail is likely to continue so it would seem logical to adopt it into the inventory with a multi-use/motorized designation.	Substantive	
1062-63	RI-TAC	William Alspach	Colorado TPA and COHVCO	Connection of NFSR 370.DA to NFSR 379. An opportunity exists to connect the northern end of NFSR 370.DA with NFSR 379 with a single-track multi-use trail. This short link provides a connection and additional looping opportunity for motorcycles.	Substantive	
1062-64	RI-TAC	William Alspach	Colorado TPA and COHVCO	High Park Connection. Similar to the proposed single-track trail connection described above, we also offer the suggestion to formalize a multi-use single-track trail connecting NFSR 370.C to NFSR 379 due north through Section 15, T15S R68W. There are already trails in this area that connect the High Park area with NFSR 370. C.	Substantive	
1062-65	RI-TAC	William Alspach	Colorado TPA and COHVCO	Bull Park, Bison Creek Trail. Recommend the adoption and conversion of existing trails in this area to multi-use single track open to motorcycles. This system would offer an excellent loop opportunity and connection of the western end of NFSR 376.A, down into the Bison Creek drainage, generally through the Cathedral Park area with an ultimate connection with CR 8 in the vicinity of Clyde. In Section 7 T15S R68W there exist	Substantive	

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				numerous existing trails that could be utilized and developed into a system of parallel routes offering variety and differing levels of challenge.		
1062-66	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 311, 311.A and 313 were identified in the recent TAP as Low Benefit/Low Risk roads. It is important to note that this combination provides a very unique loop opportunity, which includes outstanding views of the Plains, the USAF Academy, and the surrounding area. Although usage of this particular road network is relatively low and seasonal, it does provide a valuable recreational experience with the associated views of the Plains along with the Rampart Range and Pikes Peak, but also its diverse terrain, rock outcroppings and challenge make this route special to OHV users. This route network also provides hunting access to several locations. We would support conversion of this network to Full Size Trails along with the consideration of an extension of NFSR 307.A to connect with NFSR 311 to provide an additional loop.	Substantive	
1062-67	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations would encourage and support the District's decision to convert most any existing National Forest Service Road (NFSR) to a Full Size Trail or another trail designation (e.g. Trail open to Motorcycles, or open to Vehicles 50" or less in width). We encourage the use of conversion techniques contained in Chapter 17 of the National Off-Highway Vehicle Conservation Council's (NOHVCC) 2015 Great Trails: Providing Quality OHV Trails and Experiences publication.	Substantive	
1062-68	RI-TAC	William Alspach	Colorado TPA and COHVCO	Specifically we suggest conversion of the following NFSR's to Full Size Trails or 50" wide trails: 350.A (Convert to Full Size Trail)	Substantive	
1062-69	RI-TAC	William Alspach	Colorado TPA and COHVCO	350.B (Convert to Full Size Trail)	Substantive	
1062-70	RI-TAC	William Alspach	Colorado TPA and COHVCO	344 (Convert to Full Size Trail)	Substantive	
1062-71	RI-TAC	William Alspach	Colorado TPA and COHVCO	343.B (Convert to Full Size Trail)	Substantive	
1062-72	RI-TAC	William Alspach	Colorado TPA and COHVCO	340.B (Convert to Full Size Trail)	Substantive	
1062-73	RI-TAC	William Alspach	Colorado TPA and COHVCO	344.B (Convert to Full Size Trail)	Substantive	
1062-74	RI-TAC	William Alspach	Colorado TPA and COHVCO	348.B (Convert to Full Size Trail)	Substantive	
1062-75	RI-TAC	William Alspach	Colorado TPA and COHVCO	370.C (Convert to Full Size Trail)	Substantive	
1062-76	RI-TAC	William Alspach	Colorado TPA and COHVCO	370.D (Convert to Full Size Trail)	Substantive	
1062-77	RI-TAC	William Alspach	Colorado TPA and COHVCO	370.DA (Convert to Full Size Trail)	Substantive	

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1062-78	RI-TAC	William Alspach	Colorado TPA and COHVCO	376.A (Convert to Full Size Trail)	Substantive	
1062-79	RI-TAC	William Alspach	Colorado TPA and COHVCO	307.A (Convert to Full Size Trail)	Substantive	
1062-80	RI-TAC	William Alspach	Colorado TPA and COHVCO	311 (Convert to Full Size Trail)	Substantive	
1062-81	RI-TAC	William Alspach	Colorado TPA and COHVCO	311.A (Convert to Full Size Trail)	Substantive	
1062-82	RI-TAC	William Alspach	Colorado TPA and COHVCO	313 (Convert to Full Size Trail)	Substantive	
1062-83	RI-TAC	William Alspach	Colorado TPA and COHVCO	322.A (Convert to Full Size Trail)	Substantive	
1062-84	RI-TAC	William Alspach	Colorado TPA and COHVCO	346 (if conversion to a Full Size Trail would keep the route open to public use)	Substantive	
1062-85	RI-TAC	William Alspach	Colorado TPA and COHVCO	357.C (Convert to 50" or Full Size Trail)	Substantive	
1062-86	RI-TAC	William Alspach	Colorado TPA and COHVCO	357.CA (Convert to 50" or Full Size Trail) – this route also needs to be formally connected to NFST 717 and eliminate the extremely short disconnection.	Substantive	
1062-87	RI-TAC	William Alspach	Colorado TPA and COHVCO	332.CA (Convert to 50" or Full Size Trail)	Substantive	
1062-88	RI-TAC	William Alspach	Colorado TPA and COHVCO	We request connection of NFSR's 340.B to NFSR 343.B along with a connection from the end of NFSR 340.B (at the intersection of 340.B and County Road 78) to NFSR 357. These very minor and small connections would provide and enhance the existing network of system roads and the connectivity between the North Divide area and the Rainbow Falls area. This proposed connection of NFSR 340.B with NFSR 343.B would also provide redundant access to the weather station. We would support conversion of all of these routes to Full Size Trails.	Substantive	
1062-89	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 332.A as listed in Exhibit B of the Settlement Agreement (Civil Action No. 11-cv-00246-WYD) should be re-opened from partial length, interim closure. This particular segment of NFSR 332.A is elevated from the adjacent creek and riparian areas, and is upland from any potential Preble's Meadow Jumping Mouse habitat. It is our opinion that this particular road segment was improperly designated as encroaching into potential Preble's Meadow Jumping Mouse habitat and that encroachment or risk is just not applicable since the road is located a substantial distance upland from the riparian corridor. Use of this route should remain open and available for public use.	Substantive	
1062-90	RI-TAC	William Alspach	Colorado TPA and COHVCO	Trails 717, 717.A, 717.B, 717.C, 717.D, 717.E and 717.F are all interrelated and provide a unique recreational, multi-use trail system unmatched anywhere else in the Pikes Peak Ranger District. The trail system's relatively easy access to the Colorado Springs area and	Substantive	

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				southern Front Range provides the public with abundant opportunities to visit the post Hayman Fire burn area, view the natural post fire restoration mechanisms, view spectacular unfettered vistas of Pikes Peak, Mount Evans and the Rampart Range, and provides first class family and group camping and recreational venues. The 717 system encircles the North Divide area and provides the public with the access to multiple and different ecosystems and habitat's and the opportunities to view wildlife in natural settings. The 717 systems has the attribute to provide all day or partial day trail experiences and offers tremendous flexibility and options for the public to enjoy the Pikes Peak Ranger District. The trail network is vast and expansive and helps to disperse use rather than focus and concentrate the uses into small, over used areas. Along with the many dispersed camping sites, the trail system has unique qualities to provide multi-use and family oriented recreation close to nearby urban areas.		
1062-91	RI-SOC	William Alspach	Colorado TPA and COHVCO	The road and trail network associated with 717 is also a significant economic generator for the adjacent communities of Woodland Park, Divide, Deckers, and Florrisant. Curtailment of any of these trails or any reduction of the multi-use activities in this area would likely have significant economic consequences to these communities. These communities rely and depend upon the surrounding Pikes Peak Ranger District and all of the related recreational opportunities the District provides to forest visitors. Almost each and every forest visit begins with a trip through one of these small communities with related stops for food, fuel, lodging, etc. For additional, detailed information, the report Economic Contribution of Off-Highway Vehicle Recreation in Colorado, prepared for COHVCO by Pinyon Environmental is available upon request.	Substantive	
1062-92	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations also support the identification of multiple parking/dispersed camping sites throughout the 717 system area in order to provide sufficient legal places for the public to park and camp. Special consideration should be given for recreational vehicles with trailers and large size vehicles.	Substantive	
1062-93	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 325 is necessary for connecting to NFSR's 325.A, 324.A and NFSR 324. This route provides a wonderful loop opportunity with either NFSR 324 and/or NFSR 323. NFSR 325 also provides seasonal access for the USAFA and their cadet training. NFSR 325 should remain open as is. We would support conversion of all of these routes to Full Size Trails.	Substantive	
1062-94	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 300.C, CA and CB provides access into the East Plum Creek area and is a popular access route for hunters. These routes should remain open as is and we would support conversion of these routes to Full Size Trails.	Substantive	
1062-95	RI-TAC	William Alspach	Colorado TPA and COHVCO	All routes within the Rainbow Falls area and especially those listed in Exhibit A of the Settlement Agreement should remain open and considered for conversion to Full Size Trails. We acknowledge that this area receives extremely heavy and concentrated use and that the recreational benefit and sustainability of many routes could be improved. However, any reduction in the density of roads and trails in this area would have detrimental effects and only result in increased concentration of use onto the routes that remain open. This single area with its diversity of trails and multiple dispersed camping sites, provides unique opportunities for families desiring to camp and recreate together,	Substantive	

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				for visitors seeking a compact and close in network to explore, and the special opportunity this area provides with its connectivity to the expansive road and trail systems in the South Platte Ranger District.		
1062-96	RI-TAC	William Alspach	Colorado TPA and COHVCO	Special emphasis should be given to NFSR's 344, 348.B, 348.C, 347.C, 631, 633, 634, 350.A, 350.B and 348. We would also offer that the routes in the northern portion of Rainbow Falls, primarily the NFSR 332 series, offers a very special recreational opportunity for beginning riders, families with younger children and "side by sides"/ROV's. This very compact network of roads, with its mild terrain and relatively low use really does provide visitors with a great place to teach, learn and practice proper and safe OHV riding skills. We would support conversion of the NFSR 332 series of routes to Full Size Trails.	Substantive	
1062-97	RI-TAC	William Alspach	Colorado TPA and COHVCO	Finally we would request that the Pikes Peak Ranger District consider establishing open riding and play areas within the Rainbow Falls area for special users such as Trials bikes and rock crawling (e.g. the former quarry site off of NFSR 350.B).	Substantive	
1062-98	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 366 for its entire length, but especially between NFSR 366.A and County Road 3 provides a popular, useful and sole northerly connection to the Trail Creek area and the surrounding network of roads and trails. NFSR 366 provides the only access to the North Divide and 717 system from the northern end of Trail Creek Road/CR3 and serves as a primary connection to the network for the West Creek area/residents. Closure of this route would likely force all eligible users to connect via 717 (assuming 717 is left intact and open) which is more than a mile further to the west, and 717 is not open for vehicles over 50" wide. Forcing users to a sole access at 717 is just not a sustainable alternative given its westerly location and current conditions. There is a need for parking and other trailhead facilities at the new/revised 717/CR 3 intersection. NFSR 366 provides the primary and a sole loop opportunity between the NFSR 364/Manchester Creek area, the Trail Creek area along with the NFSRs 364/362 route. Loop opportunities are already in short supply and especially limited for the full spectrum of trail users. This area will also benefit from additional designated parking areas and dispersed camping sites.	Substantive	
1062-99	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 358 is the sole and primary full size vehicle, east west connector between NFSR's 357 and 364. This road also provides an alternative access to the private, inholding property located in Section 30, T11S, R69W. This route provides the vital linkage between NFSR 357 (AKA Rule Ridge) and routes and destinations to the west to include Trails 717, 717.A, 717.B, NFSR's 364, 365, 366, CR 3 just to name a few.	Substantive	
1062-100	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 341.A and 341.B provides access from an informal trailhead(s) and dispersed camping sites along CR 78 (AKA Painted Rocks Rd) and CR 782 (Quinlan Gulch). NFSR 341.A provides one of the only bona fide access points from the Quinlan Gulch area and allows those residents a legal and convenient point of access to the 717 and the North Divide system. The intersection of CR 78 and NFSR 341.B has seen steady growth in forest visitors using that area as an access point and trailhead, distributing the use from the CR 78 and NFSR 357 access point and to some degree from the Rule Ridge and Lower Trout Creek Trailheads. Multiple parking areas and dispersed camping sites are needed in this area.	Substantive	

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1062-101	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 308 (located in Section 22) has the potential to allow a future connection from CR 25 to the 717 and North Divide system. The City of Woodland Park has considered this connection for several years as the best opportunity for a future connection between the City and the multi-use North Divide trail system (via the portion of CR 25 owned and maintained by the City). We are aware that the City and USFS have had informal discussions regarding this future connection	Substantive	
1062-102	RI-TAC	William Alspach	Colorado TPA and COHVCO	and it will be extremely important that NFSR 308 remains open and accessible to the public for this connection to have a chance of one day coming to fruition. We do not support permanently closing or converting this route to Admin Use Only. NFSR 308 should actually be considered for an extension to the north and west to connect NFSR's 354.B, 354.A and 357.F to provide additional loop opportunities. We would support conversion of all of these routes to Full Size Trails.	Substantive	
1062-103	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 359.M provides a link and alternative for licensed motorcycles to connect from 717 to CR 51 and provides access to private property. This route is often used to make connections to the Divide area for refueling, meals, etc. This comment similarly applies to NFSR 363.E.	Substantive	
1062-104	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST's 634, 633 and 631 should remain as is and open to public motorized use in order to maintain the associated looped trail opportunities and the connection(s) to the trail network in the South Platte Ranger District.	Substantive	
1062-105	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 360.B was closed in 2012 and should be re-opened and remain available for public access. This popular road provided access to numerous camping areas and did see very heavy use during the summer recreational season. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-106	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations would request that the previous decision to close NFSR's 366.A, 366.B & 366.D, 363.A, 984, 343.A and 343. C be reconsidered and re-opened. In particular the closing of NFSR 343.A and 343.C eliminated a rare loop opportunity and has concentrated any and all use onto NFSR 343. That the reasons cited during the previous decision process regarding unsustainability of NFSR 343.C could be mitigated with a minor reroute. All of these closures, along with similar closures (e.g. NFST 725, NFST 630, NFSR 980, etc.) have resulted in a net loss of mileage for multi-use and motorized recreation in the District. We would support re-opening and conversion of all of these routes to Full Size Trails.	Substantive	
1062-107	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations support the improvement of the route network consisting of NFSRs 370.D, 370.C and 370.DA for the purpose of providing extreme rock crawling opportunities. The recreational opportunities in this area could be improved by adoption of existing non-system links and connectors along with conversion to Full Size Trails.	Substantive	
1062-108	RI-TAC	William Alspach	Colorado TPA and COHVCO	The USFS has been a recognized supporter of the California Children's Outdoor Bill of Rights. Nationwide there are concerns about the youth of our country's lack of exercise, detachment from outdoor activities and limited access to public parks and land. The 717 trail system along with the associated network of roads and trails within the Pikes Peak	Substantive	

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				Ranger District provides the necessary access and recreational opportunity for Colorado's and our local youth to explore nature, play in safe places, follow a trail, go fishing, camp under the stars, connect with the past and many of the other activities inspired by Richard Louv's book "Last Child Left in the Woods". Loss or closure of the 717 trail system and the associated roads and trails in the Pikes Peak Ranger District would certainly be a tragedy and lost opportunity for our area's youth to be able to connect to and be exposed to nature.		
1062-109	RI-TAC	William Alspach	Colorado TPA and COHVCO	Below are specific comments relating to the routes within the Salida Ranger District: We understand the popularity and regional importance of the Four Mile Trail System near Buena Vista. We also understand that this area has seen increased use by all types of users and that the use of this area will continue to grow.	Substantive	
1062-110	RI-TAC	William Alspach	Colorado TPA and COHVCO	We would encourage and support the District's decision to convert most any existing National Forest Service Road (NFSR) to Full Size Trails or another trail designation (e.g. Trail open to Motorcycles, or open to Vehicles 50" or less in width) whenever the primary purpose of the road is recreation and the road does not provide a direct access from one area to another. Conversion to Full Size Trails will help solve the problem of insufficient funds for road maintenance and make those routes eligible for Colorado Parks and Wildlife OHV grant funds. We encourage the use of conversion techniques contained in Chapter 17 of the National Off-Highway Vehicle Conservation Council's (NOHVCC) 2015 Great Trails: Providing Quality OHV Trails and Experiences publication.	Substantive	
1062-111	RI-TAC	William Alspach	Colorado TPA and COHVCO	The seasonal closures proposed for Bear Creek, the Rainbow Trail, and others are not consistent with other seasonal closures within the district (for example, the Cottonwood MTB trail, 12/15- 3/15). In addition, the closures affect only motorized users, which is inconsistent with best available science for protecting habitat. The District should strive for consistency of closure dates with other trails in the district (the Organizations generally support a closure period of 12/15-3/15 for the specific roads and trails that absolutely require seasonal closure), and should make the closures universal to all users. Wherever possible, if the conditions on the ground are likely to represent an effective barrier to travel, the District should avoid making a seasonal closure that will create confusion and create an unnecessary enforcement burden.	Substantive	
1062-112	RI-TAC	William Alspach	Colorado TPA and COHVCO	The importance and unique multi-use recreational qualities of the Rainbow Trail cannot be overlooked. Although NFST 1336 (AKA The Rainbow Trail-Salida Ranger District) was not specifically listed in Exhibit A of the Settlement Agreement, we feel this trail is vitally important to meeting multi-use recreational needs and demands of the area. We support the District's efforts, past and present, to maintain this trail and especially the needs for routine and continued "heavy maintenance".	Substantive	
1062-113	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 102. - This route needs a legal connection to provide good access to NFST 1336 (AKA Rainbow Trail). All trail users will benefit from this connection.	Substantive	

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1062-114	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 108. - This route is a common "loop" off of the Rainbow Trail from both NFSR 101 & NFSR 124. NFSR 108 is the most direct access to the Rainbow Trail from Salida. This route also provides access to private land and is the road to the radio towers on Methodist Mountain.	Substantive	
1062-115	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 186. - This route makes a nice loop with NFSR's 186.B and 174.A. User groups include mountain bikes, motorcycles, UTV's, ATV's, jeeps, and hunters.	Substantive	
1062-116	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 205. - This route provides a good exit/entrance to the far western part of the Rainbow Trail without using HWY 285/Mears Junction access. Allows users to loop off the Rainbow Trail back to NFSR 201.	Substantive	
1062-117	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 218. - This route provides easier access to Lost Creek and is popular with hunters, mountain bikers, UTV's, ATV's, motorcycles and hikers.	Substantive	
1062-118	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 225. - Extension of this route would provide an important and vital connector and option for motorized users. It would provide an alternate route to HWY 50 and the very popular crest trail and/or loops off of Monarch Pass and the Continental Divide Trail. Also see comments regarding NFST 1412.	Substantive	
1062-119	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 234. - This route is the Monarch Ski Area Parking Lot, this remains important to facilitating access to the Monarch Ski Area.	Substantive	
1062-120	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 235. - This route leads to Boss Lake, which is a very popular route for many OHV users including jeeps, UTVs, ATVs, motorcycles and non-motorized users as well. Many users utilize this route to access Boss Lake for fishing, camping, and hunting. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-121	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 273. -This route accesses the very popular hiking trail in Raspberry Gulch. Other uses include dispersed camping, mountain biking, hunting and fishing access. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-122	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSRs 279 & 348. - This route provides access to private land and mining claims and provides a challenging route for many OHV's and Jeep users. Hunters also find this route valuable for their access. We would support conversion of these routes to Full Size Trails.	Substantive	
1062-123	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 101.A. - This route provides access to dispersed camping and is often used during hunting season. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-124	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSRs 180.A & 180.B. - These routes make a loop. The routes are moderately difficult and are used by UTV's, ATV's, jeeps, motorcycles, equestrians and mountain bikes. We would support conversion of these routes to Full Size Trails.	Substantive	
1062-125	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 181.A. - This route provides access to a popular landmark called "The Crater" and is used by almost every user group. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-126	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 183.A. - This route leads the public to stunning views of the Upper Arkansas Valley. Like NFSR 181.A this route provides access for all user groups. We would support conversion of this route to a Full Size Trail.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1062-127	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 200.D, 202.D. – Although this road is a short Dead End, it remains a very popular, flat and easily accessible dispersed camping spot used by hunters, anglers, OHV users, mountain bikes, hikers, equestrians and campers. We would support conversion of these routes to Full Size Trails.	Substantive	
1062-128	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 200.E, 200.F, 203.B, 203.C, 204.B, 204.C, 204.D, 204.E, 212.A, 212.B, 222.A. - Short routes that provide access to dispersed camping sites popular with multiple user groups including; hunters, anglers, OHV, mountain bikers, hikers, equestrians and campers. We would support conversion of these routes to Full Size Trails.	Substantive	
1062-129	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSRs 201.A, 201-AA, 201 CA, 201.CB. - Short routes that provide much need access to dispersed camping sites. All near the historic town site of Shirley, which is an extremely popular multi use recreation Trail Head. Users of this area include all groups including hunters, anglers, OHV, mountain bikers, hikers, equestrians and campers. The proximity to this historic town site along with the former Denver and Rio Grande Western Railroad's Marshall Pass roadbed and the access that is provided from this area to many popular trails and roads makes this area and the associated trails vitally important to all forms of recreation. We would support conversion of these routes to Full Size Trails. Additional designated parking and dispersed camping areas would be beneficial to recreational uses in this area.	Substantive	
1062-130	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 214.A & 214-AA. - This route provides access to a small tributary stream of Pass Creek and access to the dispersed camping route of 214-AA. This route provides access for all user groups. We would support conversion of these routes to Full Size Trails.	Substantive	
1062-131	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 214.F, 225.D, 225.E, 228.A, 344.H, 344.I, 365.B, 365.C, 373.B, 373.C, 375-AA. - Provides access to dispersed camping sites popular with multiple user groups. We would support conversion of these routes to Full Size Trails.	Substantive	
1062-132	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 237.B. - Provides access to dispersed camping sites with easy access from NFSR 237 popular with multiple user groups. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-133	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 240.F & 240.G. - These two routes provide access to dispersed camping sites along the very popular NFSR 240 and to North Fork Reservoir. This area remains popular with multiple user groups including hunters, anglers, UTV's, ATV's, mountain bikes, motorcycles, hikers, equestrians and campers. We would support conversion of these routes to Full Size Trails.	Substantive	
1062-134	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 250-AA. - Enables access to dispersed camping in close proximity to the popular Mt. Shavano Trail Head. This area has multiple user groups including hunters, anglers, UTV's, ATV's, mountain bikes, motorcycles, hikers, equestrians and campers. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-135	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 250.B. - This short route provides additional access to Squaw Creek and we would support conversion of this route to a Full Size Trail.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1062-136	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 267.B, 267.C, 267.D, 267.E, & 267.F. - These routes all allow access to dispersed camping along the very popular NFSR 267 (Tin Cup Pass.)	Substantive	
1062-137	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 272.B. - This route makes a loop and is in close proximity to the Brown's Creek Trail Head. Dispersed camping opportunities exist along this route and are used by multiple user groups. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-138	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 272.E, 272.F, 272.G & 274.B. – These routes provide access to dispersed camping in close proximity to the very popular Browns Creek and Raspberry Gulch Trail Heads. This area is very popular with multiple user groups including hunters, anglers, UTV's, ATV's, mountain bikes, motorcycles, hikers, equestrians and campers. We would support conversion of these routes to Full Size Trails.	Substantive	
1062-139	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 278.C. - The route makes a good connector/loop with NFSR's 278.A & 278.B. Popular with multiple user groups. We would support conversion of this route to a Full Size Trail.	Substantive	
1062-140	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR's 308.B2, 308.E, 308.F, 308.G, 315.A, 315.B, 315.C, 315.D, 376.AA, 376.AB, 376.AC, 376.D, 376.E, 376.G, 376.H, & 376.I. – These routes allow access to dispersed camping sites in close proximity to the 4 Mile Recreation Area, a designated OHV area, but also popular with multiple user groups. We would support conversion of these routes to Full Size Trails. Additional designated parking and dispersed camping areas would be beneficial to recreational uses in this area.	Substantive	
1062-141	RI-TAC	William Alspach	Colorado TPA and COHVCO	Near the 4 Mile Recreation Area is a designated trail Open to Motorcycles Only (NFST 1425, AKA Triad Ridge). This trail is a wonderful recreational asset but it should be noted that a motorcycle rider with average skill, is able to traverse the entire trail in a very short amount of time (e.g., about 15 minutes). Suggest that additional Motorcycle Only opportunities be provided in this area to develop a valuable, enhanced and satisfying recreational experience. Expansion of the recreational opportunity for motorcycles could be accomplished rather effortlessly through the adoption of historic "non-system" trails in the area with select modifications (e.g., re-routes, maintenance, etc.) to ensure an enduring and sustainable system of motorcycle trails.	Substantive	
1062-142	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 311.D. - This short route provides access to Seven Mile Creek and we would support conversion of this route to a Full Size Trail.	Substantive	
1062-143	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 322.A. - This route is an extension of a route that accesses private land and/or a mining claim/radio/cell towers.	Substantive	
1062-144	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1412 (AKA Greens Creek). - This trail is the prime remaining motorized single track on the east side of the Continental Divide Trail within the Salida Ranger District. Trail 1412 provides an important and vital access to the Crest Trail and access to the historic town site of Sargent and the surrounding area's trail system. The trail provides relief from the Crest Trail during high use times for motorized single-track users and offers loops from both Monarch and Marshall Passes. We would also offer that an opportunity exists to provide a loop opportunity by connecting NFSR 225 to the Crest Trail. This would provide a loop with Trail 1412. We understand this connection would require some effort	Substantive	

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				to complete but should be a consideration for future planning to enhance recreational opportunities within the District.		
1062-145	RI-TAC	William Alspach	Colorado TPA and COHVCO	To enhance and improve loop connectivity and opportunities, the District should consider incorporating a historical route connecting the Marshall Pass area (NFSR 204/204.A) to NFSR 210.	Substantive	
1062-146	RI-TAC	William Alspach	Colorado TPA and COHVCO	Below are specific comments relating to the routes within the San Carlos Ranger District: We would encourage and support the District's decision to convert most any existing National Forest Service Road (NFSR) to Full Size Trails or another trail designation (e.g. Trail open to Motorcycles, or open to Vehicles 50" or less in width) whenever the primary purpose of the road is recreation and the road does not provide a direct access from one area to another. Conversion to Full Size Trails will help solve the problem of insufficient funds for road maintenance and make those routes eligible for Colorado Parks and Wildlife OHV grant funds. We encourage the use of conversion techniques contained in Chapter 17 of the National Off-Highway Vehicle Conservation Council's (NOHVCC) 2015 Great Trails: Providing Quality OHV Trails and Experiences publication.	Substantive	
1062-147	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1300. - Indian Creek. Cuchara area. (14 miles). This 14 mile multi-use trail is located outside of Laveta. The trail system starts at the popular Bear Lake Campground. It has become a popular trail for all user groups. It is popular with equestrians, ATVs, Motorcycles, hikers, and mountain bikers. The area is also very popular with out-of-state tourist given the diversity of license plates in the parking areas. This trail provides stunning views of the Culebra Range and the Spanish Peaks.	Substantive	
1062-148	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1300.A. - Cuchara area. Multi-use area. This trail acts as a cutoff or short cut from Dodgeton Trail (NFST 1302) to Indian Creek Trail (NFST 1300). This trail remains valuable and provides a fulfilling experience for multiple user groups.	Substantive	
1062-149	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1302. - Dodgeton Creek Trail (5 miles). Cuchara area. Multi-use trail. This trail contains an important pay-for-use trailhead that leads to the main Indian Creek trail. It provides a convenient access point from Historic Scenic Byway 12. This trail is highly valued by all user groups as it leads to the rest of the trail system and the Baker Trail (NFST 1301, a highly regarded segment of single-track). Without the Dodgeton Creek Trail, users would have to drive several miles south and travel up to the Blue Lake Campground.	Substantive	
1062-150	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1302.A & 1300.B. - Cuchara area. Important multi use trails.	Substantive	
1062-151	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1314. - East and West Cisneros. San Isabel Lake Area. Multi-use trail. Keeping multi-use and motorized access to this trail will be very important. On the ground, this trail will benefit from improved signage. This route is VERY important to help make connections to the following trails: Snowslide (NFST 1318), St. Charles (NFST 1326), Pole Creek (NFST 1398), Horse Ranch (NFST 1397), and West Cisneros. Without East Cisneros, your route options are extremely limited. Multiple trail user groups utilize this trail. Hunters use this trail to access the top of Greenhorn during the early and mid-summer to scout for game.	Substantive	

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				If users had to drive to the top of Greenhorn via the road system, it would take an additional hour of driving time. It may be appropriate to consider gates to control seasonal (e.g. early season) travel. NFST 1314 East provides enjoyable obstacles and an opportunity to visit the remains of an airplane. NFST 1314 West offers fantastic views and a unique opportunity to travel along a shelf road.		
1062-152	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1318. – Snow Slide Trail. Provides a connection between Hwy 165 and NFSR 369, which enables a looped opportunity with NFST 1314. Although very technical, this route provides an appropriate level of challenge for those desiring that recreational experience.	Substantive	
1062-153	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1319. - Wachob Tr. (1mile). Motorized single track. San Isabel Lake area. This is an inspiring but short piece of single-track that starts from NFSR 380 and ends at an overlook. The overlook contains a large American flag with stunning views of San Isabel Lake and the surrounding mountains. Although this trail is short, it is highly valued because of its flowing, winding pattern and it leads to scenic views. This is a great place for beginners to experience your natural surroundings on a motorcycle. It is located close to the new Boy Scout Ranch and is frequented by equestrians, motorcycle trail riders, and hikers.	Substantive	
1062-154	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1320. – This trail provides an excellent single-track connector from Hwy 78 to NFSR 320 and CR 243. The route provides a diverse level of challenge with technical switchbacks, rocky crossings and an enjoyable hill climb up to NFSR 320.	Substantive	
1062-155	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1321. – South Creek Trail. Connects Hwy 165 to Squirrel Creek via NFST 1386 for a nice loop back out to Hwy 165.	Substantive	
1062-156	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1322. - 2nd Mace. Multi-use trail. San Isabel Lake area. Multi-use trail. This trail is of high value because it allows users to access several other trail systems to include: 2nd Mace Spur Trail (NFST 1322.A, multi-use); Dome Rock (NFST 1387 single-track); Silver Circle (NFST 1323); and Middle Creek Trail (NFST 1388). A diverse variety of user groups are able to access a series of trails from the 2nd Mace Trail Head. Many hunters, equestrians, hikers, motorcycles, and ATVs utilize this parking lot.	Substantive	
1062-157	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1322.A. - 2nd Mace Spur. (.9miles). Multi-use trail. Lake Isabel area. This trail is located .9 miles from the 2nd Mace Trail Head. The trail ends at Bishop's Castle, which is just off from Hwy. 165. Bishops Castle is a huge tourism draw and this trail allows all users the opportunity to visit this popular attraction.	Substantive	
1062-158	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1323. - Silver Circle. (4.6 miles). Multi-use trail. Lake Isabel Area. This is a spur trail that can be accessed from NFSR 383 OR 2nd Mace to Middle Creek NFST 1388. Silver Circle Trail includes a scenic spur that is 3.3 miles in length. One of the trail's many attributes, is the stunning views of the Beulah Valley. This trail is important to equestrians, long distance hikers, ATVs, and motorcycles. The dense forest, winding trail and low-grade slopes provide an epic trail riding experience. Enthusiasts would like to see future connectors on the east ends of NFST 1321, NFST 1384, NFST 1322, NFST 1323, and possibly NFST 1325 (approximately 8 mi in length).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1062-159	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1325. - Left Hand Fork. (2.1 miles). Multi-use trail. Lake Isabel area. Left Hand fork can be accessed by riding through the 2nd Mace Trail, to Middle Creek Trail (NFST 1388), to Silver Circle Trail (NFST 1323) and through NFSR 383. Users can also access this trail from Hwy. 165 to NFSR 383 (Bigelow Divide). This is a dead-end trail but does navigate to the upper banks of a draw. It is used for some hunting access and OHV recreation. The historic Mingus Cabin is an exciting highlight along the way.	Substantive	
1062-160	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1326. - St. Charles Trail. (Quotes from enthusiasts: "Ah! The Flagship!" "What single-track is all about"). Motorcyclists really enjoy this trail. Tight, rocky, steep, and tough switchbacks make this a top rated trail. Connects Hwy 165 to NFST 1314. Also connects to NFSR 335 to make three different loops.	Substantive	
1062-161	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1329. - Lions Trail. Enthusiasts enjoy this moderately difficulty trail necessary for connecting to NFST 1334 and NFST 1333. Connects the top of the mesa at NFSR 274 with Oak Creek Grade, CR 143.	Substantive	
1062-162	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1331. - Lewis Creek. Connects with Hwy 96 via NFSR 310 and follows Lewis Creek past Holt Mtn. to NFSR 315. NFSR's 336 and 274 can be used to connect to Hwy 271 and 96 to complete a loop. This is a great trail with lots of switchbacks and excellent views.	Substantive	
1062-163	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1333. - East Bear/Tanner Peak Trail. (9 miles). Multi use leading to motorized single-track. Canon City area. This trail is a favorite for Canon City locals. Located only a few miles out of the city limits, it is popular with ATV's, motorcycles, equestrians, and hikers. The trail offers a predominately low-grade climb to Tanner Peak. Once there, users have access to some breathtaking views of the snowcapped Sangre De Christos. This trail is very important to hikers and the motorized enthusiast that are looking to challenge their technical skills.	Substantive	
1062-164	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1333. A. - (.25 miles). Multi use. Canon City Area. Short but popular trail that leads to a scenic overlook of the Sangre De Christo mountain range.	Substantive	
1062-165	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1334. - Stultz. (5.72 miles). Multi use. Canon City Area. You can access this trail via Tanner Trail NFST 1333 or from the Stultz Trail Head. This trail helps make a great connection with Tanner. The trail is popular with a variety of users and is especially important to local motorized recreation.	Substantive	
1062-166	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1336. - Rainbow Trail. Westcliffe south to the Sand Dunes (Alvarado to Medano Pass). This cherished multi-use trail is one of the true gems within the San Carlos Ranger District. This trail is extremely popular with, and valued by nearly every user group including motorized users, hikers, anglers, equestrians just to name a few. This trail is also very popular for licensed motorcycles, who choose to use this trail system to make an extended scenic trip via the Rainbow Trail to Medano Pass, and then into the Sand Dunes area. The trail provides backcountry anglers access to the many high elevation lakes that dot the Sangre De Christo Wilderness. During the fall the trail is popular with hunters using both motorized means and horses to access their favored hunting areas. The views along the trail are stunning. The District has invested substantial resources into this trail to provide bridges and other water crossing structures that have improved the sustainability of the trail corridor.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1062-167	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1380. - Bear Creek Trail (1.5 miles). San Isabel Lake area (west side of Greenhorn Rd.). Multi-use. This trail is a short trail extension off from Pole Creek Trail (NFST 1398). It is important to both hunting interest and motorized recreation. This trail needs to be extended to NFSR 419. Although the terrain can be steep and rocky, one mile separates this trail from NFSR 419. This would provide an improved experience for all equestrian, mountain bike, and motorized users. It would also allow users to make a loop that includes some very nice multi- use single track (Horse Ranch Trail, NFST 1397). This trail also provides hunters with a base for scouting purposes.	Substantive	
1062-168	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1384. - Squirrel Creek Trail. (5.1 miles). San Isabel Lake Area. Multi-use trail. This is a trail that is extremely important for motorized access! This trail ensures a high quality trail-riding experience by allowing loops and linking of trails on the east side of Hwy. 165. The trail links some of the area's most desirable motorized single track (South Creek Trail (NFST 1321) and Dome Rock Trail (NFST 1387)). The trail contains a mix of small to medium sized rocks with long sections of decomposed granite. Historically, Squirrel Creek was a road that was popular with tourist throughout the 20's and 40's. A great ride and historical experience as well. Remains of bridges, picnic areas, and early guardrails are easily visible. It was the first national forest campground in the country. The foundations of an old hotel with Info signs are very interesting.	Substantive	
1062-169	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1386. – Provides connection between South Creek Trail (NFST 1321) and the Squirrel Creek Trail (NFST 1384). Excellent single track.	Substantive	
1062-170	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1387. - Dome Rock Trail. Connects South Creek Trail (NFST 1321) to NFST 1322 providing a very nice loop opportunity.	Substantive	
1062-171	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1388. - Middle Creek Trail. Multi-use trail. Lake Isabel area. Highly valued for all trail user groups. This trail provides an important link from 2nd Mace trail (NFST 1322) to the Silver Circle Trail (NFST 1323), and Left Hand Fork Trail (NFST 1325).	Substantive	
1062-172	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1396. - Snow Slide Spur. (.9 miles). Motorized Single track. Links lower Snow Slide NFST 1318 to Lake San Isabel. This is a great route to finish a decent down the classic Snowslide trail. This trail provides the user with a mix of lush ground vegetation and thick-forested switchbacks. This section of trail is highly valued by the motorized community and allows access to a trailhead within the Lake Isabel recreation area. The Rocky Mountain Trials Riders have also used this portion of the trail for their Ute Cup series.	Substantive	
1062-173	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1397. - Horse Ranch Trail. This trail provides a connection with NFST 1398 and NFSR 419 and enables a loop to be made. This trail provides users with some narrow single track and off camber riding challenges.	Substantive	
1062-174	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 1398. - Pole Creek. (4miles). Lake Isabel Area. Multi-use trail. This is an important trail to all user groups. It helps provide a loop route when combined with NFSR 630 to West Cisneros Trail (NFST 1314). In the middle of this trail, users can access Bear Creek Trail (NFST 1380). Many hunters utilize this trail as a base to scout the surrounding area. At the lower elevations, thick scrub oak patches hug the trail. The trail provides stunning views of Gardner and the Westcliffe area. The Rocky Mountain Trials Riders have also	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter			
				used this the trail for their Ute Cup series.					
1062-175	RI-TAC	William Alspach	Colorado TPA and COHVCO	Below are specific comments relating to the routes within the South Park Ranger District: We would encourage and support the District's decision to convert most any existing National Forest Service Road (NFSR) to Full Size Trails or another trail designation (e.g. Trail open to Motorcycles, or open to Vehicles 50" or less in width) whenever the primary purpose of the road is recreation and the road does not provide a direct access from one area to another. Conversion to Full Size Trails will help solve the problem of insufficient funds for road maintenance and make those routes eligible for Colorado Parks and Wildlife OHV grant funds. We encourage the use of conversion techniques contained in Chapter 17 of the National Off-Highway Vehicle Conservation Council's (NOHVCC) 2015 Great Trails: Providing Quality OHV Trails and Experiences publication.	Substantive				
1062-176	RI-TAC	William Alspach	Colorado TPA and COHVCO	The roads and trails in the vicinity of the Horseshoe Campground (AKA Sheep Mountain) provide some of the only motorcycle single-track opportunities in the District (e.g. NFSR's 691,740, 660, 739, etc.). We encourage the District to continue their efforts to maintain and improve this valued (and unique) system and network. Additional designated parking and dispersed camping areas would be beneficial to recreational uses in this area.	Substantive				
1062-177	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFST 717 on the far eastern border of the District provides a unique recreational, multi-use trail system that is legendary within the Pike & San Isabel National Forest. This extensive interconnected trail system has easy access to the Colorado Springs area and southern Front Range and provides the public with abundant opportunities to visit the post Hayman Fire burn area, view the natural post fire restoration mechanisms, view spectacular unfettered vistas of Pikes Peak, Mount Evans and the Rampart Range, and provides first class family and group camping and recreational venues. The 717 system encircles the North Divide area within the adjoining Pikes Peak Ranger District and provides the public with the access to multiple and different ecosystems and habitat's along with the opportunities to view wildlife in natural settings. The 717 systems has the attribute to provide an all day or partial day trail experience and offers tremendous flexibility and options for the public to enjoy the combined South Park and Pikes Peak Ranger Districts. The trail network is vast and expansive and helps to disperse use rather than focus and concentrate the uses into small, over-used areas. Along with the many dispersed camping sites, the trail system has unique qualities to provide multi-use and family oriented recreation close to nearby urban areas.	Substantive				
1062-178	RI-SOC	William Alspach	Colorado TPA and COHVCO	The road and trail network associated with 717 is also a significant economic generator for the adjacent communities of Woodland Park, Divide, Deckers, and Florissant. Curtailment of any of these trails or any reduction of the multi-use activities in this area would likely have significant economic consequences to these communities. These communities rely and depend upon the surrounding National Forest Ranger Districts and all of the related recreational opportunities the Districts provide to forest visitors. Almost each and every forest visit begins with a trip through one of these small communities with the related stops for food, fuel, lodging, etc.	Substantive				

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1062-179	GEN DATA	William Alspach	Colorado TPA and COHVCO	For additional, detailed information, the report Economic Contribution of Off-Highway Vehicle Recreation in Colorado, prepared for COHVCO by Pinyon Environmental is available upon request.	Substantive	
1062-180	RI-TAC	William Alspach	Colorado TPA and COHVCO	The Organizations also support the identification of multiple parking/dispersed camping sites throughout the 717 system area in order to provide sufficient legal places for the public to park and camp. Special consideration should be given for recreational vehicles with trailers and large size vehicles.	Substantive	
1062-181	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 44 (along with NFSRs 213 and 227) provides an important east-west connection across La Salle Pass. This route is an important multi-use/OHV connection from the Badger Flats area (and the adjacent Front Range) into South Park and destinations beyond. This route provides a primary connection and corridor between the Front Range and the Mosquito and Ten Mile Ranges. We cannot underestimate the importance of this route and continued unencumbered public access. The Organizations would support conversion of this route to a Full Size Trail.	Substantive	
1062-182	RI-TAC	William Alspach	Colorado TPA and COHVCO	We request that the District consider establishing open riding areas specifically for trials motorcycles in the Badger Flats area (e.g. Thorpe Gulch) and in the Sledgehammer area (south and east of Elevenmile Reservoir, near the intersection of NFSR's 243.2A and 243.2B, in an area near the end of NFSR 243.2B). Per comments previously submitted regarding the Badger Flats Management Project, we again encourage the District to enhance multi-use and motorized recreation in the Badger Flats area through the development of additional looped route opportunities. One example would be to consider creating & enhancing a larger loop opportunity as follows: Begin near the intersection of NFSR 213 and PRK-31, travel east on NFSR 313 to PRK-77; North along the north side of PRK-77; Along NFSR 212.A to NFSR 212.	Substantive	
1062-183	RI-TAC	William Alspach	Colorado TPA and COHVCO	Consider a new connection from the intersection of NFSR 212 and PRK-77 west to the intersection of PRK-31 and NFSR 231.	Substantive	
1062-184	RI-TAC	William Alspach	Colorado TPA and COHVCO	Connect NFSRs 231 and 230 with an extension of NFSR 227.1A to 232.	Substantive	
1062-185	RI-TAC	William Alspach	Colorado TPA and COHVCO	Connect NFSRs 275 and 213.	Substantive	
1062-186	RI-TAC	William Alspach	Colorado TPA and COHVCO	Create a parallel multi-use and OHV route along PRK-31 to connect proposed future designated dispersed camping areas near Round Mountain (NFSR 223) with NFSR 213.	Substantive	
1062-187	RI-TAC	William Alspach	Colorado TPA and COHVCO	The steep section near the southern end of NFSR 295, just north of the gate near the intersection of NFSR 295 & 296 would benefit from slope maintenance and or consideration for re-routing to increase sustainability of the road.	Substantive	
1062-188	RI-TAC	William Alspach	Colorado TPA and COHVCO	Consider adding a route from the northwest end of NFSR 231 where it terminates near Burns Park and connect to NFSR 237.A. Adding this trail will connect the Badger Flat system to the Tarryall network, therefore enhancing recreational opportunities and experiences. It should also be noted that the route system in the vicinity of Packer Gulch	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				(NFSR's 144, 239, 236, 237 and others) along with the routes around Baker Mountain (NFSR's 146, 149, etc.) provide numerous and desirable multi-use route opportunities for the Tarryall Reservoir area. A connecting route is needed between NFSR 146 and NFSR 239. It will be important to maintain these routes in the inventory and motorized access to the public. These routes could be candidates for conversion to Full Size Trails in lieu of keeping them on the District's road inventory.		
1062-189	RI-TAC	William Alspach	Colorado TPA and COHVCO	The area served by NFSRs 204 and 212, commonly known as the China Wall area has been and will continue to be a popular recreational opportunity especially for full size 4WD vehicles. These routes provide a good diversity of challenge and obstacles for both beginners and experienced drivers and are often used to help educate users on how to properly use and traverse a challenging route. The area provides a good combination of route and stopping locations for breaks and lunch outings. This area also provides early and late season recreational opportunities and helps disperse use from the Badger Flats and South Platte River/Gulches area. Consider a connection of the dead end leg of NFSR 204/212 back to NFSR 204 to provide an enhanced loop opportunity. All routes in this area we would support as candidates for conversion to Full Size Trails.	Substantive	
1062-190	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 270 along the flanks of Thirtynine Mile Mountain provides the only access to the northwest slope of Thirtynine Mile Mountain and is an important link for recreational access to the area. This road provides a connector from the Elevenmile Reservoir area and around Thirtynine Mile Mountain to SH 9, then across SH 9 toward the Dicks Peak and Black Mountain area. It will be important to keep this corridor in place for multi-use/motorized access and open for both recreational users and hunters. Likewise for the entire length of NFSR 108 from SH 9 to Road 107. This road provides the primary access from SH 9 southwest towards the Black Mountain area. This route is also popular with Dual Sport motorcycle riders desiring to connect with the Salida Ranger District. NFSRs 108 and 107 may be candidates for conversion to Full Size Trails.	Substantive	
1062-191	RI-TAC	William Alspach	Colorado TPA and COHVCO	The roads and trails in Hackett, Longwater and Metberry Gulches along with Coral Creek (AKA The Wildcat Canyon Area) have long been enjoyed by enthusiasts and recreationists and were a longtime favorite for access to the South Platte River. The Organizations would support conversion of these roads to Full Size Trails (specifically we request that NFSRs 220, 221 and 220.A in Park County be converted to Full Size Trails).	Substantive	
1062-192	RI-FR	William Alspach	Colorado TPA and COHVCO	Since the devastation of the Hayman Fire, many organizations, clubs, individuals and others have partnered and worked diligently together to help restore this area with the hopes of one day seeing access to the area restored as it was before the fire. The partnership between the local County Governments, the USFS, State agencies and the recreational users groups may all be looked to as a "good example" of folks working and cooperating together to restore recreational opportunities for the public.	Substantive	
1062-193	RI-SOC	William Alspach	Colorado TPA and COHVCO	Restoring this access, similar to what was available before the Hayman Fire, will also help restore the recreational opportunities that existed in the area and the related economic benefits to the surrounding communities. All of these communities will certainly realize an economic benefit once access is restored to this area and across the South Platte River.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1062-194	RI-WAT	William Alspach	Colorado TPA and COHVCO	Rather than allowing the fire to permanently take away a treasured resource from public use, the Organizations strongly support the reopening of these routes (e.g. as Full Size Trails) between all of the adjacent Ranger Districts and facilitating connections and loops along the east side of the South Platte River (e.g., connections between Longwater and Hackett Gulches). Deliberate efforts need to be made to provide environmentally friendly and sustainable crossings across the South Platte River. General and broad statements and accusations that the river cannot be crossed without impacts should not be used as justification to restrict access. Technical, engineered solutions to cross the river are indeed possible and must be explored, planned, designed and implemented.	Substantive	
1062-195	RI-FW	William Alspach	Colorado TPA and COHVCO	Regarding the stipulations for the consideration of Seasonal Closures pursuant to Paragraph 4 of Exhibit B, for areas designated under the Forest Plan as 5B Big Game Winter Range Areas, we offer the following comments for the South Park Ranger District: NFSR's 44 (AKA LaSalle Pass), 44.2A and 44.2B provide the one and only route over La Salle Pass and the only east-west connection between the Badger Flats area and the South Park basin. A seasonal closure of this singular route will unnecessarily restrict access and the ability of the public to travel over La Salle Pass. La Salle Pass and the surrounding areas are all at lower altitudes and often provide recreational opportunities for periods much longer than many of the other routes that are stipulated for seasonal closure.	Substantive	
1062-196	RI-LRSD	William Alspach	Colorado TPA and COHVCO	Below are specific comments relating to the routes within the South Platte Ranger District: We understand the extreme popularity and regional importance of the Rampart Range Motorized Recreation Area along with the Webster Pass and Slaughterhouse Gulch areas. We also understand that these areas continue to see increased use by all types of users and that the use of the areas is likely to continue to grow.	Substantive	
1062-197	RI-TAC	William Alspach	Colorado TPA and COHVCO	We would encourage and support the District's decision to convert most any existing National Forest Service Road (NFSR) to Full Size Trails or another trail designation (e.g. Trail open to Motorcycles, or open to Vehicles 50" or less in width) whenever the primary purpose of the road is recreation and the road does not provide a direct access from one area to another. Conversion to Full Size Trails will help solve the problem of insufficient funds for road maintenance and make those routes eligible for Colorado Parks and Wildlife OHV grant funds. We encourage the use of conversion techniques contained in Chapter 17 of the National Off-Highway Vehicle Conservation Council's (NOHVC) 2015 Great Trails: Providing Quality OHV Trails and Experiences publication.	Substantive	
1062-198	RI-TAC	William Alspach	Colorado TPA and COHVCO	The importance and unique multi-use recreational qualities of the Rampart Range Motorized Recreation Area's vast trail system cannot be understated. We feel this extensive and very popular network of trails and the investments made in this system must be preserved and are vitally important to meeting the multi-use recreational needs and demands of the Denver Metro area. We support the District's efforts, past and present, (and those of the Rampart Range Motorcycle Management Committee) to improve and maintain this trail system. The District's history of diligently working to improve the sustainability of this area's network of routes and trails has been commendable.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1062-199	RI-TAC	William Alspach	Colorado TPA and COHVCO	The roads and trails in Hackett, Longwater and Metberry Gulches along with Coral Creek (AKA The Wildcat Canyon Area) have long been enjoyed by enthusiasts and recreationists and were a longtime favorite for access to the South Platte River. The Organizations would support conversion of USFS roads in this area to Full Size Trails (specifically we request that NFSRs 221 and the lower end of NFSR 540 be re-opened and converted to Full Size Trails along with the approximate 1 mile segment of NFSR 205 in Douglas County be converted to a Full Size Trail).	Substantive	
1062-200	RI-FR	William Alspach	Colorado TPA and COHVCO	Since the devastation of the Hayman Fire, many organizations, clubs, individuals and others have partnered and worked diligently together to help restore this area with the hopes of one day seeing access to the area restored as it was before the fire. The partnership between the local County Governments, the USFS, State agencies and the recreational users groups may all be looked to as a "good example" of folks working and cooperating together to restore recreational opportunities for the public.	Substantive	
1062-201	RI-SOC	William Alspach	Colorado TPA and COHVCO	Restoring this access, similar to what was available before the Hayman Fire, will also help restore the recreational opportunities that existed in the area and the related economic benefits to the surrounding communities. All of these communities will certainly realize an economic benefit once access is restored to this area and across the South Platte River.	Substantive	
1062-202	RI-WAT	William Alspach	Colorado TPA and COHVCO	Rather than allowing the fire to permanently take away a treasured resource from public use, the Organizations strongly support the reopening of these routes (e.g. as Full Size Trails) between all of the adjacent Ranger Districts and facilitating connections and loops along the east side of the South Platte River (e.g., connections between Longwater and Hackett Gulches). Deliberate efforts need to be made to provide environmentally friendly and sustainable crossings across the South Platte River. General and broad statements and accusations that the river cannot be crossed without impacts should not be used as justification to restrict access. Technical, engineered solutions to cross the river are indeed possible and must be explored, planned, designed and implemented.	Substantive	
1062-203	RI-FW	William Alspach	Colorado TPA and COHVCO	Regarding the stipulations for the consideration of Seasonal Closures pursuant to Paragraph 4 of Exhibit B, for areas designated under the Forest Plan as 5B Big Game Winter Range Areas, we offer the following comments for the South Platte Ranger District: NFSR's 811, 811.A, 811.B provide connections to NFSR 809 in the South Park Ranger District. This network provides connections and a loop opportunity between NFSR 123/CR 60 south to CR 37/54, which facilitates access to the unincorporated community of Jefferson, and Hwy 285. Similarly for NFSR 810 and the connectivity it provides between Hwy 285 and NFSR 809 to CR 37/54. This area and these routes are often very popular during the Aspen viewing months of September and October. These routes also provide access to dispersed camping sites and hunter access and we would support conversion of these routes to Full Size Trails. Additional designated parking and dispersed camping areas would be beneficial to recreational uses in this area.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1062-204	RI-TAC	William Alspach	Colorado TPA and COHVCO	NFSR 126 provides the sole and only access to North Twin Cone Peak. Public motorized access all the way to the top provides an important and unique experience. Likewise, NFSR 101 and 105 provide the only access to the Slaughterhouse Gulch area and the associated multi-use recreational opportunities there.	Substantive	
1063-1	GEN	Lincoln Davis		I believe that option D in the settlement maps gives the best option for all to enjoy the National Forests in question. The maps have changes in vehicle clearances and seasonal closures that will benefit everyone that enjoy going to the outdoors for recreation.	Non-substantive	
1064-1	GEN	Gary Allen		I have just recently become aware of the action of the group that wishes to close down or severely limit OHV use on Forest Service land. I have enjoyed camping on Forest Service land the past 4 years and just this summer purchased my first ATV. At 64 years old, I am not able to hike for days on end to access some of the scenic spots I have seen via my ATV rides this year. I hope those in charge of making decisions realize that most OHV riders are not aware of this litigation and are therefore not represented in these comments like the organized 'mail in' campaign with their copy and paste letters. I expect most of those folks rarely if ever use the Forest Service land. I would expect almost all of the comments supporting keeping trails open for ATV use are coming from those that actually use the trails. I talked to several riders on Labor Day and not one of them was aware of this litigation. Some comments were made against OHV use were related to noise, trails being near fishing areas, trails being torn up, and sharing of trails with hikers. I agree some vehicles are noisier than others, but we don't shut down roads because of a few loud vehicles. Those camping in the areas I ride are almost always other riders that do not mind a few seconds of silence being interrupted (we commonly slow down) and those campsites are mostly on main roads or trails. I have not encountered any fishing areas on my rides nor have I encountered any hikers. Other than the main access roads, trails are very remote and would not be near campers, those fishing or hiking. I doubt that riding on most of these trails causes much if any damage to the trails. Erosion from rains is more likely to cause the most damage. There are groups that participate in trail maintenance/repair and maybe we should encourage more people to become involved in this way. I encourage you to not close down these trails as a one size fits all decision. As one OHV supporter stated, "the National Forests are for all people without singling out one group over another". If the Forest Service deems changes need to be made, all uses should be considered. Maybe limited access to reach remote trails is all that is needed. Since it is obvious Forest Service personnel cannot be everywhere, maybe volunteer organizations could help 'patrol' the trails much like the early days of the National Ski Patrol for skiing. These groups could help encourage good/proper trail usage much like that found on the Stay the Trail website.	Non-substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1065-1	RI-SOC	Kip Wiley	City of Woodland Park	The City of Woodland Park would like to express our concern on the potential economic impacts that could be caused by certain actions being considered in this Travel Management Plan, especially within the Pikes Peak Ranger District. The City realizes tremendous economic benefits from access to the Pike National Forest adjacent to and in proximity to the City of Woodland Park. Access to trails, Off Road Highway Vehicle (OHV) use, camping and hunting areas brings in significant numbers of visitors from many other parts of the state and has proven to be a large contributor to our economy.	Substantive	
1065-2	GEN	Kip Wiley	City of Woodland Park	The City feels that Alternative "D" would be most beneficial for everyone and would not support the proposed Alternative "B" as it eliminates an excessive number of roads and trails and does not serve the needs of the public. The City does support and endorses the comments provided by the Trails Preservation Alliance (TPA) and COHVCO. We would support immediate implementation of the South Rampart Travel Management Plan and the additional opportunities that plan would bring especially to the Rainbow Falls area.	Substantive	
1065-3	RI-TAC	Kip Wiley	City of Woodland Park	We feel strongly that Forest Road 346 (Hotel Gulch) should remain open to public motorized access and used to provide unfettered motorized connectivity between State Highway 67 and Rampart Range Road. The City strongly requests that Forest Road 308 remain open and has the unique potential to allow a future connection from County Road (CR) 25 to the 717 and North Divide system. The City has looked to road 308 for several years as the best opportunity for a future connection between the City and the North Divide trail system utilizing the portion of CR 25 owned and maintained by the City.	Substantive	
1065-4	RI-SOC	Kip Wiley	City of Woodland Park	Again the City of Woodland Park benefits from the access to the many areas identified in the Travel Management Plan and would like to see these areas remain open for public motorized recreational uses. We see many visitors each year for the activities listed above as well as having three OHV retail businesses in Woodland Park. These businesses depend on the availability and accessibility of the trail systems on the Pike National Forest. We do not have access to other activities such as skiing and water activities therefore the above activities give the City the best economic viability. Allowing these areas to remain open and also improving OHV recreational opportunities in the Pikes Peak Ranger District, North Divide area, 717 trail system, Rainbow Falls, etc. would be in the best interest of the City and the public. Thank you for allowing The City of Woodland Park to submit our concerns with the Travel Management Plan. Please consider the City's economic stability when making decisions on the Travel Management Plan.	Substantive	
1066-1	GEN	Kirk Bode		I recently attended the PSI Travel Management Meeting on August 25. I was a little shocked at what I saw for Alternative B, which I presume is the one alternative that is supported by the groups bringing this lawsuit. I understand having SOME trails closed due to erosion concerns, safety, or the trail has been user created and was never approved. But what I see on Alternative B is nearly 1/3 of the trails available for motorized use being shut down. Are not ALL of those trails numbered or named by the Forest Service? Wouldn't all trails that are named have to be approved at some level by the Forest Service? For example, Trail 717 Northwest of Woodland Park is proposed to be shut down. I have a hard time believing that one of the most popular ATV trails in this area was	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				not planned out and created as a loop by the Forest Service to connect other trails in the area. Southwest of Colorado Springs, trail 379 (Mount Baldy) is proposed to be shut down as well as 370.C (Eagle Rock) and 370.D & 370.DA (Saran Wrap). These trails have been unofficially adopted by our club as being the trails we volunteer many man hours of maintenance and clean up to help the Forest Service keep them open. Forest Service rangers such as Rick Ellsworth can attest to how much time we have spent up there working with them. As a group, we plan to volunteer for many years to come in that area. It would be a shame that those trails would close now after all the work we put into them.		
1066-2	RI-TAC	Kirk Bode		North of Woodland Park, in the Rainbow Falls area, trail 344 is proposed to be closed along with many others. This is another frequently used trail by members of our club as it can be made into a long loop by connecting with other trails in the area. Trails 1333 and 1334 South of Canon City are excellent ATV trails with good challenges and great views of the surrounding area. Trail 126 at Kenosha Pass is an excellent trail for jeeps or ATVs. It has some of the best views of the valley near Jefferson. Our club has a great time camping at Kenosha Pass and doing the trail the next day. Trail 279 in Chaffee County is another great ATV trail with awesome views of Mount Princeton. All these routes just mentioned are proposed to be closed. It would be a tragedy that these, among many other great trails, would be closed to users that enjoy them. I believe that by approving Alternative B, you would severely restrict motorized users to where they could recreate, and would force them onto other trails that would then be overused and would be harder to maintain due to the amount of people using them. Traffic on open trails would increase dramatically, making some unsafe due to constant oncoming traffic. Users would be forced to travel much farther distances to recreate since some local trails would be closed. Also, by closing trails that have been open for so many years, irresponsible users would be tempted to destroy all fences or barricades installed because they have been using it for years. Vandalism would increase greatly, costing more and more money to maintain closures.	Substantive	
1066-3	GEN	Kirk Bode		In closing, I believe Alternative B is simply not acceptable. To take away nearly 1/3 of motorized trails in the area is totally unfair to the users. I would approve of any alternative other than B.	Non-substantive	
1067-1	GEN	Craig Grosenheider		My two teenagers and I are avid off road motorcyclists that spend several weeks every summer camping and riding in the Pike & San Isabel NF. We spend much of our time on the Divide / 717 trail system, Rainbow Falls, Rampart Range, and the 4 Mile Travel Management Area near Buena Vista. Off road motorcycling is one of our favorite family activities, and we are very concerned anytime additional trail closures or restrictions are planned or implemented on public lands.	Non-substantive	
1067-2	RI-TAC	Craig Grosenheider		Trails are already noticeably more crowded with users on UTV, SxS and ATVs, and closing trails will only increase the risk and environmental impact on remaining trails. Having more trails available will reduce traffic overall, and minimize the impact on the environment. We support Alternative D in the proposed MVUM revision. The entirety of the 717 trail system should remain open, with increased opportunities for singletrack trail	Substantive	

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				as recently expanded in the superb Rampart Range trail system. A range of both ST, two track and jeep trail, and forest service roads should be retained in order to provide beginner, intermediate and advanced opportunities for all types of motorized trail users. The Rainbow Trail and Lake Isabel area trails should be retained, these trails represent unique expert level singltrack in some of Colorado's most spectacular forests.		
1068-1	GEN	Donald Sims		I am a member of a local Colorado Springs 4x4 club, BigHorn 4x4. There are many reason why it would be a shame to close or restrict access to the roads/trails in Colorado - not only the local trails of Eagle Rock & Saran Wrap, but any within driving distance. I have taken my family and friends "off the beaten" path using these roads and giving them an opportunity to see the Colorado many residents don't see. My children have learned a tremendous amount of respect for nature and all it has to offer by giving the opportunity to explore via these roads and trails.	Non-substantive	
1068-2	RI-TAC	Donald Sims		By closing or restricting access to the roads and trails you would be increasing traffic on the roads that are open. Not only would traffic go up you would be limiting access to remote area that are easily visited by disabled veterans or handicapped individuals. Making trails harder or completely closed denies this pool of people the opportunity to experience the wonders that Colorado has to offer.	Substantive	
1068-3	RI-SOC	Donald Sims		Not to mention the amount of revenue that the offroading community, both residents and non-residents, spends in the local area. I know I spend more than I should, as do many of my fellow club members, and that number would steeply decline if no areas where available to use which seems to require a constant money flow.	Substantive	
1068-4	GEN	Donald Sims		Our club has volunteered over 400 hours this year to trail maintenance and working with the local ranger to take care of and improve. These trails are what makes Colorado Great, please don't limit or close our access to this wonderful opportunity.	Non-substantive	
1069-1	GEN	Robert Novak		I am a Veteran of the military and have lived and worked in the Colorado Springs area for over 20 years. In that time I have enjoyed the access to Colorado scenery enabled by roads and trails in our National Forests. When younger I manly enjoyed hiking to different areas but as I am older I am not able to hike as much or as far as I could when younger. To still enable me to get out I bought a Jeep and joined a responsible club (Bighorn 4x4) and therefore I'm still able to enjoy much of Colorado backcountry. During this time I have learned to appreciate the work the Forest Service does in keeping this access available to all. I have worked many volunteer hours assisting the forest service with trail maintenance and appreciate the challenges they face. I think the massive road closure option presented (Option 2) would deprive may citizens of the opportunity to experience Colorado and limit it to those few who are able to physically able to do so.	Non-substantive	
1069-2	RI-SOC	Robert Novak		As a member of Bighorn 4x4 I frequently get contacted from out of state groups and persons about coming to Colorado to explore our National forest trails, most of which would be closed under Option B. These groups typically come for several days, bringing money into the area economy. The economic impact of closing trails would be felt in area restaurants, hotels, four wheel drive repair shops, parts shops, etc. The trails allow access to people that would otherwise not be able to enjoy the beauty of the public lands.	Substantive	

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				Closure of these trails would deny these citizens (elderly, handicapped, etc) access to their public lands and only allow access to those physically able to hike to these areas. National Forest lands belong to all citizens, not just those healthy enough to walk to them. I oppose any closure of existing trails for this reason.		
1069-3	RI-TAC	Robert Novak		The Forest Service should examine the trail system to identify the dead end trails with the eye of expanding them or linking trails together to create loop trails. Some examples of this are the Gulch trails (Hackett, Longwater) that previously were looped but now are only in/out trails.	Substantive	
1069-4	GEN	Robert Novak		The Bighorn 4x4 club has for over 30 years donated hundreds of volunteer hours per year toward trail maintenance (primarily on Eagle Rock trail FR 370). In addition, as part of this volunteer work, we work with underprivileged/disadvantaged youth (Nevada House) in bringing the kids into the Forest and teaching them responsible use practices and engage them in hands on conservation work. This valuable community service opportunity would be lost if trails are closed under option	Non-substantive	
1069-5	RI-TAC	Robert Novak		Eagle Rock (FR 370) should be downgraded from a road to a full size trail to reduce maintenance cost and increase the recreational appeal. Although closure of many of the short spur roads may make sense from strictly a forest travel viewpoint, these spurs provide many opportunities for dispersed camping. Elimination of these spurs would reduce opportunity for this type of camping and concentrate campsites elsewhere with the resulting problems from overuse. As Pike Forest is the only public area close to the population center of Colorado Springs closure of the trails (Option B) would mean that people wanting to explore Colorado backroads by vehicle would need to drive much farther resulting in increased energy usage, increased pollution and increased congestion on roads. Environmental impacts due to this should be analyzed for Option B.	Substantive	
1069-6	RI-HS	Robert Novak		As Pike Forest is the only public area close to Colorado Springs, closure of the trails (option B) would likely result in frequent illegal use with increased law enforcement burden and risk to forest service employees.	Substantive	
1070-1	GEN	Chris Reichard		Tri-State is a not-for-profit wholesale electric power supplier to 43 not-for-profit member electric distribution cooperatives and public power districts, which serve over one million customers in an approximately 200,000 square-mile territory, largely in rural Colorado, Nebraska, New Mexico and Wyoming. Tri-State's transmission system includes nearly 5,600 miles of high-voltage transmission lines, and an extensive network of substations, telecommunications facilities, maintenance centers and field offices that help us control and maintain a reliable and secure electric power delivery system. Tri-State's owned and contracted portfolio of electric energy is derived from a mix of coal, natural gas, oil, hydroelectric, wind and solar located throughout its four-state member service territory. Tri-State owns and operates power plants in Colorado and New Mexico, and receives a share of power from plants in Arizona, New Mexico, and Wyoming. Tri-State owns and operates coal mines in Colorado and separately holds financial interest in other mines in Colorado and Wyoming that produce coal for our various coal-fired power plants. Tri-State is a joint owner in one existing transmission line and has interest in five	Substantive	

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				telecommunication facilities within the Pike and San Isabel National Forests (PSI). We currently utilize multiple existing routes to access our transmission and telecommunication facilities for operations and maintenance purposes. It is critical to Tri-State that access to our existing facilities is accommodated in the FS planning process in order for us to respond to communication and electrical related emergencies/outages and to perform routine operation and maintenance activities.		
1070-2	RI-TAC	Chris Reichard		Motorized vehicle access to and maintenance of transmission facilities is crucial to Tri-State's ability to comply with the reliability standards promulgated by the North American Electric Reliability Council. The following is a list of existing Tri-State facilities located on the PSI: Poncha to San Luis Valley 230kV Transmission Line; Telecommunication facilities—Deer Peak USA, Fremont Comm, Methodist Mountain, Monarch Comm, Monarch Pass USA Comm.	Substantive	
1070-3	RI-HS	Chris Reichard		Tri-State's electric power delivery system is critical to the general public's welfare. Any short-term, intermittent loss of electric power delivery or communications could result in significant and catastrophic hazards affecting public health and safety. Loss of life, property, or natural resource values can also occur as a secondary effect of power delivery system failure. Continuous, safe, reliable delivery of power to end-users is a critical function in our society and maintaining safe and permanent access to this infrastructure is a key component to maintaining this system reliability.	Substantive	
1070-4	RI-TAC	Chris Reichard		In April of 2016, Tri-State submitted Geographic Information System (GIS) data to the Timber Program Lead on the San Isabel National Forest, Salida Ranger District as part of the Poncha Loop Vegetation Management Project. This confidential GIS data submittal includes the location of the existing Poncha to San Luis Valley transmission line across FS-managed land as well as the access routes/roads Tri-State uses to access this transmission line. A copy of this earlier submittal showing the applicable access roads in magenta color is provided in Attachment 1 of this letter. Similarly, Attachment 2 provides the locations of existing telecommunications facilities and access roads that are of interest to Tri-State and are also located on the PSI. Of note is that multiple parties may use the facilities depicted in Attachment 2.	Substantive	
1070-5	RI-TAC	Chris Reichard		Tri-State submits these scoping comments requesting that the FS analysis in the EIS includes our existing infrastructure and associated access as part of the affected environment and that the EIS evaluate potential economic and/or public safety consequences from the potential closures and/or restriction of those routes currently used to access the above mentioned infrastructure. Our overall hope is that the final Travel Management Plan will have no effect on our ability to access existing valid rights located wholly or partially on the PSI. If system or non-system access roads we currently use may be closed and/or restricted, we further request that the FS consider an alternative whereby the type of motorized vehicle use conducted by Tri-State and similar electric and telecommunication companies that may share use of the above-mentioned infrastructure, be specifically allowed as administrative access only in the final Travel Management Plan.	Substantive	

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1072-1	RI-SOC	Marc Dettenrieder	Teller County Board of Commissioners	The Board of Teller County Commissioners has reviewed the four preliminary alternatives presented in the scoping phase of this process. A mass closure of trails and roads in Teller and surrounding Counties, as proposed in Alternative B, would have a negative impact on recreation and tourism in the region. Teller County relies heavily on tourism and OHV recreation is a positive contributor to that sector.	Substantive	
1072-2	RI-LRSD	Marc Dettenrieder	Teller County Board of Commissioners	In Teller County we are seeking to improve motorized vehicle recreation through trail connectivity enhancements on County roads. Of the alternatives up for review, Alternative D would be the best fit for our region. Alternative D would keep the existing trail/road system on USFS land in place, while offering improvement and expanded opportunities to the system in the future. The Travel Management Plan states that one of its objectives is to improve the management of motor vehicle and OHV use in the forest. In Teller County we support managed recreation and support this effort.	Substantive	
1074-1	GEN	Benjamin White		I'm retired Air Force and love to get out to the mountains and rivers here in Colorado. I like short hikes, sticking relatively close to the roads and vehicle trails. I also like to 4-wheel and am not adverse to more challenging vehicle trails replacing roads. My vote is for Option C or Option D. Over the last year I've gone out on: Chinaman Gulch -- three times Eagle Rock and Saran Wrap -- twice Liberty -- Twice Rainbow Falls -- Twice for a trail ride and once camping Metberry Gulch Spring Creak I plan to go out on these trails again within the next year, plus have on the short list of trails that I want to run: Holy Cross Wheeler Lake Blanca Peak halfmoon Creak Please keep the forests accessible to those of us who want to get out but don't want to (or are not able to) go on long multi-day hikes. Where the roads and trails permit, please keep the loops open. With increased traffic, out-and-back routes get very troublesome and lead to people driving off the designated route. Loops, preferably marked one-way, are much much better for everyone on the route.	Substantive	
1074-2	RI-FR	Benjamin White		Growing up in Oregon, I saw that once large areas of forest had their roads closed, the forest fires became much more difficult to control. Roads passable by fire fighting vehicles need to be maintained in order to preserve the ability to fight fires.	Substantive	
1074-3	GEN	Benjamin White		I'm a member of the Bighorn 4x4 club out of Colorado Springs. Our club volunteers on Eagle Rock and Saran Wrap trail upkeep as well as being good stewards of the other trails we use. Every trip we end up packing out more than we packed in. I'm not opposed to the use of the OHV stickers and the cost of getting one.	Non-substantive	
1075-1	GEN	Cheryl Steen		I was very concerned to hear that because of a lawsuit the Nat. Parks are closing many roads that used to be available to the general public. I think the law suit is the problem. Why do a few get to ruin things for the rest of us? Is there no other way to assuage them? Why don't they offer to help? I have seen public lands 'temporarily closed' and then never opened up again. It is as if the Forest Service has forgotten they don't own the land. In the name of protecting it they set it up so only they can use it. We are being told it is part of the plan called Agenda 21. I object to this!	Non-substantive	
1076-1	GEN	Misi Ballard		My husband and I are long-time users and supporters of the Pike/San Isabel National Forest (PSI), ever since moving to the Denver area in 1981. My family purchased a cabin in	Non-	

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				the Tarryall Valley of South Park in 2000 so that we could be closer to the public lands we use and so highly value. After watching illegal OHV use explode across the PSI, seriously damaging critical wildlife habitat, roadless areas and water resources, I became deeply involved with Wild Connections and the Great Old Broads for Wilderness. I have actively worked with these organizations in various ways over the years to support the US Forest Service's local District offices as they struggle with ever-dwindling financial resources to manage and maintain the lands within their boundaries. I submit these comments as engaged member of the public and a land-owner in the area of the PSI. We appreciate the opportunity to comment on this critically important travel planning process and hope that you will give our comments due consideration. We also appreciate the tremendous scope of this planning process, the work that has already gone into this plan and that will be required to see it to its successful finish. We thank you for your commitment to developing a well-designed, balanced and financially sustainable travel management plan for the PSI.	substantive	
1076-2	RI-LRSD	Misi Ballard		While less than 10% of PSI visitors participate in motorized recreation, the negative impacts of their activity on the land, water resources and air (via pollution and noise), are disproportionately high and impact quiet users' experience, who make up the bulk of Forest visitors. This Travel Management Planning (TMP) process should consider the quiet user experience when determining which routes might remain open to motorized users.	Substantive	
1076-3	GEN	Misi Ballard		National Forest funding has been continuously cut over the years, to the point that the PSI currently can only afford to maintain approximately 24% of its routes. The TMP must consider current funding limitations and likely future funding cuts when considering which routes will remain on the PSI Motor Vehicle Use Map (MVUM). The funding necessary to properly manage PSI routes should include funds for maintenance, proper management (including staffing for route patrols) and enforcement of motorized regulations. These serious Forest Service District funding limitations must be considered when deciding which routes will be included on the MVUM and their proper management. No new routes should be added to the MVUM until the PSI can show it is appropriately managing, maintaining and enforcing Off Highway Vehicle (OHV) regulation on its current road inventory. All illegal routes and "play areas", such as hill climbs, mud bogging and dispersed camping, should be closed. Illegal OHV activity is spreading rampantly across the PSI, seriously damaging important wildlife habitat, water resources, meadows and hillsides, causing erosion, sedimentation in waterways, and stress to local wildlife populations. Appropriate measures, such as closures, education and enforcement, should be taken to stop illegal travel. Motorized routes that lead to private land or county roads should be effectively closed before such boundaries.	Substantive	
1076-4	RI-TAC	Misi Ballard		Along County Road 77, the Tarryall Road, FS 844 links with FS 845 and FS 140. Under Alternative D in the proposed TMP, these routes are proposed for seasonal closures. We strongly support this proposal.	Non-substantive	
1076-5	RI-TAC	Misi Ballard		Under Alt. D, FS 839, is shown as entering Lost Park Ranch from CR 77. This route was decommissioned several years ago when the Tarryall Road was re-built in this area, and	Substantive	

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				the hillside was re-sloped, eliminating access to the Lost Park Ranch at this point. FS 839 should be removed from the MVUM, as it no longer exists on the ground.		
1076-6	RI-FWV	Misi Ballard		FS 141 is shown on Alt. D as traveling from CR 77 to its end in the PSI. In fact, this route is a Park County road, Al Gulch Road, as it travels through Lost Park Ranch to the FS boundary on the development's N.E. corner, where FS 141 then travels east & extends less than one mile to its end. This route is proposed for eliminating mixed use under Alt. D. FS 141 has very low recreational value, being very short in length, having no viewpoints and only 2 campsites along its length. In fact, there is evidence of illegal travel beyond its legal closure, in spite of the presence of berms and downed trees, into roadless area and important wildlife habitat. There is an active Northern Goshawk and a Cooper's Hawk nest in this area. FS 141 does lead to the Nate Stultz mountain bike trailhead, approximately 1/2 mile from the development boundary. Nate Stultz mountain bike trail travels over the ridge of N. Tarryall Peak into High Park. - FS 141 should be closed at the Nate Stultz trailhead to allow for easy mountain bike and hiker access, and to protect the upper reaches from illegal OHV incursion into roadless area.	Substantive	
1076-7	RI-FWV	Misi Ballard		FS routes 143 and the FS 142 series routes need detailed study and attention to the extreme illegal OHV activity occurring in this area (Potato Gulch, Derbyshire Gulch and Bonis Gulch). Hill climbs, mud bogging in stock tank areas, and dispersed camping are destroying the natural resources of this area. These problems are exacerbated by tremendous overflow from the Tarryall Reservoir area campers. The Forest Service should work closely with Colorado Parks and Wildlife to address this tremendous and growing problem. OHV's are commonly seen riding illegally CR 77, the Tarryall Road, and traveling off route from both FS 143 and the FS 142 series routes. These routes are extremely close to the Lost Creek Wilderness boundary, and illegal riders commonly push up into the upper reaches of Derbyshire Gulch. While the Forest Service has done significant work to limit the illegal riding, the public continues to ignore signage and rides at will with no regard to regulations. -Under Alt. B, the FS 142 series are proposed for decommissioning. We strongly support this proposal. This route is extremely close to the Lost Creek Wilderness boundary and roadless area. OHV travel in this area negatively impacts wildlife populations of deer, elk, mountain lion, and moose.	Substantive	
1076-8	RI-LRSD	Misi Ballard		Under Alt. D, FS 143, 142, 142.A, 142.A1 and 142.B are proposed for seasonal closures. If FS 142 series were not closed, we would strongly support this proposal as an alternative. Furthermore, we would also suggest closing FS 143 at the seasonal closure point. The section of road from that point to the Lost Park Ranch boundary could be designated for administrative use only. Currently, FS 143 leads into Lost Park Ranch, a cabin development, encouraging illegal OHV travel on the county roads in Lost Park Ranch by both the public riding from the Tarryall Reservoir and neighborhood residents. This illegal riding by people of all ages, including children, creates serious safety issues for full-size vehicles traveling the neighborhood county roads. Closure of FS 143 before its end at the development boundary would help stop illegal OHV travel on county roads.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1076-9	RI-TAC	Misi Ballard		In conjunction with our comments on FS 844, I would like to point out the problems the public faces on the ground with illegal routes being inappropriately signed with route numbers. For example, to the east of FS 844, an illegal route is signed & numbered as FS 829, FS 843, FS 842.A, FS 843.B and FS 843.D. These tracks have never been on the MVUM. These tracks lead into the Old House Creek and Gooseberry Creek drainages, where OHV riders have created bogs, hill climbs and dispersed campsites. These signs should be immediately removed and efforts made to stop motorized travel into this roadless area. All illegal routes and off-route use areas on the P/SI should be closed.	Substantive	
1076-10	RI-FW	Misi Ballard		In the Badger Flats area, FS 231, in the Martland park area, is proposed to remain open to all vehicles. FS 231 should be closed due to the presence of nesting Golden Eagles in the rocks along its length and the presence of a parallel route, FS 230, immediately south of FS 231.	Substantive	
1077-1	GEN	Andrew Dodge	San Carlos Motorized Trail Alliance	We, the San Carlos Motorized Trail Alliance (SCMTA), are writing in response to your request for comments on Pike and San Isabel Travel Management Alternatives, specifically alternatives published for the San Carlos Ranger District. Before we submit our comments, we would like to take this opportunity to explain the mission of our organization. The San Carlos Motorized Trail Alliance is a local organization of volunteers dedicated to helping the San Carlos Ranger District (SCRD) maintain and improve motorized single-track. For the past three years, our organization has assisted the SCRD in several official and unofficial projects to include: cutting-out deadfall on a variety of motorized single-track trails; placing exclusion structures on designated motorized single-track; benching and building water bars; and reporting-out trail conditions to the SCRD OHV Crew. Although our membership spans Colorado, the core of our membership lives in Rye, Beulah, Colorado City, Pueblo, and Pueblo West. We are a dedicated and passionate group of trail riders that believe that motorized single-track trails provide a great opportunity to experience and appreciate our National Forests.	Non-substantive	
1077-2	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	Our organization strongly supports keeping all current routes identified on the current SCRD MVUM open to motorized use. Out and back routes are highly valued by our membership; however, adding loops to existing routes should be studied and considered.	Substantive	
1077-3	GEN	Andrew Dodge	San Carlos Motorized Trail Alliance	Our organization strongly condemns all of the proposed trail closures identified in Alternative B. These trails have been successfully managed for multi use recreation for over 40 years. We have considered Alternate Band feel there are no valid reasons to close any of these trails to motorized recreation. All of these trails should continue to be effectively managed for motorized use.	Non-substantive	
1077-4	RI-LRSD	Andrew Dodge	San Carlos Motorized Trail Alliance	Our organization would support Alternative D as long as specific seasonal closures are science-based and supported by valid and unbiased research. The majority of our membership reports an increase in wildlife viewing while participating in motorized recreation. We would like to know specifically what species are impacted by motorized recreation on trails. Our organization would like to make specific suggestions to add motorized single-track by constructing new trails. Additionally, we would ask that the Forest Service consider adding open trials riding areas to the San Carlos Ranger District (SCRD).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1077-5	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	Comments on disputed routes proposed identified in Alternative B and value of each route to multi-use recreation: NFST T1300-Indian Creek. Cuchara area. (14 miles). This 14 mile multi-use trail is located outside of Laveta. It is popular with equestrians, ATV's, Motorcycles, hikers, and mountain bikers. We see a lot of Texas plates at the surrounding trailheads , so it is very popular with out-of-state tourist. Motorized recreation is a large draw for tourism dollars, which helps support the local economies of Walsenburg, Laveta, and Cucharra. This trail has some of the most stunning views of the Culebra Range and Spanish Peaks.	Substantive	
1077-6	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST T1302 Dodgeton Creek Trail (5 miles). Cuchara area. Multi-use trail. This trail contains an important pay-for-use trailhead that leads to the main Indian Creek trail. It provides convenient access point off from the Historic Scenic Byway 12. This trail is highly valued by all user groups as it leads to the rest of the trail system, and the Baker Trail (a non contested piece of single-track). Without Dodgeton Creek Trail, you would have to drive several miles south and travel up to the Blue Lake Campground. Dodgeton Creek is a popular access point. You will find plenty of locals and tourist at this trailhead.	Substantive	
1077-7	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1302.A. Cuchara area. Multi-use trail. This is a shortcut from NFST 1302 (Dodgeton to Indian Creek). This trail provides a shorter route to Blue Lake Campground or from Blue Lake back to the Dodgeton T.H.	Substantive	
1077-8	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1314. East and West Cisneros. San Isabel Lake Area. Multi-use trail. Keeping motorized access to this trail is very important. On the ground, this trail is divided up into two separate trails. They are separated by Greenhorn Rd., but share the same trail number. This route is VERY important to help make connections to the following trails: Snowslide (NFST 1318), St. Charles (NFST 1326), Pole Creek (NFST 1398), Horse Ranch (NSFT 1397), and West Cisneros. Without East Cisneros, your route options are extremely limited (single-track and ATV). You will often see all user groups on this trail. Hunters use this trail to access the top of Greenhorn during the early and mid summer to scout for game. If you had to drive to the top of Greenhorn via the road system, it would take an additional hour to drive your truck or car. We would support seasonal gates on the bottom and top of East Cisneros to help prevent resource damage during the early spring runoff.	Substantive	
1077-9	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1319. Wachob Tr. (1mile). Motorized single track. San Isabel Lake area. This is an inspiring but short piece of single-track that starts from NFSR 380 and ends at an overlook. The overlook contains a large American flag with stunning views of San Isabel Lake and the surrounding mountains. Although this trail is short, it is highly valued because of its flowing, winding pattern and it leads to scenic views. This is a great place for beginners to experience their natural environment on a motorcycle. It is located close to the new Boy Scout Ranch and is frequented by equestrians, motorcycle trail riders, and hikers.	Substantive	
1077-10	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1322. 2nd Mace. Multi-use trail. San Isabel Lake area. Multi-use trail. This trail of high value because it allows trail users to access several other trail systems to include: 2nd Mace Spur Trail (multi-use); Dome Rock (1387 single-track); Silver Circle (multi-use); and	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Middle Creek Trail (multi-use). There a variety of user groups accessing a series of trails from the 2nd Mace TH. Many hunters, equestrians, hikers, motorcycles, and ATV's utilize this parking lot. The first half of the trail (closest to 2nd Mace TH) has recently received trail dozer work, funded through the Good OHV Management program. Last year, the Youth Corps (funded through the Good Management OHV Fund) worked on the 2nd half of the trail, which dead-ends into private property. The Youth Corps worked for two weeks installing water bars, clearing scrub oak and improving trail sustainability.		
1077-11	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1322 .A. 2nd Mace Spur. (.9miles). Multi-use trail. Lake Isabel area. This trail is located .9 miles from the 2nd Mace TH. The trail ends at Bishop's Castle, which is off from Hwy. 165. Bishops Castle is a huge tourism draw and this trail allows all users the opportunity to simultaneously enjoy the natural environment and arrive at a destination.	Substantive	
1077-12	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1323. Silver Circle. (4.6 miles). Multi-use trail. Lake Isabel Area. This is a spur trail that can be accessed from F.S. Rd. 383 OR 2nd Mace to Middle Creek Trail #1388. Silver Circle Trail includes a scenic spur that is 3.3 miles in length. Like many of the other trails in the San Carlos RD, this trail dead-ends into private property. One of the trail's many attributes, is the stunning views of the Beulah Valley. In 2015, this trail was improved by the Youth Corps (funded through the Good OHV Management Grant). The Youth Corps improved the trail and cut back a corridor wide enough for ATV's. This trail is important to equestrians, long distance hikers, ATV's, and motorcycles. The dense forest, winding trail, and low-grade slopes provide an epic trail riding experience.	Substantive	
1077-13	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1325. Left Hand Fork. (2.1 miles). Multi-use trail. Lake Isabel area. Left Hand fork can be accessed by riding through the 2nd Mace Trail, to Middle Creek Trail, to Silver Circle Trail, and through FS Rd. 383. You can also access this trail from State Hwy. 165 to NFSR 383 (Bigelow Divide). This is a dead-end trail that provides motorcyclist a scenic journey with the ability to stop and view abundant wildlife.	Substantive	
1077-14	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1333 East Bear/Tanner Peak Trail. (9 miles). Multi use leading to motorized single-track. Canon City area. This trail is a favorite for Canon City locals. Located only a few miles out of city limits, you will almost always find someone parked with a trailer for OHV vehicles. The trail is popular with ATV's, motorcycles, equestrians, and hikers. The trail offers a predominately low-grade climb to Tanner Peak. Once there, you have access to some breathtaking views of the snowcapped Sangre De Christos. This trail may be listed as ONE trail# (NFST 1333), but it actually contains two distinctly different trails. Approximately five miles up the trail; you have the option of turning off onto the "East Bear," which is motorized single track. This trail follows a creek or a draw that flows in the early spring. The East Bear Trail provides several challenging switchbacks and technical terrain. This trail is very important to hikers and the motorized enthusiast that are looking for to challenge their technical skills. This past year, our club helped cut back the dense scrub oak and create a proper single-track corridor.	Substantive	
1077-15	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1334. Stultz. (5.72 miles). Multi use. Canon City Area. You can access this trail via Tanner trail (NFST 1333) or from the Stultz trail head, located several miles up Oak Creek Grade out of Canon City. This trail helps make a great connection with Tanner. The trail	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				is popular with a variety of users and is especially important to local (Canon City) motorized recreationalist.		
1077-16	RI-LRSD	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1336 Rainbow Trail. Multi use. Westcliffe to the Sand Dunes (Alvarado to Medano Pass (Sand Dunes). Just about every user group imaginable uses this pristine trail. If you visit this trailhead during the summer, you will find several horse trailers and families preparing for a long hike. You are sure to find ATV's in the parking lot readying for a casual trail ride. You may also find people riding ATV's and carrying fishing poles. The trail is popular with backcountry anglers, because of the high elevation lakes that dot the Sangre De Cristo Wilderness. You will also find ATV's pulled off the side of the trail, presumably hiking non-motorized trails to their fishing location. During the fall, you will find hunters traveling this trail via ATV and horses. The views along the trail are stunning and highly valued by all user groups. The Forest Service has put a lot of effort into maintaining this trail. The value of having maintained motorized access was recently showcased during the Hayden Pass Fire. This trail is also VERY popular with state plated motorcyclists, who use this trail system to make the long and scenic trip over Medano Pass, and then on to the Sand Dunes. This trail is extremely valuable to motorized recreationalist.	Substantive	
1077-17	RI-LRSD	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1380. Bear Creek Trail (1.5 miles). San Isabel Lake area (west side of Greenhorn Rd.). Multi-use. This trail is a short trail extension off from Pole Creek Trail (NFST 1398). It is a short piece of trail that dead-ends into private property. It is important to hunting interest and motorized recreation. This trail needs to be extended to FSR 419 (See Wet Mountain Trail System-West Map). We believe there is potential for linking this trail with NFSR 419. Approximately, one-mile separates this trail from NFSR419. This addition would provide an improved experience for all equestrian, mountain bike, and motorized users. It would also allow trail users to make a loop that includes some the area's most epic motorized single track (Horse Ranch Trail NFST 1397).	Substantive	
1077-18	RI-CR	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1384. Squirrel Creek Trail. (5.1 miles). San Isabel Lake Area. Multi-use trail. This is a trail that must be preserved for motorized access! This trail ensures a high quality trail-riding experience by allowing loops and the linking of trails on the east side of Hwy. 165. The trail links some of the area's most incredible motorized single track (South Creek trail # (NFST 1321) and Dome Rock trail # (NFST 1387). Historically, Squirrel Creek was a road that was popular with tourist throughout the early history of the Forest Service. The trail contains many interpretive signs that detail the area's rich history with visitors and motorized travel.	Substantive	
1077-19	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	NFST 1388. Middle Creek Trail. Multi-use trail. Lake Isabel area. Highly valued for all trail user groups. This trail provides an important link from 2nd Mace trail (NFST 1322) to the Silver Circle Trail # (NFST 1323), and Left Hand Fork Trail (NFST 1325). This meandering trail follows Middle Creek for a mile before it turns up low to moderate grade slope. You will find plenty of tourists on this trail enjoying the natural beauty of the creek and the forest. This trail is very important to help make connections to other trails in the area.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1077-20	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	Additional Single-Track Trail in the San Carlos RD. All out-and back routes are valuable; however, loop opportunities are preferred. The topography in the SCRC is extremely rugged. Building new trail in the SCRD may be difficult, but it is not impossible. We have a few suggestions that, with proper planning, are feasible. 1. NFSTR 1320 is a piece of single track that you can pick up from San Carlos Road NFSR 320 or from a trailhead located off rom HWY 78. Coming from Road NFSR 320 and traveling northeast on NFST 1320, it is possible to immediately cross HWY 78 and travel directly into FS Road 78.A. You can link NFSR 78.A to trail NFST 1321 (South Creek) through the construction of switchbacks and a few miles of trail within Forest Service boundaries. This piece of single-track would also benefit mountain bikers who have limited opportunities for trails that can be climbed. Although "hike-a-bike" is unavoidable in the SCRD, this would provide an opportunity for this user group to travel from the Pueblo Mountain Park to Lake Isabel.	Substantive	
1077-21	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	In 2011, the SCRD had listed a plan in their Schedule of Proposed Actions that included building a bypass trail from the bottom of Snowslide Spur (NFST 1396) to East Cisneros (NFST 1314). Our organization feels this is an important future trail that will alleviate conflict with the vendor that manages San Isabel Lake. Most motorcyclists do not utilize the amenities inside that fee area and should not have to pay more to access our public lands. Our sticker fees already fund surrounding trails that are utilized by all user groups. If there is the possibility of building a new parking area and trailhead within the Snowslide Spur (NFST 1396), we would be happy to financially support the endeavor by applying for a State OHV Grant.	Substantive	
1077-22	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	New single-track trail construction that connects Lewis Creek (NFST 1321) and Lions Canyon (NFST 1329). This area is perfect for the construction of new single-track. There are many routes that can be considered based on the surrounding topography. This would also be a great area for mountain a mountain bike trail because bicyclist can pedal up most of the surrounding terrain.	Substantive	
1077-23	RI-TAC	Andrew Dodge	San Carlos Motorized Trail Alliance	Open riding area for trials bikes. For anyone not familiar with trials, this is a sport that promotes balance, coordination, and reaction time on a specialized motorcycle. Riders navigate tight turns and obstacles in an effort to stay balanced and not put a foot down. The sport requires a lot of grace and finesse. Trials bikes also use specialized tires that are low impact on most soils and rocks. We would like the SRCD to consider two open trials areas. One possible location is at the end of FS Road 380, by the Boy Scout Camp. This area contains many rock outcroppings and small ledges which trials riders find challenging. The other area is located off from Greenhorn Road in and around the NFSR Road 353 and NFSR 354 areas. These areas also have many natural rock outcroppings and provide obstacles for trials riders to practice their skills.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1078-1	GEN	Lyall Shepperd		I have reviewed the proposed trail closures and I am saddened by the proposed trail closures. There are several reasons as to why I oppose trail closures. Closing trails and roads in the mountains limits peoples access to mountains, creates congestion, and takes away our freedom to enjoy the mountains. Closing trails creates traffic and population density in the areas trails are located on. Nobody wants to go to the mountains to be around 30 or 40 strangers.	Non-substantive	
1078-2	RI-SOC	Lyall Shepperd		I have spent \$23,000 to purchase my vehicle and another \$30,000 in parts and accessories, most of these parts are built in Colorado the rest are American Made. That said, the offroad community is very big about supporting American Made products. Prior to moving back home to Colorado I would vacation in the state for 2 weeks, using offroad trails, had this not existed I would have vacationed in other states. Further I have spent \$10,000 in motorcycles for myself and family so we can trail ride. Every time we ride there is maintenance, fuel, and a trip to a local eatery or two.	Non-substantive	
1078-3	GEN	Lyall Shepperd		Offroad clubs help maintain trails, pickup trash, and encourage people to Tread Lightly (there is an organization to help with this) to protect the environment and trail systems we use and love.	Non-substantive	
1078-4	RI-SOC	Lyall Shepperd		By closing trails it simply limits handicapped peoples access to mountains. It means a non-disabled person does not have the same freedoms as a non-disabled person; this impacts our veterans who have given so much to protect our freedoms and National Forests.	Substantive	
1078-5	GEN	Lyall Shepperd		Trails left abandoned could create erosion issues if not maintained. Why I oppose closing trails: 1. Economic Impact - tourism 2. Economic Impact - local businesses - People purchase offroad vehicles, ATV's, motorcycles, Parts, Gear, and services to maintain and update vehicles 3. Limits access to veterans and disabled people who may not be able to hike or backpack 4. Destroys family memories - There are trails that my father took me on as a child that I would love to share with my family and cannot because the trails are foot traffic only and I am unable backpack. Trails I use frequently: Medano Pass Eagle Rock / Saran Wrap (370) Bull Park Chinaman Gulch Why not go after the Ski Resorts that have destroyed the mountains, they are more of a environmental impact than the people using the trail systems.	Substantive	
1079-1	RI-TAC	Brad Kennerson	San Carlos Motorized Trail Alliance	We support Alternative D as it keeps closures to a minimum. As an organization that works with the Forest Service to maintain trails and educate users on the importance of staying on the trail, we believe closures would only encourage users to "boondock." National Forests are multi-use and should stay that way. Adding trails to provide "loops" would go a long way to reducing environmental impact off the trail.	Substantive	
1080-1	RI-TAC	Caelan Parker	USFS	A change in designation from "road" to "trail" would benefit both the public and agency. For example, Road 409 (Salt Road) is not accessible to all vehicles. By changing it to a "trail open to all vehicles" will provide warning to the public while giving a trail crew opportunity to manage it as a trail.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1081-1	RI-TAC	Mary Jane Nickel	Colorado Quad Runners	Keep all of 717 open. Rainbow Trail: open on Salida District. Dislike Alternative B plan as its too restrictive. 634-open for ATVs. 369 open for ATVs. Totally support D. Open trails to greater than 50" ATVs.	Non-substantive	
1082-1	GEN	Jean Smith	Wild Connections	Please schedule a meeting in Denver. Metro Denver users are major users of the PSI, especially the northern end.	Non-substantive	
1083-1	GEN	John H. Kerr	Colorado Quad Runners	I support Option D with expansion of motorized trails in Pike National Forest.	Non-substantive	
1083-2	RI-TAC	John H. Kerr	Colorado Quad Runners	According to Colo Parks the front range is growing about 800,000 per year and we need more trails not fewer.	Non-substantive	
1083-3	GEN	John H. Kerr	Colorado Quad Runners	Also the wider side by side vehicles are much less likely to roll over than ATV therefore I suggest removing all or most of the 50" gates.	Substantive	
1083-4	RI-TAC	John H. Kerr	Colorado Quad Runners	More trails would disperse the use and make it much easier to maintain the trails that we have.	Non-substantive	
1083-5	RI-SOC	John H. Kerr	Colorado Quad Runners	Also I use to hike extensively in Colorado (all 54 of the 14ers) but now I am 74 years old and can no longer enjoy Colorado the way I used to. Getting older does happen to all of us. I firmly believe that motorized trails need to be increased to accommodate the older folks in Colorado.	Substantive	
1084-1	RI-TAC	Andy Dodge		Alt D. Add more single-track trail to provide additional opportunities to enjoy our National Forests. Add a few loop opportunities for motorized single-track; specifically FSTR 1320 (San Carlos), cross 12-mile road, and tap into FSTR 1321 (South Creek). Consider converting San Carlos Rd 320 to single track. Connect 1380 (Bear Creek Tr) to the trailhead of 1397 (Horse Ranch Tr).	Substantive	
1084-2	RI-LRSD	Andy Dodge		Study and section-off open are for trials bikes. There are many trials riders that frequent this area.	Substantive	
1084-3	GEN	Andy Dodge		Alternative "B" would cause significant harm to citizens that enjoy public lands via motorized recreation. Consider placing seasonal gates at the top and bottom of East Cisneros FSTR#1314 to prevent early season resource damage. When planning, consider that all out-and-back trails provide a multi-sensory experience in the San Carlos District. "It's the journey not the destination." Move forward with a trail that connects Snowslide and East Cisneros and bypasses the fee area.	Substantive	
1085-1	GEN	Mary Jane Nickel		Open 652 to ATVs. If ATV has license plate from another state is it legal to ride on County Road? Such as 370 in Gold Camp area.	Non-substantive	
1085-2	OS NR	Mary Jane Nickel		All trails need staging area and dispersed camping.	Substantive	
1086-1	RI-TAC	Mark Woodworth	Mile Hi Jeep Club	See Map. Why is the "Twin Cone" Rd 126 South Platte District only closed above the tree line to the antenna site. Has the antenna repeater been adversely affected by route use?	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1087-I	GEN	Carol Stansfield	Wild Connections	Many folks who live in the Denver Metro area hike, camp, fish, and enjoy exploring the Pike and San Isabel National Forest. It seems very important to schedule a scoping meeting in the Denver area, so the thoughts of these Forest users can be included in the planning process.	Substantive	
1088-I	GEN	Angie Jenson	Terra Firma Forestry	Dead tree hazard and mitigation along trails and roadways. We are private contractors that would like to proposed work on F.S. lands.	Non-substantive	
1089-I	RI-TAC	Noreen Harris		1412-Green's Creek, Pass Creek, closed to motorized motorcycle. 367A-close to ATVs. 235 keep open to motorized. 225 keep open to motorized.	Non-substantive	
1090-I	GEN	John Gordon		Property owner in Salida for over 25 yrs! #1 activity is motorcycle trail riding, but like to access the forest by hiking, bicycling, camping, ATV and jeep usage. Love living in Salida and Colorado for use of the National Forests. Strongly oppose being locked out of our forests.	Non-substantive	
1090-2	RI-TAC	John Gordon		For this exercise I certainly prefer Alt A as the MVUM is very good now. It would be nice to add trails to the existing system! If necessary, I could support Alt D—only under duress.	Non-substantive	
1090-3	RI-WAT	John Gordon		I am a PhD environmental engineer and college educator. I have worked on several EIS projects focusing on water quality issues. These can be addressed with bridges, erosion control, etc., etc. and not genuine reasons for denying access.	Substantive	
1090-4	RI-SOC	John Gordon		The Arkansas Valley and the PSI are economic benefactors of motorized forest use. Studies show economic benefits equal to skiing! Look at these studies.	Substantive	
1090-5	RI-TAC	John Gordon		Specifically, keep the Rainbow Trail and Greens Creek open and provide access to these trails. Access is important for use, maintenance and safety. Please fight for Alt A or D for us legally under represented citizens of the Salida area.	Non-substantive	
1091-I	RI-TAC	Art Stone		Close 183 shown through my private property and show open the current marked route from ER 185 (new road added by USFS). The marked road on the current map is our driveway.	Substantive	
1092-I	RI-TAC	Anonymous		See Map. Would like to see #1336 (Rainbow Tr) rerouted from 124 to 285. More motorized single track in the Fourmile area (1425-Triad) to 300 Rd. Picture on back of existing trails. Please don't decommission 1336 south by Westcliffe. 1412 Greens Creek should always stay motorized!—they maintain it and built it!!! Vote for Alternative D. Would like to see new singletrack instead of trails being removed.	Substantive	
1093-I	RI-TAC	David Buncmy		It is really hard to see motorized trails get shut down to 1 or 2 access trails. As it cause a lot more erosion and traffic. Just like Taylor Park.	Non-substantive	
1093-2	OS NR	David Buncmy		Also a MTN Bike 10.00 fee should be inacted to help pay for trail work.	Non-substantive	
1094-I	RI-TAC	Nate King		I would like to propose closing FS 203.A to non-essential motor vehicle traffic. It is a dead-end road for motorized traffic but an access point for hiking and mtbing trail (Starvation Cr.). There are many sensitive meadows at the upper terminus of this road and I have repeatedly witnessed ORVs riding off the road and into these areas.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1095-1	OS NR	Art Stone		It seems grossly unfair that bike riders & jeeps can use the trails without the yearly permit fee I pay to drive my ATV on the same roads. All users should pay the yearly fee to help maintain the roads.	Non-substantive	
1096-1	RI-TAC	Chris Hertrich	Rocky Mountain Trials Association	I prefer Alternative D with an emphasis on expanding motorized use. I would like to see a couple of areas designated as open trials motorcycles areas, where trials motorcyclists can ride and practice without a special use permit. Specific areas are Thorpe Gulch within the Badger Flats area, Sledgehammer Gulch south of Lake George, and Rainbow Falls area. Seasonal closures should follow the patterns of conditions. There are many years when trails are still rideable in early December but wouldn't be utilized if they aren't rideable anyway, so a later closure date (vs. Dec. 1st) would allow some additional use when it's a dry year but people still won't use it if it's snowy (Rainbow Trail).	Substantive	
1096-2	RI-SOC	Chris Hertrich	Rocky Mountain Trials Association	OHV use creates a very large positive economic impact through out all the smaller towns within the area. Many people come here to specifically to enjoy riding on trails within USFS lands. Further constrictions of open routes would reduce that positive draw, and lead to more crowded conditions on routes that are still available. I support more access and routes.	Substantive	
1097-1	RI-TAC	Ned Suesse	Central Colorado Mountain Riders and Trails Preservation Alliance	Seasonal closures make sense but should be applied consistently within [illegible]. Cottonwood (bicycle only) is 12/15-3/15 and so should these. Alternative D is the best option. The knock on effect of Alternative A in particular, by forcing increased traffic and diminished trail availability would be catastrophic.	Non-substantive	
1097-2	GEN	Ned Suesse	Central Colorado Mountain Riders and Trails Preservation Alliance	The travel management process should be an opportunity to improve the trail infrastructure as a whole. This might include adding or removing routes that allow loops. The CCMR will make comments on additional routes before the end of the comment period.	Substantive	
1098-1	GEN	Tyler Grimes		Fewer roads, fewer developments, fewer impacts—always. Preserve, conserve, protect. Natural resources are too valuable and face too many threats.	Non-substantive	
1099-1	GEN	William Parsons		I vote for Alternative A. Trails (not designated for highway vehicles) should restrict highway vehicles from usage. The 3 ton+ trucks do the damage to these trails and should be restricted. ATVs should enjoy unlimited access to all National Forest roads and trails as they inflict no damage or detriment to the enjoyment of others using the land.	Non-substantive	
1099-2	OS NR	William Parsons		ATV owners also pay annual fees for access. Bikers and hikers should do the same.	Non-substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1100-1	RI-TAC	Chad Hixon	Central Colorado Mountain Riders and Trails Preservation Alliance	Alternative D is the best especially with the possibility of adding routes to spread out use. Seasonal closures are fine. Please keep them consistent throughout the forest.	Non-substantive	
1101-1	GEN	Will Kay		I have owned property on CR 85 for over 10 years. My wife and I purchased this property to enjoy ATV/UTV. We drive down Longs Gulch and have found many roads closed. We pay a fee of \$25 to travel these roads and jeeps and trucks can travel and pay nothing. I feel that the uses should allow us who are responsible [illegible] ride on the trails that have been in the Forest area to continue to use these trails.	Non-substantive	
1102-1	RI-TAC	Angela Hixon	Central Colorado Mountain Riders	Alternative D is the best option! Open more trails that already exist that aren't open. Seasonal closures need to be consistant with other areas.	Non-substantive	FL-7
1105-1	GEN	Lisa Shubert		Stay with A. Do not limit my access to "my" country forest. I pay taxes for use. I buy a Toy every year and so do people from out of state to use these roads.	Non-substantive	
1105-2	RI-SOC	Lisa Shubert		If you close roads you also affect tourism. You place greater impact on a smaller area of the forest.	Non-substantive	
1105-3	GEN	Lisa Shubert		Don't close the roads.	Non-substantive	
1106-1	RI-TAC	Paul Smith	Central Colorado Mountain Riders and Rocky Mountain Trials Association	Do not want to lose the right to ride existing mcycl. approved routes. Want to see more mcycl. (single track) trails developed. Want to have more trials sites developed for practice and competition (i.e., Thorpe and Sledgehammer Gulch). Willing to compromise on seasonal closures. Alt "D."	Substantive	
1107-1	RI-SOC	Art Stone		Closing 231/231A will deny access to the microwave relay site that serves Monarch Ski Area. Access is required year round to fuel the generator and keep the site operational. It is critical to the operations of the ski resort. My firm monitors and dispatches technicians to keep site running.	Substantive	
1108-1	RI-SOC	Sandra Gordon		Plan B Sheet 3 proposes to decommission a large portion of the Rainbow Trail which would have a detrimental impact on the economy of the area. People come to the area to ride that one specific trail.	Substantive	
1108-2	GEN	Sandra Gordon		Please keep it open. I vacation in Salida to hike, bicycle, ride an ATV and jeep, and explore historic sites.	Non-substantive	
1108-3	RI-TAC	Sandra Gordon		My preference is Plan A or possibly even more motorized trails to spread usage over a larger area. Closing trails channels more riders onto fewer miles of trail and creates a more crowded experience.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1108-4	GEN	Sandra Gordon		The area outside Howard where the motorcycle trials are held would attract visitors if it were open for riding.	Substantive	
1109-1	RI-TAC	Keith Gotschull		Option D would be my choice. My understanding is that this option allows the most flexibility to add routes, fix routes, and re-route existing trails. I would like to see most roads and trails remain open.	Non-substantive	
1109-2	RI-HS	Keith Gotschull		As a member of search and rescue I think it is important to keep access open.	Substantive	
1110-1	GEN	Joel Marx	Wild Connections	I am a member of the non-profit organization Wild Connections and recently participated in the Selkirk Restoration project with the South Park Ranger District of the Forest Service. This experience enabled me to witness first-hand the willful destruction of official signage and natural resources perpetrated by members of the off-road vehicle (ORY) community. The area of interest was high alpine and wetland drainage along the North Tarryall Creek. Recently installed fiberglass signage posts had been cut within a week of placement at ground level. Illegal road extensions and spurs were being used in fragile areas that comprise part of the source of drinking water for Front Range communities. The lack of respect and outright lawlessness demonstrated by these individuals makes me consider them nothing less than environmental terrorists. Since they refused to observe the signage placed by the rangers, we volunteers were requested to erect post and cable fencing set in concrete to enforce the management plan for that area. I support the following ideals for the travel management plan (TMP). The TMP must balance motorized and non-motorized recreational uses, taking into account that only about 6.5% of visitors to the Pike-San Isabel (PSI) National Forest participate in ORY use as their primary recreational activity. Nearly 30% engage in hiking or mountain biking.	Substantive	
1110-2	RI-TAC	Joel Marx	Wild Connections	Given current funding realities, the plan should limit motorized road and trail routes to what can be adequately maintained, taking into consideration the costs of route closures, rerouting, rehabilitation, patrolling and enforcement.	Substantive	
1110-3	GEN	Joel Marx	Wild Connections	The environmental analysis of the road and motorized route system should include: identification of impacts to threatened and endangered species; identification of wildlife impacts due to a denser route network and increased human activity; identification of impacts to particularly significant habitat features, such as known wildlife corridors, wildlife concentration or production areas, and summer and winter range; and identification of impacts to particularly sensitive habitat, such as streams and wetlands.	Substantive	
1110-4	RI-TAC	Joel Marx	Wild Connections	Illegal routes and off-route use areas should be closed and adequate measures taken to prevent continued use. The plan should provide for prompt closure, rerouting, or rehabilitation of roads or routes which are causing unacceptable environmental impacts, resource damage, or conflicts with adjacent landowners. The plan should retain its policy for managing motorized travel for dispersed camping and parking along the side of designated routes to access dispersed sites. It should also retain the established policy of not allowing off-road driving to retrieve downed big game. Higher priority should be given to measures aimed at eliminating existing problems rather than to expanding the road and motorized trail system.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1111-1	RI-TAC	Andrew Caudill	Mile Hi Jeep Club	126 Twin Cone—Please look to see if management area is in the wrong location for the last segment of this trail. 110 Half Moon—Please review boundary of management area.	Substantive	
1111-2	GEN	Andrew Caudill	Mile Hi Jeep Club	Has there been any outreach to local businesses near impacted areas? If not, it may be worth it.	Substantive	
1112-1	RI-TAC	Mark Woodworth	Mile Hi Jeep Club	Alternative D converts Saran Wrap and Eagle Rock to ATV per drawing but not on lists? Confusing.	Substantive	
1112-2	GEN	Mark Woodworth	Mile Hi Jeep Club	MHJC opposes any change in route from a 4 wheel full size to anything excluding 4 wheel full size.	Non-substantive	
1113-1	GEN	Mark Woodworth	Mile Hi Jeep Club	All 370+ routes included in agreement are necessary to remain open to all use. These are “magnet” routes to out of area economic support of the Forest. Closure or limiting will negatively affect use of routes elsewhere in Pikes Peak area.	Substantive	
1114-1	RI-TAC	Mark Woodworth	Mile Hi Jeep Club	Look closely for road that become “stranded” by closure of routes feeding them. Ex. Sheet 4, 379.A in Group B. We would therefore request open access to them.	Substantive	
1115-1	RI-FW	Deborah Sheinman	Wild Connections	I am very concerned about the Rampart Range area, the Old Stagecoach and Gold Camp Roads area, the Wet Mountains, and the Badger Flats areas. The excessive number of illegal routes, illegal off-route use, unnecessary spurs/short segments and an absence of environmental analysis has severely impacted the areas and has led to severe environmental degradation. These impacts are a severe threat to wildlife and the entire ecosystem. Human enjoyment is also seriously affected by these conditions.	Substantive	
1115-2	RI-TAC	Deborah Sheinman	Wild Connections	We need closure of these illegal routes, illegal off-route use areas, and unnecessary spurs and short route segments. The road network in the Pikes Peak/San Isabel National Forests must be reduced to a size that can be effectively and realistically managed and controlled.	Substantive	
1116-1	GEN	Pete Norris	Tanner 4 x 4 Inc	I would like to see access to Wildcat Canyon, Tarryall, Longwater Gulch, Hacket Gulch, and Motberry Gulch remain open and access to stay the same. No reason to change access to these trails. We have fought hard and worked hard to get these areas re-opened and would like to see them stay open. #C would be best option.	Non-substantive	
1117-1	RI-TAC	Andrew Caudill	Mile Hi Jeep Club	Please review the following routes to confirm management area borders. Leadville: 153, 398.A, 398.B, 110, 110.J, 135.A. San Carlos: 198.A, 412. South Platte: 126. South Park: 817, 807.A, 233, 807.	Substantive	
1118-1	RI-FW	Mark Woodworth	Mile Hi Jeep Club	Please review the following routes regarding wildlife “actual effect.” MHJC believes travelling these route may have “no” impact regarding these species + boundary errors: 153, 398.A, 110, 110.J, 135.A, 198.a, 442, 814, 126, 807.A, 233, 807, 347.E, 348.F, 352.A, 352.B, T630.	Substantive	
1118-2	RI-CR	Mark Woodworth	Mile Hi Jeep Club	#298 Alpine Tunnel cannot be closed, historic site.	Non-substantive	
1119-1	RI-TAC	Carol Beckman		I hear in other areas from Forest Service that seasonal closures do not work. How would seasonal closures be enforced? Does the analysis have a plan for that? Forest Service personnel seem stretched pretty thin now and would not have time to enforce	Substantive	

Table D-3
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				seasonal closures. Rather than seasonal closures roads and motorized trails to sensitive areas should be converted to nonmotorized trail. 376 has several stubs off it where vehicles go off route, especially to tear through the mud. Stubs should be closed to protect the areas.		
1120-1	RI-CR	Ryan Boudreau	Mile Hi Jeep Club	Why would the Alpine Tunnel, rd 298 of Salida Ranger District, be decommissioned at all? There are restored historic buildings at the end that hold a great piece of Colorado history. The Palisades part of the road are an incredible piece of engineering that should be kept open.	Substantive	
1121-1	RI-TAC	Ryan Boudreau		Rd 110J, South Halfmoon near Leadville, should remain fully open because it is obvious that was the intent in 1985 as the sliver of motorized use follows the same area where that road is.	Substantive	
1121-2	RI-CR	Ryan Boudreau		Rd 110, Halfmoon, should remain open as well as it allows access to some of the most prestigious mills in the country.	Substantive	
1122-1	RI-TAC	Ryan Boudreau		Rd 398 near Leadville, actually continues farther than your maps shows. It stops at a random spot on your map which will cause resource damage as people turn around. Why not keep it open to the current turnaround at the viewing above Clear Lake? It would save damage to the tundra if you do that.	Substantive	
1123-1	GEN	John Randles		Alternative B appears extreme unacceptable.	Non-substantive	
1123-2	RI-SOC	John Randles		I'm handicapped and unable to hike to any historical place. Recently purchased land inside Wilkerson Pass and B closes all access north of our property.	Substantive	
1123-3	GEN	John Randles		Recently purchased land inside Wilkerson Pass and B closes all access north of our property.	Substantive	
1124-1	GEN	Brandon Boyd		Alternative B closes/changes too many roads/trails.	Non-substantive	
1125-1	GEN	Joanne Guthrie		Looking at all 4 proposal maps, the Alternatives A & D are most favorable.	Non-substantive	
1125-2	RI-LRSD	Joanne Guthrie		Alternative B is not favorable because there are too many road/trail closures proposed. For example, the entire 717 trail system is proposed to be closed which would then push all recreation to the Rainbow Falls area and increase congestion and erosion in the Rainbow Falls area. The riding areas around Woodland Park and Divide are great for families looking to go on a quick day ride without the need to go camping.	Substantive	
1125-3	GEN	Joanne Guthrie		The 717 trail system and Rainbow Falls trail system are where I taught our children to ride and where we are teaching our grandchildren. Our family would be greatly impacted if these trails were closed.	Non-substantive	
1126-1	GEN	Ralph Cadwallader		Like A the best. Alt B closes much of the high use trails close to Colo Springs the major population of the area being considered. Not a good alternative. Alt C and D close some popular trails but are much better than B. Rank A, C, D, B.	Non-substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1127-1	GEN	Mike Brondun		186.A, 186.B, 186.C. My friends and relatives have been hunting this area and loop since 1973.	Non-substantive	
1127-2	RI-LRSD	Mike Brondun		If the large loop of jeep roads is closed will ruin most of our access in hunting area 57 and 58.	Substantive	
1127-3	GEN	Mike Brondun		Over the years they have closed down already several spurs, but left this loop of roads open to gain access. If this area/roads is closed, I probably will stop hunting in Colorado since this is the only area I have ever hunted. I support Alt "D" though.	Non-substantive	
1128-1	RI-LRSD	Eric Howell		Upon review of Alternative B the complete closure of 186, 186.A, 186.B would have severe impacts on private hunting and access to numerous hunters that would no longer be able to hunt or extract game.	Substantive	
1128-2	GEN	Eric Howell		Would be supportive of Alternative D or Alternative C.	Non-substantive	
1129-1	RI-SOC	Joe Zipp		As a disabled Sr. Citizen I ask that you consider me and other individuals that are not able to enjoy this great state by any other means than a motorized vehicle. How can trails be closed to Americans with disabilities?	Substantive	
1130-1	GEN	C.P. Norris		Myself and many C 4WD club members feel there is no reason to alter, close or modify any of the Tarryall or Gulch roads and trails inc. Wildcat Canyon and surrounding trails. Tanner 4 x 4 Inc. would be happy to help maintain these trails and keep them clean and usable if necessary.	Non-substantive	
1131-1	RI-FW	Andrew Caudill		We understand the impact on wildlife and would like to analyze the impact and potential of raising roads or other projects to reduce or take away impact on the animal while preserving motorized access. 347.E, 348.F, 352.A, 352.B, T630.	Substantive	
1132-1	GEN	Jim Vosberg		Once again the people of Colorado lose access to public lands. A small vocal group has won due to the Forest Service inventorying and releasing and offroad trail and use map. They used the rules to there advantage to stop motorized use of historic roads and trails predating them and most of the current population of Colorado. This appears to be settled law. The only temporary stop to the closures is to file a written comment on specific road issues and closer types. With all this offensive action, the people also have to pay 151,000 dollars for court costs.	Non-substantive	
1132-2	GEN	Jim Vosberg		On the closure inventory, my maps show some discrepancy's over what was released last year to what the settlement shows.	Substantive	
1132-3	RI-TAC	Jim Vosberg		My issues (Jim Vosberg) are with the long, larger roads around Leadville, i.e., Cashe Creek #398, Mt Champion #110, Mt Elbert #398, and other access point type of roads. I agree that some of the smaller social type of roads need to be stopped but the more open—longer access type need to stay open.	Non-substantive	

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1132-4	GEN	Jim Vosberg		I understand this action and the only way to stop further action of this type is tort reform. The Forest Service is under attack from a wide variety of special interest groups. Please stand up for the historic use by people and native groups in the end settlements of this type of legal actions. Lake County is surrounded by wilderness type forest systems. We have limited off road access. Please do not take more from us.	Non-substantive	
1133-1	GEN	Jerry Panek	Predator 4WD	As a locally-owned business since 1985, Predator 4WD, LLC has organized volunteers to help maintain public roads and trails in the National Forest for over 20 years. Our company has supplied funds directly for maintenance, and both customers and non-customers have volunteered thousands of hours to help the U S Forest Service in that work. We support Colorado Off-Highway Vehicle Coalition (COHVC) and Trails Preservation Alliance (TPA) position in support of Alternative D with modifications.	Non-substantive	
1133-2	RI-LRSD	Jerry Panek	Predator 4WD	The purpose of this letter is to comment on the Travel Management Plan currently under consideration for the Pike and San Isabel National Forest, and specifically to address the Wildcat Canyon trails. This area located off Teller County Road 51 accessed thru FS 360 includes Metberry FS 205, Longwater FS 221, Hackett FS 220 and 220A and 220B, Corral Creek FS 540, Old Stage FS 220A, and parts of Sportsmans Loop FS 897 and FS 201. It offers a unique recreational opportunity not found anywhere else in the state, and possibly nowhere else in the country. It enables users to enjoy many recreation options and provides a mild tour-wheel-drive road system leading to sites for camping, fishing, hiking, wildlife viewing, and more all in one place.	Substantive	
1133-3	RI-SOC	Jerry Panek	Predator 4WD	Prior to the Haymen Fire, these roads connected in continuous loops. The vast majority of maintenance on these roads was performed by Predator 4WD and our many volunteers who appreciate this unique road system. Volunteers have installed post and cable, re-vegetated hillsides, routed roads for sustainable use, closed non-system roads/trails and mitigated sediment loading into the Platte River. Since the Haymen Fire, the U. S. Forest Service has left these roads closed, stating lack of funds. Teller County, recognizing the economic impact, used an option in the Haymen EA to allow public adoption of roads in their county with great success, turning those roads over to volunteers to maintain. They reopened the roads to the public at very little or no cost to the county by partnering with volunteers. It should be noted that Park County also recognizing the economic value of this unique area tried to adopt the roads in their county, but the U. S. Forest Service lost their applications not once but twice. The economic impact of reopening these roads has been nothing but positive not only for Teller County but for Colorado. Currently, Colorado is trying to position itself as the "Outdoor Recreation Capital" of the country. Reopening these roads relieved pressure on other forest roads, roads that have not been adopted to date. This alone has helped to reduce congestion on other roads. Predator 4WD has also consistently mitigated any and all impacts from users when brought to our attention.	Substantive	
1133-4	RI-WAT	Jerry Panek	Predator 4WD	Predator 4WD understands that water issues are very important to a growing state that is trying to position itself as an Outdoor Mecca, as are issues concerning wildlife and fishing. During the last almost fifteen years, concerns have arisen about what impact crossing the	Non-substantive	

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				Platte River in motorized vehicles might have on water quality and fish. Yet at no time during the dozen or more field trips Predator 4WD and its volunteers have sponsored for U. S. Forest Service personnel, South Platte Enhancement Board members, and county commissioners from both Teller and Park Counties has any public official been able to cite facts about the impact of motorized vehicles. In fact, Colorado Parks and Wildlife cannot confirm how many fish might die if motorized access is officially returned to the area. Nor can the Denver Water Board (DWB) confirm how much sediment or oil might be added to the water or how it might impact the water, making mitigation plans impossible to formulate. Yet, when questions are raised about the downstream reservoirs the DWB wants to protect that already allow motorized, two-stroke boats that exhaust oils into the water and use trailers that deposit sediment into the lakes when launched, or about the Colorado Parks and Wildlife ongoing sale of licenses to catch and kill fish, there is no explanation.		
1133-5	GEN REG	Jerry Panek	Predator 4WD	The U.S. Forest Service has several approved environmentally friendly water crossings that can be installed and that would mitigate disruption of the crossing area. These are listed in Forest Service's Design Manual 0625 1808-SDTDC. Yet our volunteers were never informed of these solutions. The Manual specifically references Objective Two on page ix which states: (2) To provide guidance for selecting low-water crossing structures that minimize disruption of channel processes and habitats, and the information in Chapter 4 page 4-1 which states: "The risk possibility of environmental damage can be kept at an acceptable level by applying thorough engineering design and good judgment, using good and suitable materials, and using interdisciplinary process". My point here is not to pick a design, but a request to analyze a river crossing in a modified Alternative D.	Substantive	
1133-6	RI-WAT	Jerry Panek	Predator 4WD	The water quality can also be improved by partnering with user groups. Currently, no maintenance is being performed in Park County on roads the Forest Service has allowed access. This 'no man's land' is experiencing higher impact caused by unregulated water crossings in unsuitable areas. This impact was minimized when these roads were adopted. The Forest Service is obligated by law to protect these resources. By supporting and encouraging the work of dedicated local volunteers, it can succeed in this effort. Reopening the roads, moving crossings to environmentally safe areas, and encouraging adoption by those who would maintain the system will effectively decrease the number of crossings and achieve the goal of protecting this resource.	Substantive	
1133-7	RI-SOC	Jerry Panek	Predator 4WD	Predator 4WD and its volunteers have always been open to partnering with the Forest Service and other groups, and is still willing to partner with the agency to pursue CPW OHV grants. As a business, Predator 4WD will continue its financial support and can also solicit national manufacturers that have programs for just this purpose—to maximize monies used for matching grant funds. Over 20+ years, Predator 4WD has spent tens of thousands of dollars to protect this area and its resources while supporting public access. Our company has educated users, repaired roads and trails, enhanced areas for threatened and for endangered species. We have partnered with environmental groups such as Trout Unlimited, working together to protect and enhance this unique natural resource.	Non-substantive	

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1133-8	RI-LRSD	Jerry Panek	Predator 4WD	Consider implementing in revised Alternative D a new vision for the area and the China Wall area located off Park County Road 77 to include FS 212, FS 212A, FS 212B, FS 204 that would help the entire forest thrive and enable local and national recreational visitors the opportunity to contribute to its protection. Implementing this vision's pilot program will complement Colorado Governor Hickenlooper's vision of making Colorado the "Outdoor Recreation Capital of the country. Luis Benitez, appointed by the Governor, already heads a group organizing this initiative called Colorado Office of Outdoor Recreation.	Substantive	
1133-9	RI-LRSD	Jerry Panek	Predator 4WD	Here are just a few ideas our volunteers are proposing: Install signage to help educate recreational users on proper trail etiquette. For example, signs could be posted at the head of all roads and trails that offers simple dos and don'ts, educate motorized and non-motorized users on how to use roads and trails properly, how to ford water with minimal impact, ascend hills with minimal tire spin, how to dispose of human waste in primitive areas away from water sources, and how to leave campsites cleaner than they found them. Information could also be included about why the area has not been an 'open area' since the 1980s. why that has now changed and what behavior is required of users to ensure it stays open.	Non-substantive	
1133-10	RI-TAC	Jerry Panek	Predator 4WD	Convert all roads to full-size trails making them eligible for CPW OHV grants.	Substantive	
1133-11	RI-TAC	Jerry Panek	Predator 4WD	Create a self-guided instructional trail system. Use the opportunity of the closure to bring attention to changes that could improve the user experience.	Non-substantive	
1133-12	RI-LRSD	Jerry Panek	Predator 4WD	Impress on users in a state with a growing number of outdoor recreation users the importance of being accountable for protecting its natural resources. Tips on how to choose an acceptable primitive area campsite. Implement these ideas before reopening the area to make the greatest impact on local and national visitors.	Non-substantive	
1133-13	GEN	Jerry Panek	Predator 4WD	Finally, I would encourage the Forest Service while implementing the above pilot program that maximizes their roads and trail budgets to involve experienced users and help in the training of novice users. This unique area offers the perfect opportunity for such a program. Implementing it will become a success story the Forest Service could implement and promote across the entire U.S. What better call to action is there than taking the Forest Service's long history of stewardship and engaging the local public in a pilot program sharing this responsibility to protect our precious natural resources.	Non-substantive	
1134-1	GEN	Jeanne Younghaus		I have comments related to the following routes in the Fourmile Management Area and that are on the San Isabel District 2010 MVUM map: Routes identified as "contested" in the law suit: FS376E 376G 376H FS373B 373C FS308E 308F 308G Other routes (not contested): FS375A.A FS311A 311C 3110 FS376D 376I FS376A.A 376A.B 376A.C FS315A 315B 315C 3150 All of these routes are very used (obvious, impacted, and popular) on-the-ground today. For the benefit of the using public as well as the natural environment each of these routes should be managed in the future as legitimate camping spurs. Furthermore, it would be appropriate to contain (both by barriers and public education) these existing routes so as to prevent their becoming larger and/or more	Substantive	FL-8

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				impacting to the environment. To do so would achieve the goal of moving "toward a safe, affordable, and environmentally sound transportation system, while leaving room for future site-specific revisions as needed". None of the alternatives (A, B, C, D) deal with all of these routes in a manner that reflects the situation and needs that exist on the ground nor do they provide an understandable policy for the using public.		
1134-2	RI-TAC	Jeanne Younghaus		To be brief, spurs that exist on the ground and on MVUM deserve to be managed as legitimate camping spurs. In addition, today there are numerous other obvious, impacted, and popular camping spurs on the ground; but not Identified on the MVUM map, that deserve consistent, appropriate management policy.	Substantive	FL-8
1134-3	RI-LRSD	Jeanne Younghaus		I have specific comments on 2 particular routes: FS311D and FS375D. 3110 should be left open as it is the major access to a popular hiking trailhead. 3750 should be listed (as in alternatives C and D) as Special Use. Furthermore I strongly encourage the US Forest Service to implement a policy and plan for Designated Camping in the Fourmile Area. Until such time, camping areas will continue to proliferate.	Substantive	FL-8
1138-1	GEN	Wayne Iverson		First of all, thank you for holding the scoping meeting for the PSI Travel Management EIS in Salida and for creating more maps for each Ranger District. I studied them for two hours today and have only a few comments.	Non-substantive	
1138-2	RI-TAC	Wayne Iverson		Sheet 1 of Alternative B proposes closing Pike FR 44. PLEASE DO NOT DO SO. This goes over La Salle Pass. There are many of us who like to explore the nearly 500 passes in our state. Some can be driven, some hiked, some biked. La Salle Pass is not especially scenic, but is a relatively easy drive. It is also a part of Colorado transportation history.	Substantive	
1138-3	RI-TAC	Wayne Iverson		Sheet 2 of Alternative B proposes closing San Isabel FR 398. PLEASE DO NOT DO SO. This is also known as Lost Canyon, and is widely promoted as one of the area's best fall color routes. It should be open to all user groups.	Substantive	
1138-4	RI-TAC	Wayne Iverson		Sheet 2 of Alternative B proposes closing San Isabel FR 387. PLEASE DO NOT DO SO. This is also known as the Wapaca Jeep Trail. The Colorado Trail, Section 12 goes through the Collegiate Peaks Wilderness area for most of its duration. There are very few places where you can tie into the trail to create shorter day hike segments. The Wapaca Jeep Trail is one of them.	Substantive	
1138-5	RI-TAC	Wayne Iverson		Sheet 3 of Alternative B proposes closing San Isabel FR 181.B. PLEASE DO NOT DO SO. This road goes up next to the unique geologic formation called "The Crater." It is a steep hike from the juncture with FR 181 to "The Crater" and would be difficult for many to accomplish.	Substantive	
1138-6	RI-TAC	Wayne Iverson		Sheet 3 of Alternative B proposes closing San Isabel FR 108. PLEASE DO NOT DO SO. This road leads to a large parking area for the Rainbow Trail and would be a major inconvenience for many using this trail.	Substantive	
1138-7	RI-TAC	Wayne Iverson		Sheet 3 of Alternative B proposes decommissioning San Isabel Trail 1412 for use by motorcycles. I AGREE that this route should be for non---motorized traffic only.	Non-substantive	

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1146-1	RI-TAC	Rick Cordova		I would like to voice my displeasure with the far reaching actions by the groups trying to limit the road access in this designation. As a native Coloradan and tax payer, I have been going to this area for more than 30 years. Not only to hunt but to enjoy the outdoors with my friends and family. Obviously, the groups attempting to control how Colorado people live have no clue what they are talking about. As a hunter, I have hunted in this area since 1980. There has been minimal environmental impact in these areas noted as Forest Service roads 186, 186A, 86B and 174C. Over the years, there has been noticeable logging activity in these areas and, if anything, this would have contributed to more usage of the roads than the average tax paying citizen.	Non-substantive	
1146-2	RI-FW	Rick Cordova		Mentioned is the "harassment of wildlife". This is a bogus claim as Elk are migratory animals that move around to various areas and are not locked in to a specific location. Further, in the last 5 years, I have noticed a substantial increase in the size of the Elk herds in the hunting area. The claim of wildlife being effected do to the use of these roads by recreation vehicles is a false claim.	Non-substantive	
1146-3	RI-TAC	Rick Cordova		As far as of statement of "conflicts between different classes of motor vehicles on National Forest System lands", I have NEVER experienced such a situation where a conflict has happened. An obvious statement to all involved, is that we as taxpayers own this land (not the Great Old Broads for Wilderness). While I do not disagree that there needs to be guidelines to keep the use of the land to the designated roads, under no circumstances should the selfish desires of the groups bringing this claim outweigh the rights of the people of Colorado that use these roads.	Non-substantive	
1146-4	GEN REG	Rick Cordova		As for the criteria in 212.55, alternative "B" is a far reaching proposal that should not be given any consideration-PERIOD! It will close roads without unsubstantiated evaluations or environmental impact studies. Most of these roads were established as Forest Service system roads long before the 1984 Pike San Isabel Forest plan. My choice would be alternative "D". This would be the more preferred alternative as it is more so in compliance with 212.55 criteria for designation of roads.	Non-substantive	
1147-1	GEN	Elisabeth Braun		As residents of Caffe County who enjoy the benefits of our beautiful and delicate natural and historical environment here and in other parts of Colorado, we are submitting the following items for your consideration: Proposed opening or closing of travel corridors should not be endeavored unless the EIS thoroughly investigates the need for: A. Protection of watersheds from: 1. Run off 2. Washing of Soil, Sand, Waste and Chemicals into water courses 3. Creation of Ravines due to loosening of soil in traffic areas and subsequent loss of vegetation. 4. Degradation of this richest wildlife habitat in our environment. B. Protection of Wildlife corridors from disruption due to human and vehicle traffic. C. Protection of the land from over use by mechanical, motor and foot travel. D. Protection of Historical sites such as Mining, Railroad Native American and Early Settlement Sites from Destruction. E. Protection of Private Property and Ranching Areas from Noise and Degradation.	Substantive	

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1152-I	RI-TAC	Mark Hurd		I would like to comment on Motorized Vehicles along high traffic single track trails like parts of the Colorado Trail (CT) and other popular trails. I was lucky enough to be able to hike the CT in its entirety this summer, July 2016, so I have first hand knowledge of the impact of motorcycles along that trail. What was my experience Near Monarch Pass? I was forced off the trail several times by unyielding motorcyclists. Additionally, I observed a near head on collision between a bike and a motorcycle who seemed to be playing chicken waiting to see if the other would pull off first (the bicyclist took a fall). Finally, I observed one motorcyclist cut a rut in the alpine tundra going around me because he was too impatient to wait for me to step off the trail. A relatively common occurrence judging from the ruts all along that section of trail. All of this on a weekday, Thursday, July 21, 2016. I can't imagine how much worse it might be on a weekend when there is even more traffic. Also, I think anyone on horseback might have difficulty controlling a skittish mount in the presence of a loud exhaust belching motorcycle, making it unsafe for everyone. I think allowing motorcycles on the single track trails in high use areas like the CT from Monarch Pass south to Marshall Pass is unfortunate and should be reconsidered. I would suggest that motorcycle traffic be eliminated on all high traffic foot, horse, and bike single track trails. Sharing the trail with motorcycles is unpleasant for hikers, bikers, and horse riders and can't be much fun for the motorcyclist who should be pulling off and yielding to everyone. This means a lot of stopping and waiting for a motorcyclist on a busy trail. To be sure there should be designated trails for motorcyclist and I have no problem sharing the trail with them on double track and jeep roads. But unless there is sufficient and sustained funding for a network of motorized roads and single track with proper environmental evaluation of impact, I would be against expanding the road and motorized trails system. In conclusion I would recommend eliminating motorized traffic on high use single track to minimize the conflicts. Also, priority should be given to decreasing existing problems and not to expanding motorized trail systems.	Substantive	
1156-I	RI-LRSD	Matt Chojnowski		I'm writing to voice my support for open areas for observed trials (motorized and non-motorized) in our National Forest. These areas would provide opportunities to practice that are far better than what most people have in their back yard. These areas would also be great place to socialize and meet new people because of the need to observe the riders (i.e. people standing in one place and watching), which is an opportunity unique to trials riding. I rode in an event at Sledgehammer Gulch yesterday and saw riders and non-riders, young and old, all able to be together in one place and share a great experience.	Non-substantive	
1157-I	RI-SOC	Doug Till		I am very disappointed to learn the Forest Service is considering closing some of the 4 wheel drive trails. Unfortunately, my ankles prevent me from hiking, so one of the ways that I have found to enjoy the beautiful Colorado scenery is to drive the 4 wheel drive trails. I feel that I am being personally discriminated against by closing any of the 4 wheel drive trails. Why should a group, who has the ability to hike have preferential benefits to enjoying the Colorado outdoors and exclude US Citizens with limited abilities?	Non-substantive	
1158-I	RI-CR	Doug Till		I understand the trail to the Alpine Tunnel is being considered to be permanently closed. Although I have not yet visited this historic area, I would like the opportunity to visit this site and marvel at the history and Engineering our forefathers performed. I would ask the	Substantive	

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				PSI Travel Management to reconsider this closure and keep this historic area available to 4 wheel drive vehicles and other OHV users.		
1159-1	RI-TAC	Doug Till		I understand the Saran Wrap and Eagle Rock trails are being considered to be permanently closed. Although I have not yet got to drive these trails, I would like the opportunity to do so. I would ask the PSI Travel Management to reconsider this closure and keep these trails available to 4 wheel drive vehicles and other OHV users. Thank you for your consideration.	Substantive	
1160-1	GEN	Wynn Miller		I agree with Jim Lockhart: "Now is the time to help establish an ecologically and fiscally sustainable road and motorized route system that will protect important habitat, wildlife species and meet the recreational needs of citizens. Motorized recreation in the Pike and San Isabel National Forests has expanded greatly in recent years, often to the detriment of "quiet users" and the environment." Because "A wilderness, in contrast with those areas where man and his own works dominate the landscape, is hereby recognized as an area where the earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain." Public Law 88-577 (16 U.S.C. 1131-1136)	Non-substantive	
1161-1	GEN	Carl Andersen		I believe that the closing of our public lands to any uses should be illegal . There has been the creation of wilderness areas for those who do not want to use motorized transportation and that's fine in those areas. But there is also a more significant amount of the population who enjoys all different types of transport. Me and my family enjoys snowmobiling, atvs, motorcycles , hunting and fishing we also do enjoy hiking !!! I believe no more roads or campsites should be closed in fact all roads that have been closed over the last 20 plus years should be reopened!!!! Please stop closing our forest I am a tax payer my money pays for the national forest and its employees , if I and others cannot enjoy our forest as we see fit then perhaps the forest service has run its course and needs to be eliminated sold off and its employees fired sad to say but without broad use it will not have the support!!!	Non-substantive	
1163-1	RI-TAC	Bruce Batting		I frequently visit the lower half of the St Charles trail ((San Carlos Dist.) from hiway 165 Motorized bike use over the years has severely damaged the trail up thru this beautiful canyon w/old growth trees. soil type (decomposed granite) and topography (steepness) are not conducive to motorized use	Substantive	
1164-1	RI-TAC	Dudley Fecht		Trails That I think should be left open are: 348(Hope Gulch) It has active mining claims on it. 186.A and 186 make a great loop by the Black Dumps. 279 (Boulder Mt.) part of the Mount Antero Trail system that the High Rocky Riders OHV Club adopted. 225 (North Fooses Creek) For Camping: 1412 (Greens Creek), one of the few motorized single tracks left in Chaffee County and was reworked by the Southwest Conservation Corp. and the Salida F.S motorized trail crew . 205 A way to connect to the Rainbow Trail. 108 (Methodist Mt. Road) A road to Methodist Mt. and the Rainbow Trail.	Substantive	
1166-1	RI-SOC	Robert Dutton		I ride many forms of atv's and motorcycles. It is not just something i do on weekends but it is what my family does on weekends. If it were not for atv trails my grand father would not have been able to hunt or enjoy many of the family trips. My dad is getting to the point where walking long distances is not going to happen as his back and knees are worn out	Substantive	

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				and the same is for my mom and her knees. If not for their ability to get out on 4 wheelers they would not be able to see the mountains.		
1166-2	RI-FWV	Robert Dutton		I spent the week hunting in the area and could not find any less animals in this area than i found hunting the wilderness area with my daughter. Even with camps about every mile or so through out the area. This area was packed with people and yet wildlife did not seem to mind. The lake had a person about every 10 feet fishing it. None of this could have happenend without some form of motorized transportation. This to me seems like the other colorodo land grabs where a very small group. A group of people who have never been here. A group of people making huge assumptions about animals without any data to backup the claims wants to take the land for there own purpose. The riding area is a huge success just as it is.	Substantive	
1170-1	GEN	Anonymous Hamilton		I'm writing in response to the possibility of closures of ATV/Dirt bike trails to 717 and rainbow falls areas We, as a a family, would NOT want to see this occur. This has been a family highlight for the last 12 years as we raised our 4 boys. We've enjoyed sharing the land with the community of riders. It has been a positive experience amongst the riders as well as respecting the land. Please take this in consideration. There would be a great loss to our community.	Non-substantive	
1171-1	GEN	Linda Hrycaj		We spend our free time hiking and horseback riding. To have trails that are available only for these uses (and other, non-motorized usage) is invaluable. I don't mind designated areas for motor use, but it's not compatible to have motor and non-motor use in the same areas. We spend time in San Isabel and Pike. These areas are amazingly beautiful, and it is all of our obligation to use wisely and protect these areas.	Substantive	
1172-1	RI-SOC	Luann Tryzna		I am a Disabled American, from a work injury. I am a native of Colorado Springs, CO. I love going to the "mountains" it is what I live for, now. The beauty and solitude, enjoying the natural wonders. With the help of friends, I am able to ride on the back of a 4 wlr, still camp and take photos. I can't walk or hike, very much distance. If the trails are closed I will have nothing to look forward to. Closer of trails would be a violation Americans with Disabilities Act, also? I have met many veterans some with PTS, on the trails who" need the mountains" also. I have a friend who is diabetic, she also can ride, but not walk, and would be devastated. We all feel peace when in the mountains, riding.	Substantive	
1172-2	RI-TAC	Luann Tryzna		Every trail even the dead ends have some value, for spots to picnic, just off the the trail out of the way, or the photo opportunity of an animal just around the corner, or a cool rock formation. If trails keep getting shut down over use on other open trails will be more harmful.	Substantive	
1172-3	RI-SOC	Luann Tryzna		The trickle down effect of economics in this situation will greatly impact job losses, from the development of RV's, OHV vehicals, dealers ships, the gas stops, small tourist shops along the way, even Forest Service employees, ect.	Substantive	
1172-4	GEN	Luann Tryzna		Our children need the experience to survive outdoors, to teach how, respect for the land, wildlife, hunting, domesticated grazing, farming and ranching can be achieved by use, and taking great care of that privilege with the assistance of OHV's We pay our taxes. We pay	Non-substantive	

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				our OHV Fees. and every year we fight for our land use, wasting more money, time and paper work that could be going into a consistent regular management, once existing plan.		
1173-I	RI-SOC	Linda and Barry Roof		My husband and I live in Pueblo and we enjoy the trails that are within three hours of our city for ATVs. This is an activity that enables our aging population- which we are apart of to continue to enjoy the outdoors. We have grown up backpacking, camping fishing and hiking. Having aged, the challenges of doing these activities at the same level is helped with ATVs. Our respect for the out of doors has not diminished. We continue to practice "Leave no Trace" and "Stay the Trail" principles. Your closing of trails would impact our ability to enjoy the quality of life that we have looked and planned for into our aging years.	Substantive	
1176-I	GEN	Peter Scanlon		I would urge the adoption of Alternative B. I think any use of motorized vehicles in any National Forest is an environmental scourge and should be minimized as much as possible. In a perfect world, this use would be eliminated and the areas ripped apart by ATVs, returned to a more natural state.	Non-substantive	
1177-I	GEN	Brett Ross		I've been a responsible, dedicated off road motorcycle rider for 18 years and I- as well as many others- love riding in these areas and respect the surrounding environment. After evaluating all maps provided (A through D), I offer my support for Alternative Map D (as in Dog). I value and respect these areas (both public and private) to a high degree and would love their continued availability and future expansion to accommodate my friends, myself, the expanding riding community, and the growing number of outdoor adventurers that move to this beautiful state. I have encountered not only local residents on these trails, but people from out of state as far as Florida, and even people from out of country!	Non-substantive	
1177-2	RI-HS	Brett Ross		I feel this map option is an opportunity to expand Colorado's economy (especially in more rural areas), as well as increase the safety of current riding areas. This increase in safety is accomplished by decreasing the amount of congestion in any given area since more riding and exploration areas are available for use.	Substantive	
1178-I	RI-FW	Gary Marx		The purpose of my email is to encourage further analysis concerning the use of the Pike-San Isabel National Forest. While I understand the need for diverse usage of our national forests, I am concern about the over-development of trails and the maintaining of trails at the expense of wild life. Concerning the latter, please ensure that trails which impact and possibly threaten populations of wild life like moose, elk and bear, are either eradicated or re-routed. While the PikeSan Isabel National Forest has 2000 miles of trails, my recommendation is that further analysis concerning future trail usage and maintenance needs to occur. May the entire eco-system be considered as a future plan is developed for the forest.	Substantive	
1179-I	GEN	Deborah Beeter		I am a Teller County resident for 13 years . Thank you Wilderness Society for forcing the USFS to limit the trails for motorized vehicles. They are destructive, noisy, and can be a fire hazard. I am FOR closing most of the trails.	Non-substantive	
1180-I	RI-TAC	Barbara Mills-Bria		I hiked a couple of 45 mile stretches of the Colorado Trail this summer and I was so appalled to encounter motorized vehicles, motorcycles, along the trail from Monarch Pass to North Pass. They were noisy, smelly and dangerous for all of the horses, hikers and	Substantive	

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				bikers, but even more deplorable was the damage they did to the trail. If the trail was wet, they dug deep trenches and switchback corners were totally destroyed making hiking dangerous and nearly impossible. Along many stretches where the motorcycles had destroyed the trail, new paths off the trail were being created and many of the motorcycles, rather than waiting for hikers, chose to drive off trail around the hikers. Do the motorcycles help pay to fix the damage they cause? Can they be moved to an area away from the hikers, horse and bikers where they freely can tear up the trials?		
1182-1	GEN	Rick Sexton		I support Alt D with modifications listed below. NO roads should be closed if at all possible. More and more people are using the forest and motorized recreation is a rapidly growing activity.	Non-substantive	
1182-2	RI-SOC	Rick Sexton		Having established routes remain open for people to enjoy will help reduce user created routes (which is something to be avoided). Our population is aging and more and more people have physical impairments and they need access to their forest. Also, there are a lot of people who enjoy motorized recreation and they need places to enjoy their forest also.	Substantive	
1182-3	GEN	Rick Sexton		The anti access people want to deny access to the forest except for activities they deem worthy. These self appointed zealots have places they can go all around this area to have their quiet use they are called Wilderness areas and we have a lot of them. Not to mention the many, many areas where there are no roads or trails in non-Wilderness areas. Motorized recreation doesn't seek to deny access to other user groups, any trail or road open to motorized use is open to everyone.	Non-substantive	
1182-4	RI-HS	Rick Sexton		Another reason to keep access open is for fire fighting and Search and Rescue. Recently the fire in Lodgepole Flats by Leadville was extinguished quickly by the numerous roads in the area according to the Leadville Ranger. Keeping all existing roads open for fire fighting should be taken very seriously. Also there are a lot of S&R missions and access is very important for the safety of the S&R personnel and the speedy recovery of the victim.	Substantive	
1182-5	RI-TAC	Rick Sexton		I think all the roads listed below are in the Leadville District or Salida District. 105 Hagerman Pass road I think you have a typo on the seasonal closure. But due to snow it is closed by default during winter and runoff. 110.J South Halfmoon 4WD Glad to see this road is scheduled to remain open. This is a beautiful drive into a great bowl. 135.A Mt. Arkansas This is a great high basin getaway on the end of a short road. This route should also remain open due to private property accessed by this road. 185 Aspen Ridge Rd. This road should remain open to OHV usage. I was on the 4 Mile Citizens Task Force and this route is important to remain open for OHV use. 200 Marshall Pass Rd. Once again this road should remain open to OHV usage. It is a very popular road and has access to many other roads and trails off Marshall Pass Rd. There is no reason to close this popular road to motorized use it has been open for decades and should continue to be open to the public. 225 North Foose Creek Rd (Salida Dst) The last approx. 1 mile of this road should be reopened to motorized travel by motorcycles. 277 Baldwin Cr. Road (Salida Dist) The road from Baldwin Lake to the mine should be reopened to OHV usage. This established route is a challenge and provides great views.	Substantive	

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1182-6	RI-HS	Rick Sexton		381 Cloyses Lake 4WD This road should remain open as is to the end for motorized travel. Not only because it's there, open, being currently used but for access to the area for Search and Rescue. This is a very popular area and has been the scene of many S&R missions. There is no reason to close this popular road to motorized use.	Substantive	
1182-7	RI-TAC	Rick Sexton		398.B (Lennies Overlook) This short road should remain open it has been used for decades to overlook Boswell Gulch. Given the fact that it is above timberline blocking access and keeping those who don't want to follow rules and regulations from making new roads to get to the overlook area nearly impossible. The road is there, make it usable and open otherwise you will cause more damage than the existing old road. This road is established, leave it open. We have more and more people using the back country, they need more roads not less. 397.B Radio Tower Spur I don't understand why you would want to take this good road out of the public use. It currently is in good shape and is a fun and scenic route. If you want to put a gate down a little ways from the top to keep people away from the towers fine, but people need places to go, if you close off areas to just a few roads you are inviting more user created roads to be made. This road is established leave it open. 397.C Black Mountain Spur This is a fun, very fun route and once again, why close roads that are established and are enjoyed by the public. This road is established, leave it open. We have more and more people using the backcountry they need more roads not less.	Substantive	
1182-8	RI-FR	Rick Sexton		379 Columbia Gulch and 370 Dry Columbia Gulch 4WD These roads have been closed to public use for decades. However, they should remain for administrative use like fire fighting. Don't take away what few roads are available for fire fighting. Also there is a electric transmission line and gas pipeline in the area and they will need access over the decades to come. Leave the roads open for USFS usage and utilities.	Substantive	
1182-9	RI-TAC	Rick Sexton		387.A Wapaka This is an access road to a private in-holding and should remain open for the access to private property.	Substantive	
1182-10	RI-TAC	Rick Sexton		392 A & B East Red Mountain 4WD I have hiked this road on several occasions and have NO idea why it is closed. It is a great road, nice grades was built very well and has excellent views. This road should become an ATV/motorcycle trail, the entire S. Fork of Lake Cr. basin has very little opportunities available for riding and this one would be an excellent addition. I bet the local ATV club would be willing to adopt this trail if were opened for use. Also there are several private property in-holdings along this road and the road should remain open for their access. I will never understand the USFS desire to close perfectly good roads and trails already established in the forest.	Substantive	
1183-1	GEN	Calvin Saylor		We would appreciate you considering "ALTERNATIVE B".	Non-substantive	
1184-1	RI-FW	Suez Jacobson		Please close Forest Road 332 A. This road is in a heavily used recreation area offering lots of other options for human recreation. It's important for us to show some restraint out of respect for other species, in this case the threatened Preble's Meadow Jumping Mice and the Mexican Spotted Owl. This area is also habitat for deer and elk. There are so many other options for people. Let's show some humility and willingness to yield to other	Substantive	

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				species that form the web of life we are dependent on.		
1185-1	GEN	John Cameron		The system of open land that belongs to every citizen is what brings value to Colorado. Preserving quiet, undisturbed land is the cornerstone of that value. Keep Pike and San Isabel National Forest free of motorized vehicles so future generations can know the value of pristine native land.	Non-substantive	
1187-1	GEN	Bill Brokaw		I am a motorcyclist who is now 83 and with my 76 year old wife on the rumble seat still ride the roads and jeep roads of our forest and BLM lands. I have never advocated for closing out any citizen from recreating as they choose. But now we seemed to be a victim yet again of those who would like nothing better than denying me as best they can. Certainly, of the proposals now before us, I ask for "D" to be chosen. Just now I have finished reading the 33 pages of the letter you have received from COHVCO and the Trails Preservation Alliance. I am a member of both. I came away super impressed with how on-target that letter is with representing my wishes. Till a very few years ago I was an on-the-pegs trail rider and since 1948 a trials rider. I moved here fifty years ago for the glories of the Rock Mountains and have thousands of slides to prove my enthusiasm. The graceful joys of riding could never be replaced by trudging afoot into the wilderness for me. So ride many of the routes addressed in that letter I did, and still do.	Non-substantive	
1187-2	RI-TAC	Bill Brokaw		I must advocate for the trials rider's need for essentially rock outcrop to practice the joys of riding in balance where all seems against you. I camped and spectated the trials at Sledgehammer Gulch a week ago. I am sad that a rider can not practice on those impressive rocks other than during a permitted event. BLM has provided such a location along the Arkansas for specifically trials motorcycles. It is working for them. Thank you for the permitted locations on the Pike/S.I. and please consider opening these locations for these low impact motorcycles as practice locations. I also advocate for loop trails wherever possible. Dead ends are not without their value and should not be disallowed just because of being a dead end. Whenever we walk a trail (yes, I do walk nearly daily) to the point in time when I need to turn back, I have created my own dead end. Enjoyable still? Of course. Back to the COHVCO letter, I wish they had included an index of the many route numbers listed for easy reference. It is easy to understand this was authored by riders of intimate knowledge of those routes and particularly their needs and possibilities. I ask that you respect their comments for the expertise they exhibit.	Non-substantive	
1188-1	GEN	Tom Hester		First, I would like to thank you for extending the comment period regarding the travel management plan. I think that is very important to hear from the people who are recreating in the area rather than outside interests. I would like to express my support for proposals C & D which keep these roads open to motorized recreation. Closing more roads is never an acceptable solution. Not all folks are able to hike the Colorado wilderness, and closing roads is akin to locking them out of the forest.	Non-substantive	
1188-2	RI-TAC	Tom Hester		I would also like to see the original trail system restored. The Gulches trails were one of the few that actually let people learn about river crossing. This kind of education could have greatly benefited people during the flooding we had a few years ago. I would also like to see Twin Cone opened to the summit. Closing off a great trail with the spectacular	Non-substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				views is just wrong. Apparently only the young and healthy are now allowed to enjoy Colorado... . I thank you for taking the time to read my comments.		
1188-3	RI-SOC	Tom Hester		I hope that you will keep both the economic impact and the impact that your decision will have on the citizens of Colorado.	Substantive	
1189-1	GEN	Patrick Muga		Please do not close ANY of the trails at Pike and San Isabel National Forests! There are already far too few places for responsible "off paved road" travel.	Non-substantive	
1189-2	RI-SOC	Patrick Muga		Realize that the majority of the revenues that the various Government entities that oversee our outdoor resources come from hunters, fishermen, and off-road enthusiasts. Closing areas due to input from most "Sierra club" type organizations is like shooting yourself in the foot as they provide almost NO monetary support for these resources.	Non-substantive	
1190-1	GEN	Sue Saylors		Alternative B is the best solution, in my opinion!	Non-substantive	
1191-1	GEN	Diane Allen		This year, my husband and I purchased our first ATV. We are getting up in years (he will be 65 and I will be 60 in a few months) and as much as we enjoy hiking, physically we can't do as much as before. We also discovered that we can get into much more remote places where hiking would be prohibitive. Even at a younger age, we couldn't have done 20-30 miles like we can on a trail ride. My husband and I have just recently become aware of the action of the group that wishes to close down or severely limit OHV use on Forest Service land. I am thankful that the Courier published an article on September 14th about the potential closures as other trail riders we encountered recently were not aware of the litigation. I am hopeful that those in favor of keeping the trails open will be pro-active and respond, but not like those in favor of closing the trails that are represented by an organized 'mail in' campaign with their copy and paste letters. I suspect that most of those folks rarely if ever use the Forest Service land. I would expect almost all of the comments supporting keeping trails open for ATV use are coming from those that actually use the trails.	Non-substantive	
1191-2	RI-SOC	Diane Allen		Another consideration besides us up in years is for folks with disabilities. Closing these trails would not allow a disabled person to enjoy them. The ADA provides that all Americans with disabilities have the same access to activities as those without disabilities enjoy.	Substantive	
1191-3	RI-LRSD	Diane Allen		Some comments that were made against OHV use were related to noise, trails being near fishing areas, trails being torn up, and sharing of trails with hikers. Where we are riding, there are very few homes and the campers that are in the National Forest have their own ATVs that they bring. As for fishing areas, I haven't seen any in the miles of trails that I've encountered. If trails are being torn up, it is normally due to rain erosion and not due to recreation vehicles. Lastly, in the 300+ miles we have driven this year, I have yet to see a hiker. The areas that we ride are remote and only accessible by vehicle.	Non-substantive	
1191-4	GEN	Diane Allen		I beseech you to not close down these trails as a one size fits all decision. As one OHV supporter stated, "the National Forests are for all people without singling out one group over another". If the Forest Service deems changes need to be made, all uses should be	Non-substantive	

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				considered. Maybe limited access to reach remote trails is all that is needed. Since it is obvious Forest Service personnel cannot be everywhere, maybe volunteer organizations could help 'patrol' the trails much like the early days of the National Ski Patrol for skiing. These groups could help encourage good/proper trail usage much like that found on the Stay the Trail website.		
1192-1	RI-TAC	Steve Vanatta		As an older motorcycle trail rider who values our precious single-track trails in the Pike and San Isabel National Forests, I hope to see you implement Alt D of your new travel plan. Please specifically recognize the value of the new Rampart Range single-track trails. They are done right and restore skilled riding opportunities that had been mostly all been lost to the quad phenomenon.	Substantive	
1193-1	RI-NOI	Yance Duncanson		I am writing this email in response to an article in the Teller County Pikes Peak Courier & Extra. The article urged resident input about proposed trail closures. I was raised in Teller county and have enjoyed the surrounding forest most of my life. Over the years I have noticed a big change. It seems to me that finding peace an quite is almost impossible! Now I understand that the population of Colorado has grown. I also understand that more people leads to more noise and so on. In my opinion the most offensive noise comes from the constant flow of A.T.V and dirt bikes.	Non-substantive	
1193-2	RI-TAC	Yance Duncanson		The 717 trail north of Divide has changed the forest for the worse. Even on weekdays a steady flow of vehicles travel the trail spreading noise pollution for miles. The riders on this "multi use trail" have little respect for other users (hikers are not given the right of way). They also seem to have no respect for "stay the trail ethics", with many off them going off trail or using closed trails. The closed trail behind the Broken wheel subdivision I believe is 360 D is a good example of miss use. I would also urge the closure of all the 359 A-G forest trails. Although I use these trails all the time and really enjoy them they seem to have become a popular dumping and shooting spot. Most of the target shooting in this area I have seen could be considered unsafe. The litter from this shooting is also becoming an eyesore. Now don't get me wrong I do believe the forest should be accessible. However, I don't think a financially strapped orginzation like the forrest service should be builing and maintaining special A.T.V. trails.	Substantive	
1194-1	RI-FW	Terry Wenzlaff		I am writing in regards to the potential closure to motorized vehicles in sections of the Pike National Forest - particularly a section that is accessed from Teller County Road 511 north of Divide, CO. The area is sometimes referred to as Women's Forest Trail 375. This is not a large section of National Forest, but is home to a lot of wildlife, including elk, deer, bear, mountain lion, beaver, badger, fox, coyote, birds of prey and water fowl.	Substantive	
1194-2	RI-TAC	Terry Wenzlaff		Portions of this area have been posted that it is closed to motorized vehicles, but that does not stop the traffic. Forest Service postings/signs are repeatedly broken off, tossed aside, and the violator drives on through. Others who follow may, or may not, know that the area is closed to traffic, but since the signs have been removed, they drive on through. Since this is not a large area, some vehicle operators may feel the postings close off too much space and is too restrictive. I have personally witnessed ATV's and trucks crossing, or attempting to cross, wetland/marsh area's and tearing them up, and driving off roads	Substantive	

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				and trails. It also seems to have become a place for the under age crowd to drive into and drink alcohol, etc. This has become a popular hiking/walking area, and since it's not very large and has only one entry/exit point, I believe it makes sense, and would be beneficial, to close it to motorized traffic.		
1195-1	RI-SOC	Johnny Flournoy		I am A 62 year old disabled veteran. I love going into the national forest on my 4-wheeler. If you close access by motor vehicles you have essentially taken away the forest for me. Please consider people like myself and do not close anymore of the forest to us.	Substantive	
1196-1	RI-SOC	John and Gay Wehrman		My wife and I read in the September 20 edition of the Salida Mountain Mail about the travel management plan. It listed a number of contested routes. Due to concerns, we subsequently met with Ben Lara at the Salida Ranger District. I believe he did a good job explaining the goals and probable effects of the plan which alleviated most of our concerns. So comment #1: Two of those 'contested' routes are 181 and 181A. My wife and I would just like those involved in the planning to be aware of the fact that we live, full time, down Cottonwood gulch, off of 181A. It, in conjunction with 181, provides our only access. Opening and closing some gates wouldn't be an issue but a road closure at any time of the year would certainly raise some health and safety concerns as well as being a hardship.	Substantive	
1196-2	RI-TAC	John and Gay Wehrman		Comment #2: The short Crater access road, off of 181A, has been shut down. It is a fairly popular tourist destination. Although the road traversed some rather difficult ledges it didn't result in much erosion and provided a good turn around and parking area for those wishing to see that geologic feature. There are currently no good parking or turn around spots and I'd recommend opening that section of road back up.	Substantive	
1197-1	RI-TAC	Alan Apt		There are many areas where roads should be closed on the San Isabel Forest because the access and use of the forest has become unbalanced toward motorized users. There has been significant analysis by you and a variety of concerned citizen and environmental groups that represent hundreds of thousands of quiet use users. I have visited most of the area listed over the past 30 years and have seen the deterioration and overuse by OHVs. Here is the list that has been developed of roads and trails where OHV use must be eliminated to reduce resource damage. Forest Roads and Trails 133 Rock Creek, 381 Cloyes Lake, 243 and CO Trail Road 398 Lost Canyon Road 126 Twin Cones Rd 1321 and 1384 South Creek 332 Sarah Road 110 J Half Moon Road 691 Sheep Mountain 184 Turret 406 Hudson Ditch Cllosure of these routes will lead to a much more manageable and sustainable number of roads in the San Isabel Forest and more balanced use.	Substantive	
1198-1	GEN DATA	Jarett Zuboy		I urge you to prioritize conservation and reduction of noisy, motorized, and polluting activities in the Pike-San Isabel National Forest management plan -- this should include closing roads and enforcing the closure of closed roads as necessary. Recent research has shown the immense human benefits of spending time in nature. For example, see the resources provided by the American Society of Landscape Architects (https://www.asla.org/healthbenefitsofnature.aspx). Now more than ever Americans need quiet places in nature to restore our health and spirit.	Substantive	

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1198-2	RI-FW	Jarett Zuboy		Further, the Pike-San Isabel National Forest hosts countless animals, including many endangered species -- it is their home, a unique and priceless ecosystem, and human visits to it should have minimal impacts.	Substantive	
1198-3	GEN	Jarett Zuboy		It is also a critical water source. Finally, it is a place of natural splendor, a treasured natural heritage for Coloradans and all Americans as well as an economic resource based on sustainable, low-impact recreation. We must protect it from degradation by high-impact activities.	Substantive	
1198-4	RI-TAC	Jarett Zuboy		As a specific example, I support closing FR 398 Lost Canyon Road (Leadville District). Parts of this road already should be roadless and protected from motorized use. Closing this road would protect the hikers and bikers who use the area with low impact as well as the integrity of the ecosystem.	Substantive	
1199-1	GEN	Shannon Nelson		Our national forest lands must be managed in a balanced way to support all land users. The motorized use groups tend to be very vocal and are able to put a lot of money into demanding more open roads and access to public lands (though they are one of the smaller user groups).	Substantive	
1199-2	RI-LRSD	Shannon Nelson		As a public agency, the USFS needs to pay close attention to what the public as a whole is wanting for our public lands. Forest Service visitor studies clearly indicate that the majority of people who use our public lands are non-motorized users. Please pay attention to your own visitor studies when evaluating the options.	Substantive	
1199-3	GEN	Shannon Nelson		Motorized use on popular hiking trails and in wilderness areas should be prohibited. The Pass Creek Trail, the Colorado Trail and the Continental Divide Trail are perfect examples. These are areas for quiet exploration.	Substantive	
1199-4	RI-FW	Shannon Nelson		Wildlife, vegetation and watershed protection are priorities.	Non-substantive	
1199-5	RI-TAC	Shannon Nelson		Roads in wilderness areas, sensitive areas, roadless areas and places critical for sensitive or endangered wildlife should be closed.	Substantive	
1199-6	RI-FW	Shannon Nelson		Roads that are in areas that would disrupt big game during the important winter months and during calving season should be seasonally closed.	Substantive	
1199-7	RI-TAC	Shannon Nelson		Very careful tracking of off-road vehicle use, criminal activity, vandalism, and road damage needs to be carefully documented. Any of these activities should be grounds for temporary or permanent closure of a road.	Substantive	
1199-8	GEN	Shannon Nelson		The Pike and San Isabel National Forests have abundant roads with excellent access to our public lands. New information may require closure of some of these roads which may upset a small group of people, that is OK. As our population in Colorado continues to grow we must work harder to protect our natural resources. The argument that public land should be available for all to access anywhere and anytime is old and tired. We do have excellent access. Balance is key. The pressure to develop, build and allow unlimited motorized access has had serious consequences. Now it is time to manage our lands to better meet everyone's needs. We must move back toward the middle. Keeping excellent	Non-substantive	

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				access and maintaining roads while closing some areas and eliminating motorized use to ensure that our wild areas will be protected for generations to come.		
I201-1	RI-TAC	Mina Kidd		I wish I were a scientist with lots of scientific data showing the damage done by motorized vehicles to wilderness areas, plants and animals. But, I am not. Just a frequent walker on wilderness trails and I believe the main initial reason for most of these trails.	Non-substantive	
I201-2	RI-NOI	Mina Kidd		Not only are these vehicles damaging to the environment, but the noise is offensive to the "rest" of us. Just as we have so few "dark"(no lights) places anymore, it seems we have trouble finding quiet places as well. Please, please close every trail possible to the destruction and disturbance of these beautiful areas. These riders are only out for speed and noise nature is of no interest. I have seen trails in non-wooded areas where they can ride: where no animals can live or plants can grow. Keep them there!!!	Non-substantive	
I202-1	GEN	A.L. Gray		We are most definitely in support of the environmental study to evaluate the effect of designated routes for motorized vehicles in the Pike and San Isabel National Forests. The effect of such routes in the Rainbow Falls area of the Pike National Forest has been extremely detrimental to the forest.	Substantive	
I202-2	RI-VEG	A.L. Gray		Unfortunately, the Forest Service has not only designated too many such trails, but the vast number of ATV operators seem to feel they can create additional trails off those designated trails. The end result being damage to the trees as well as significant erosion. A	Non-substantive	
I202-3	RI-LRSD	A.L. Gray		Additionally, the presence of so many trails encourages other recreational users, resulting in significant pollution including bullets, shells, paint balls, among other refuse.	Non-substantive	
I202-4	GEN	A.L. Gray		We feel it is not only important to close trails for the duration of the study, but to see that they are permanently decommissioned.	Non-substantive	
I203-1	RI-SOC	Pat Jones		Has anyone ever calculated the loss of revenue to restaurants and motels in Salida with this plan? When tourists; the sight-seers, the "leaf-peepers", the bicyclists, the hunters, the Jeepers, ATV and UTVers can no longer go out into the forests? The loss of income would be staggering when only hikers can access these areas. It should not be made into a "gated community" for hikers, to the exclusion of anyone else. More Importantly, how can you deny access to these areas to such a large percentage of the population? Your elderly parents who want to see the lovely fall leaves, your East Coast relatives who wish to see old cabins of long-gone settlers, the bicyclists who have heard about the great mountain biking in Chaffee County, CO, the Jeepers, ATV and UTVers who travel from the front range to simply BE out in the wilderness. Hunters bring in tremendous income. If they do not have access to these areas by some means, they will definitely go elsewhere — and why should they have to?	Substantive	
I203-2	GEN	Pat Jones		And does every hiker think he or she will ALWAYS be able to walk to distant places they want to go? We all have times in our lives when we wish to go to secluded places, but WHEELS are the only way possible. What then? They will be denied access because of the wishes of a few to the detriment of the many. LEAVE THESE ROADS OPEN — ALL OF THEM!	Non-substantive	

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I204-1	GEN	Kevin Witt		My family and I enjoy hiking, fishing, mt biking, dirt biking and camping in the Pike & San Isabel National Forest. I feel we are creating a problem by reducing the mileage of available trails for OHV use while the user base is rapidly growing. Compare the 100% increase in OHV registration with the steady closure of trails available. (Note the trail additions in the Rampart area are welcome but are small compared to the closures over the last decade.) I support option D with the modification outlined in the TPA's letter to Supervisor Connell on Sept 7th. In addition I oppose the closure of the spur roads off of Mt Hermon road. These Spur roads 320A, 320B, 320C, 320D, 318, and 319 provide opportunities for dispersed Family camping away from Mt Hermon Road.	Substantive	FL-9
I206-1	RI-LRSD	Mike Jones		I believe that several of the contested roads in the proposed travel management plan are and effort to create defacto wilderness areas which would be a detriment to current recreation, hunting access and wildfire safety and the local tourist industry. I am only speaking to areas that I am very familiar with and do not propose to address other areas or make any generalized statements.	Non-substantive	
I206-2	RI-LRSD	Mike Jones		First. The proposed closure of FR 228 and 219 would essentially make the area between Hwy 50 and Cty Rd 240 a wilderness. Besides cutting off access for maintenance to the existing power transmission line it would end access to the Dry Lake area which is used many summer weekends for weddings in the mountains, recreational vehicle trips to above tree line and visits to the old miners cabin particularly by people who are not capable of hiking the 8 or 9 miles and also severely restrict access for hunting in area 61, one of the most popular in the valley. This area is also very popular taking fall color tours. he area around 229 is also managed by USFS for firewood cutting purposes.	Substantive	
I206-3	RI-FR	Mike Jones		Closing these roads would also severely restrict the USFS capability to manage wild fires as the roads would quickly become blocked by downed trees and rock slides. The only dispersed camping I have ever seen is in the dry lake area and it is primarily an area of aspen trees so a greatly reduced fire hazard.	Substantive	
I206-4	GEN	Mike Jones		The irony in this request for closure is that the area is used by all of the above groups, but very seldom used by hikers, granted the Colorado trail crosses the area but in my many trips thru the area over 20 years the only places I have ever seen hikers is at the Colorado trail crossing of Hwy 50.	Substantive	
I206-5	RI-LRSD	Mike Jones		Second. The area around roads 212/214 etc, 221 and 222, and the 225 Fooses Creek area ie, south of Hwy 50. I am not that familiar with the 212/214 Cochetopa Creek area so can't really comment on it, but again it is a large scale effort to close down much recreation and hunting in Area 561 which is already one of the more challenging areas to hunt. The one major trail along Greens Creek is almost too hazardous to hike due to number of mountain bikers rapidly descending the trail. Fooses Creek is a beautiful mountain valley that should be able to be enjoyed by everyone, not just those who can hike there.	Substantive	
I206-6	RI-FR	Mike Jones		We live in Maysville, just over the ridge from the Willow Creek area and I would hate to see all these roads closed and restrict the wildfire management capability for the sake of hikers who very seldom go there. With all of the downed trees up Willow Creek and the	Substantive	

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				severe beetle infestation on Fooses, wildfire is a definite threat to the entire area.					
1206-7	RI-SOC	Mike Jones		The wilderness folks have their viewpoint of closing all roads that don't lead to private property, but they forget that this area is primarily a tourist economy and the tourists bring all manner of recreational vehicles.	Non-substantive				
1208-1	GEN	Andy Hough	Southern Shooting Partnership	The Southern Shooting Partnership (SSP) is a group created by Memorandum of Understanding to address recreational shooting concerns on public land from Pueblo to South Denver. Member organizations include Jefferson, Douglas, El Paso, Teller and Park Counties; Colorado Parks & Wildlife; Denver Water; Colorado Springs Utilities; Bureau of Land Management and US Forest Service. The Bureau of Land Management and US Forest Service recused themselves from comments related to this process as it would be a potential conflict of interest. The SSP appreciates the efforts of the US Forest Service. We are supportive of their Travel Management Plan process and have only a few comments.	Non-substantive				
1208-2	RI-LRSD	Andy Hough	Southern Shooting Partnership	The purpose of the SSP is, in large part, to help identify and provide safe and functional locations for and to address safety concerns and use conflicts related to recreational shooting. As such, we wanted to provide brief comments on the USFS NEPA process related to travel management plan changes on the Pike and San Isabel National Forests that could impact recreational shooting opportunities. The SSP has begun baseline mapping related to recreational shooting, but has not yet progressed to the point where we can identify most potential shooting range or dispersed shooting locations. Some of the NEPA alternatives, especially Alternative B, propose significant road and motorized trail decommissioning. Some of these roads proposed for decommissioning provide access to existing or potential shooting areas.	Substantive				
1208-3	RI-LRSD	Andy Hough	Southern Shooting Partnership	The SSP respectfully requests that the USFS consider maintaining motorized access to existing and potential recreational shooting areas; whether formal ranges, informal shooting areas or areas open to dispersed shooting; when working through this process. Further, the SSP would like to reserve its ability to provide further input into the travel management plan process as we begin to identify more potential shooting areas.	Substantive				
1208-4	RI-LRSD	Andy Hough	Southern Shooting Partnership	Additionally, FS 343, the access to the Turkey Tracks informal/ semi-formal shooting area just south of West Creek is proposed for decommissioning under Alternative B. Turkey Tracks is currently being used as a shooting area, and the SSP has identified it as one possible location for formalization into a shooting range. The SSP requests that the FS 343 complex remain open for this reason.	Substantive				
1210-1	RI-SOC	Karin Adams		PLEASE do not consider closing any more Forest Service roads to the general public for any and all uses. Those properties that are under the control of the Forest Service should be for the use of ALL the public which absolutely should include motorized vehicles. The land belongs to all of us, not special groups. There are many elderly and handicapped people who need motorized vehicles to access the land they have every right to enjoy.	Substantive				
1210-2	RI-TAC	Karin Adams		In addition, there are those with private property that presently have access only through a portion of Forest land. State statute mandates everyone has to have access and cannot be denied that access which requires the use of motorized vehicles for a person to come	Substantive				

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				and go and drive to their deeded property, have construction or other service businesses access with vehicles, and have open access for any medical, fire, or other emergencies that would endanger people or properties. The Forest does not belong to a select few who would violate that right of access.		
I210-3	GEN	Karin Adams		Chaffee County and other counties in the mountains have limited private property. Thousands of acres already are restricted for motorized vehicles with the wilderness areas and most recently the Brown's Canyon National Monument. I urge you to deny any further restrictions on motorized vehicles on any Forest roads.	Non-substantive	
I211-1	RI-TAC	Greg Hogan		I help to run a school district camp off of County Road 375 - I think it is located on a road called 375D in the Four-mile area Northeast of Buena Vista. You can see it as a space on the maps at the end of the road. We also use County Road 375 C. It is difficult to tell by your map but from what I can see, you are considering closing part of these roads to vehicles, which would prevent our school district from accessing it for our annual camp, our alternative school, and other uses. We have cabins in this area that we own and use. I do not think that we should be prevented from accessing this property. We bring hundreds of students (and through the years thousands of students) up to this area to learn about conservation so that we can continue to care for these areas for the future. It is an essential part of our district's mission as well as a large part of our student experience. Please contact me to make sure that this does not happen. It would be a tragedy for future generations of students.	Substantive	
I214-1	GEN	Denali Davidson		I'd like to see closure of national forest roads to vehicle traffic; be it ATVs, dirt bikes, trucks, or other vehicle until such time as there can be effective enforcement and regulations that would minimize the erosion and unwanted vehicle traffic away from designated off road trails in order to better allow non vehicle users their peaceful enjoyment in the national forest.	Substantive	
I214-2	RI-LRSD	Denali Davidson		My experience with some of the problems experienced with Trail 717 are as follows: I. Back when I rode a horse in the forest, there were times when the ATV's or dirt bikes would come screaming along the trails and around corners. On horseback, there may be no place to move off the trail when this occurs and no way to yell over the loud engines that you are around the corner. The situation at times was dangerous.	Substantive	
I214-3	RI-LRSD	Denali Davidson		Cross country skiing - I would access the national forest in Teller County off Broken Wheel Dr on an old logging road that ties into many trails including 717. The logging road was closed to off road traffic but didn't stop ATV's and dirt bikes from proceeding. The result is that cross country ski tracks were obliterated as the ATV's rode over them, leaving little room to create new tracks. On one occasion, on my return from an early morning ski, some ATV rider(s) completely flattened out a stretch of trail (the logging road), side to useable side, making it impossible to ski at all. I needed to walk the rest of the way in. It was a completely intentional act as there was no reason or way recreational riders would pack down all snow leaving only tire marks and dirt.	Non-substantive	
I214-4	RI-TAC	Denali Davidson		Trails like 717 get a lot of users who do not confine themselves to the marked trails. As a result, multiple off shoots and other roads become utilized making it impossible for non	Substantive	

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				riders to choose other paths and know they are protected from encountering illegal off-road vehicle use.		
I214-5	RI-TAC	Denali Davidson		Trails and offshoots from 717 make it difficult to even hike. The ruts and erosion from constant motorized use legal and illegal, especially with ATV tires which are less than shoulder width apart, make it difficult to navigate the roads and trails on skis, horseback, or foot.	Substantive	
I214-6	RI-VEG	Denali Davidson		Damage to hillsides, ruts, the creation of gullies, damage to tree limbs and roots, and the creation of 12' wide or greater 'bike freeways' on land which was once peaceful and scenic with foot wide game trails needs to be better managed to prevent more of the same and try and reclaim areas that have become significantly damaged.	Substantive	
I214-7	RI-LRSD	Denali Davidson		Hunters often access the forest on roads not intended for vehicle use on ATV's which puts hunters in the same area as non hunters. Recreational shooters as well. Once again, those of us using the trails have a hard time staying away from situations we'd like to avoid and that may be unsafe. I wear blaze orange all the time now as well as my dog when she goes.	Substantive	
I214-8	RI-TAC	Denali Davidson		Forest service signs have sometimes not even lasted the day after being erected. The slim flexible plastic signs stating NO MOTORIZED VEHICLES with the pictures were routinely ignored or cut down at the boom with chain saws and other devices. Logs placed across roads that were off 717 were constantly ignored, moved, driven over. Once illegal trails and tracks are laid down, other riders see the tracks and proceed into and on unauthorized areas that should have been motor vehicle free.	Substantive	
I214-9	GEN	Denali Davidson		Especially after the Hayman fire, more and more users came into the area as did other unwanted activities like unlawful fires and shooting around the beaver ponds and other places. There were also hangouts for teenagers with impromptu fire pits, multiple vehicles, even a couch and lots of lets over beer boles in the Divide area not far off Cedar Mountain Rd.	Substantive	
I214-10	RI-TAC	Denali Davidson		Unlicensed ATV's and dirt bikes often use the unpaved County Roads, again creating dust, noise, nuisance and obstacles with which the residents and others have to deal. Residents and users requesting and engaging with motorized users to stay in designated areas or on designated trails did not usually go well. Pictures of tire tracks and reports to the police with visible and fresh tracks leading from resident homes, past the NO MOTORIZED vehicle forest service signs, and into the forest did NOTHING!!	Substantive	
I214-11	GEN	Denali Davidson		Without enforcement, manpower, and oversight - my forest experience changed for the worse over the decades that I hiked north of the Broken Wheel subdivision in many areas of the forest - so many of which were ruined with 717. Please make some changes to policy and enforcement that allows other users to have and enjoy the forest as well and limit the growing erosion and damage to the forest and experience to people and animals.	Substantive	
I217-I	RI-TES	Ross Williams	El Paso County Community Services/Parks	El Paso County Community Services/Parks has reviewed the four alternatives for travel management and motorized vehicle use within PSI, including the area known as Jones Park. El Paso County recently acquired the Jones Park property, a 1,200 acre site west of	Substantive	

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				Colorado Springs located in the Bear Creek Watershed. Jones Park is encircled by Forest Service property. The County cooperated with the Forest Service on the completion of an Environmental Assessment (EA) of the Bear Creek Watershed to address impacts to the federally threatened greenback cutthroat trout that are found within Bear Creek that traverses through Jones Park. The EA includes rerouting Trail 667 away from Bear Creek and decommissioning trails in Jones Park to address erosion issues impacting Bear Creek while ensuring Trail 667 in Jones Park can continue to be used for multi-use recreational activities including hiking, biking, horseback riding and motorcycle riding.		
1217-2	RI-TAC	Ross Williams	El Paso County Community Services/Parks	Trails 667 and 701 on the Jones Park property are trails on which the County intends to continue to allow motorcycle use. The Travel Management DEIS Scoping Alternative A shows these adjacent trails on Forest Service property as "contested routes". Alternative B shows the trails as "proposed for decommissioning". Alternatives C and D show continuation of the existing "trails open to motorcycles only". Decommissioning Trails 667 and 701, as proposed under Alternative B, would effectively eliminate motorcycle access to the Jones Park property on which it has been determined under the EA as acceptable. The County requests that the EIS consider the impact of decommissioning Forest Service trails on the County's use of Trails 667 and 701 and advocates for continued motorcycle access on the adjacent Forest Service trails.	Substantive	
1219-1	RI-TAC	Robert Christiansen		As the County Administrator for Chaffee County, I feel it necessary to provide a comment or two related to the proposed new Travel Management Plan for the Pike and San Isabel National Forests. Although brief the questions I have relate to any listed rods that are up for assessment that are considered county roads in Chaffee County, I would note that in the Salida Ranger District routes listed include 101, 101.A, 108, 173, 181, 181.A, 183, 183.A, 184, 208, 212.A, 212.B, 214, 214.A, 214.D, 214.F, 218, 219, 221, 222.A, 225, 226, 228.A, 332.A, 340.A, 345, 375.B, 375.D as listed in the September 20, 2016 edition of the Mountain Mail. Simply put, if changes are prosed that modify access we would like to be noticed and possibly evaluate the impact of potential changes or restrictions to routes. Especially if the routes access private land beyond the county road, for example CR 181 and CR 226 have this type of circumstance.	Substantive	
1220-1	GEN	Karen Voltura	Colorado Parks & Wildlife	The comments contained in this letter include a general discussion of CPW's approach to assessing the USFS travel management plan, overall project suggestions, species-specific issues to consider, and recommendations associated with segment-specific proposed actions. The CPW comments and recommendations are based on the travel routes presented in Alternatives A-D of the "Plan". Comments are broken down by wildlife of concern and by ranger district, and recommendations are made concerning particular travel routes as described by FDR or FDT number. General Comments: The mission of Colorado Parks and Wild life is to perpetuate the wildlife resources of the state, to provide a quality state parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as active stewards of Colorado's natural resources.	Non-substantive	

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1220-2	GEN REG	Karen Voltura	Colorado Parks & Wildlife	Additional statutes from the State of Colorado mandate how CPW manages state resources, including but not limited to the following: Wildlife - General Provisions 33-1-101 . Legislative declaration. It is the policy of the state of Colorado that the wildlife and their environment are to be protected, preserved, enhanced, and managed for the use, benefit, and enjoyment of the people of this state and its visitors. It is further declared to be the policy of this state that there shall be provided a comprehensive program designed to offer the greatest possible variety of wildlife-related recreational opportunity to the people of this state and its visitors and that, to carry out such program and policy, there shall be a continuous operation of planning, acquisition, and development of wildlife habitats and facilities for wildlife-related opportunities.	Non-substantive	
1220-3	GEN REG	Karen Voltura	Colorado Parks & Wildlife	Recreational Trails - General Provisions 33-11-102. Legislative declaration (I) In order to provide for the greatly increasing outdoor needs of a rapidly expanding Colorado population for public access to , travel within , and enjoyment and appreciation of the out-of-doors areas of Colorado and for the conservation, development, and use of natural resources against fire and other natural and geological hazards, it is hereby declared to be the public policy of this state and among the purposes of this article to: Increase the accessibility and encourage the use of such natural resources by the residents of this state and by nonresidents; provide opportunity for the development of public and private facilities for persons visiting and utilizing the natural resources of this state; encourage an increase in riding, hiking, bicycling, and other compatible recreational activities as influences for the improvement of the health and welfare of the people; and to provide for the needs of specialized recreational motor vehicles. It is recognized that joint simultaneous trail use by motorized and nonmotorized interests may at times be incompatible, and it is the intent of this article to provide separate trails and facilities for each of such motorized and nonmotorized interests, when feasible.	Substantive	
1220-4	RI-FW	Karen Voltura	Colorado Parks & Wildlife	In regards to travel management, CPW is required to take under consideration sometimes competing objectives when the reduction of motorized routes and routes in general benefits wildlife and improves wildlife habitat, whereas access to remote areas is necessary to support recreational opportunities and in order to meet harvest objectives for management of big game species. CPW supports an overall approach that makes the best effort to balance those interests: to preserve access for recreation and hunting and to protect sensitive wildlife and habitat. When evaluating roads and trails, where appropriate, CPW supports seasonal closures that minimally interfere with accessibility of key areas during hunting seasons.	Non-substantive	
1220-5	RI-LRSD	Karen Voltura	Colorado Parks & Wildlife	CPW also supports, whenever possible, seasonal road closures that minimize overlap of those closures with time periods of high recreational use.	Non-substantive	
1220-6	GEN	Karen Voltura	Colorado Parks & Wildlife	Overall , Alternative B has the largest number of roads proposed for decommissioning. CPW, both philosophically and based on the mandates referenced above, is generally in favor of maintaining access to USFS lands and prefers alternatives that include more options for access and mixed use. In fact, Colorado's Off-Highway Vehicle Good Management Program has provided extensive funding to the USFS to actively maintain and	Non-substantive	

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				promote public motorized recreational opportunities throughout the Pike and San Isabel National Forests. Where possible, CPW prefers the implementation and enforcement of seasonal closures listed in Alternatives C & D over decommissioning as listed under Alternative B.		
I220-7	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Seasonal closures allow for continued motorized recreational opportunity while mitigating wildlife impacts.	Substantive	
I220-8	RI-TAC	Karen Voltura	Colorado Parks & Wildlife	CPW supports alternative plans that propose seasonal closures or 'keep as is' over decommissioning except where noted in our comments below for individual road or trail segments.	Non-substantive	
I220-9	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Seasonal Closures: Prior to this review, in January and I am a PhD environmental engineer and college educator. I have worked on several EIS projects focusing on water quality issues. These can be addressed with bridges, erosion control, etc., etc. and not genuine reasons for denying access. of 2016, CPW personnel met with USFS Supervisory personnel and the local Ranger Districts to review and discuss the process and criteria for making management decisions as well as potential seasonal closures. In the discussion of the settlement agreement (http://www.psitravelmanagement.org/settlement-agreement/) USFS states: The PSI conferred with Colorado Parks & Wildlife in January and February of 2016 regarding potential seasonal closures within areas designated for big game winter range habitat, and plans to implement these closures no later than mid-November 2016. It is unclear which closures are to be implemented in November of this year, CPW requests clarification on the list of roads scheduled for seasonal closures in Fall 2016.	Substantive	
I220-10	GEN	Karen Voltura	Colorado Parks & Wildlife	Road closures: When a road is closed to motorized vehicles, either seasonally or decommissioned, CPW's preference is for locked gates at the access point of the closed segment to prevent unauthorized use and to assist in enforcement of that closure. CPW also supports consistent hard dates for any seasonal road closures, as included in current plans, as opposed to condition-based dates. It has been our experience that closures based on local conditions are difficult for the general public to understand, predict, and comply with as they never know with any certainty when an area is open or closed to protect wildlife. This uncertainty often leads to increased violations of the closures, undue stress on wildlife, loss of habitat effectiveness, and frustration from users. CPW would also appreciate confirmation from USFS that roads proposed or designation as administrative use, as well as roads with seasonal closures, are closed to vehicle traffic only and still accessible on foot.	Substantive	
I220-11	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Wildlife-Specific Considerations: CPW has a statutory responsibility to manage all wildlife species in Colorado; as such we encourage USFS to provide protection for Colorado's wildlife species and habitats through the Travel Management planning process. Protection of core wildlife areas, quality fisheries and habitat, big game winter range and seasonal migration corridors, and raptor nesting locations are of extreme importance. CPW recommends that all changes to the travel management plan be assessed to avoid, minimize, or mitigate impacts to sensitive wildlife habitats and species. That includes species of concern as well as Federal and /or State listed species, big game wildlife	Substantive	

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				(migration corridors, winter range, parturition areas), breeding and nesting habitats for sensitive ground- nesting birds, and nests of raptors sensitive to development in order to prevent loss of habitat or fragmentation of habitat.		
1220-12	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Big game winter range: In looking at MVUM alternative plans, CPW considered potential negative impacts on big game species through direct habitat loss and fragmentation, the displacement of big game during winter, and the functional habitat loss associated with increased human activity in winter habitats. The high priority habitats found within the PSI National Forest include habitat for: Mule Deer - Migration Corridors, Critical Winter Range; Elk - Winter Range, Winter Concentration Areas; Moose - Priority Habitat, Winter Range, Concentration Area; Bighorn Sheep- Production Area, Winter Range, Severe Winter Range.	Substantive	
1220-13	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Mule deer and elk use this area extensively in the fall and winter months. CPW has mapped portion s of the area as winter concentration areas and severe winter range for both elk and mule deer. Crucial winter habitats and migratory corridors are known to be a limiting factor on big game populations in Colorado and other high mountain areas of the western United States (Sawyer et al. 2009, Bishop et al. 2009, Bartman et al. 1992). Any increase in motorized use within these habitats should be carefully planned. Disturbance to big game in the winter can lead to poor body condition, shift distribution to suboptimal habitat types, can effect over winter survival of adults and /or result in a decrease neo-natal survival rates (Ciuti et al. 2012). To balance the needs of recreational users and wildlife, CPW supports having areas with minimal development and low intensity use, restrictions which prohibit off-trail use, and seasonal closures.	Substantive	
1220-14	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Seasonal Closures: CPW monitoring of mule deer and elk populations in southwest Colorado indicated that the majority of the winter mortality actually occurs in the last 60 days of winter/spring. During this time of year mule deer and elk are in their worst body condition due to the stress of winter. CPW data suggest that migratory movements of mule deer in the fall in Colorado are more closely tied to the photoperiod than to weather patterns with mule deer typically migrating onto winter range during the third week in October and begin migrating back to transition range the third week in April. However, the spring migration can be much more dynamic than in the fall as the deer change elevations in response to vegetative green up. Sporadic late spring storms may force mule deer back onto winter range. Additional disturbance from recreationalists during this time could exacerbate overwinter stress, increase total winter mortality, impact neo-natal survival and subsequent population recruitment (Canfield et al. 1999).	Substantive	
1220-15	RI-FW	Karen Voltura	Colorado Parks & Wildlife	In general, CPW advises seasonal closures from Jan 1 - April 14 for areas with mule deer and elk winter range. Seasonal closures in the proposed Travel Management Plan that encompass that time period are considered advantageous for big game management without significant negative impacts on access for recreation and hunting activities. For roads with currently propose opening dates of March 15 we recommend that closures be extended through April 14. For other segments where dates vary from the recommended time frame, and except as noted herein, CPW recommends normalizing seasonal closures	Substantive	

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				to the recommended time frame of Jan 1 April 14. In areas where moose or bighorn sheep are present, including areas designated as production areas, CPW recommends extension of seasonal closures through June 30. In most of the seasonal closures proposed in the plans there are roads in areas where calving or lambing may occur currently scheduled to open June 16. CPW recommends extending all such closures through June 30 for the safety and survival of offspring.		
1220-16	RI-FW	Karen Voltura	Colorado Parks & Wildlife	As mentioned previously, CPW personnel met with USFS personnel from all ranger districts to review existing conditions and discuss seasonal closures in areas with high priority habitat for big game species. Many of the road segments discussed in those meetings now include recommendations for seasonal closures in both Alternative plans C and D. CPW appreciates the inclusion of those management options during the EIS process, and defers to the recommendations currently contained within those alternatives, with adjustments to the seasonal dates. For simplicity, CPW does not repeat those recommendations in this letter, and only includes recommendations below that are not currently encompassed in Alternatives C & D.	Substantive	
1220-17	RI-FW	Karen Voltura	Colorado Parks & Wildlife	CPW has identified the following road segments (Table I.) in winter range for elk and mule deer where we also recommend seasonal closures from Jan 1- April 14. TABLE I. Road segments recommended for seasonal closure Jan 1 – April 14. (See attachment)	Substantive	
1220-18	RI-FW	Karen Voltura	Colorado Parks & Wildlife	There is a subset of road segments that overlap with areas of moose and bighorn sheep habitat occupied by pregnant females during the spring. The condition of those individuals and the survival of calves or lambs would benefit from additional seasonal closures that extend into late spring. CPW recommends the road segments listed in Table 2 be considered for seasonal closures that cover Jan 1 - June 30. TABLE 2. Road segments recommended for seasonal closure Jan 1 – June 30. (See attachment)	Substantive	
1220-19	RI-LRSD	Karen Voltura	Colorado Parks & Wildlife	Table 3. is a short list of road segments in the South Park Ranger District where Alternative B is Decommission and Alternatives C & D are 'keep as is'; for this list CPW does not oppose Alternative B as these roads could be decommissioned with limited impact on recreation and hunting. Table 3. Road segments in South Park Ranger District not opposed for decommission. (See attachment)	Non-substantive	
1220-20	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Raptors: There are a number of raptor species that are a priority for CPW. The Golden eagle is listed as a Tier 1 species in Colorado's State Wildlife Action Plan (SWAP). A Tier 1 species is of highest conservation priority for Colorado. Northern goshawk, Peregrine Falcon, and Prairie Falcon are each listed as Tier 2 species in Colorado's SWAP. A Tier 2 species remains important in light of forestalling population trends or habitat conditions that may lead to a threatened or endangered listing status.	Substantive	
1220-21	RI-FW	Karen Voltura	Colorado Parks & Wildlife	CPW recommends that USFS take into consideration the impacts of recreation on nesting raptors within the PSI National Forests, and consider that motor vehicle activity within the recommended buffer areas around their nests could result in disturbance and/or abandonment. CPW supports the USFS ongoing efforts to monitor and track raptor nests including nesting locations of Golden Eagles, Northern Goshawks, Prairie Falcons, Peregrine Falcons, Osprey, Cooper's Hawks and Red-tailed Hawks. CPW supports the	Substantive	

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				USFS's continued analysis of the 2015 contested routes and trails and the planning taking place through the structured analysis of this EIS. Some of the contested routes and trails have the potential to bring human activity into closer proximity with nesting raptors and further fragment the landscape. While there are species that can withstand fragmentation to some degree, others cannot tolerate fragmentation and the impacts of additional routes and trails. CPW offers the following recommendations to address future development and site-specific needs.		
1220-22	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Future Development: Any new routes proposed or existing routes where the designated use is to be altered should be properly evaluated to avoid encroaching on nesting birds. CPW provides a Raptor Buffer Guideline to assist with planning with conservation in mind. CPW guidelines recommend no surface occupancy within Y2 mile of most raptor nests provided on our buffer list. Surface occupancy is defined as " Any physical object that is intended to remain on the landscape permanently or for a significant amount of time. Examples include houses, oil and gas wells, tanks, wind turbines, roads, tracks, etc." CPW also provides recommendations for human encroachment. Human encroachment is defined as " Any activity that brings humans in the area. Examples include driving, facilities maintenance, boating, trail access (e.g., hiking, biking), etc." CPW recommends continuation of raptor activity mapping, and adherence to the recommended buffer zones and seasonal restrictions as a key tenet in all future planned routes. For Golden Eagles CPW Raptor Buffer Guideline recommends no surface occupancy within 1/4 mile of nest year round and seasonal closure December 15-July 15 (no human encroachment) within Y2 mile of nest. For Northern Goshawk nesting locations CPW Raptor Buffer Guideline recommends no surface occupancy within 1/2 mile of nests year round (beyond that which historically occurred in the area) and seasonal closure March 1-September 15 (no human encroachment). For the Tier 2 species CPW Raptor Buffer Guideline recommends no surface occupancy within 1/2 mile of nest year round and seasonal closure March 15- July 30 (no human encroachment).	Substantive	
1220-23	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Site-specific recommendations: Golden eagles: Two golden eagle nests have been identified along the contested USFS routes in the San Carlos Ranger District, located near Pole Creek Trail and Road 96.B. CPW recommends decommissioning the section of Pole Creek trail as it passes within 85m of an active Golden eagle nests and revert to the use of the existing legal ATV route named Pole Creek. That action would move human traffic away from the bottom of the cliff and 400m away from the nest. If decommission is not feasible, alternatively CPW would support a seasonal closure of that portion of the trail from Dec 15-July 15. A second Golden eagle nest location is located less than 475m from Road 96.B; CPW recommends a seasonal closure of this 0.06 mile section from Dec 15-July 15 if the golden eagle nest has been active within the last 5 years.	Substantive	
1220-24	RI-TES	Karen Voltura	Colorado Parks & Wildlife	Northern Goshawk and Osprey: There are three road segments that have existing or proposed seasonal closures and that are also within the buffer zones of active raptor nests. CPW supports these closures and recommends USFS adjust the dates for the seasonal closures of these routes to include recommended time periods for protection of nesting raptors for the portions of the routes within the buffer zones.	Substantive	

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I220-25	RI-TES	Karen Voltura	Colorado Parks & Wildlife	Northern Goshawk: March 1-September 15; Road 122, Lilly Pond, Lake County, Leadville Ranger District; Road 387, Morris Creek, Chaffee County Leadville Ranger District	Substantive	
I220-26	RI-TES	Karen Voltura	Colorado Parks & Wildlife	Osprey: March 15-July 30: Road 125.D, Forebay Dispersed CG, Lake County, Leadville Ranger District	Substantive	
I220-27	RI-TES	Karen Voltura	Colorado Parks & Wildlife	CPW also supports seasonal closures for the portions of the following segments that are within the recommended buffer zones for nearby active Northern Goshawk nests from March 1 - Sept 15: Road 212.A, B Big Fir/Pass Creek Spur, Chaffee County, Salida Ranger District; Road 359.M, Yucca, Teller County, Pikes Peak Ranger District; Road 982, 982 (out fl: back segment), Teller County, Pikes Peak Ranger District.	Substantive	
I220-28	RI-TES	Karen Voltura	Colorado Parks & Wildlife	Peregrine Falcon: CPW recommends seasonal closures for the segments of trails that are within the recommended buffer zones of active nests from March 15 - July 31. Trail 1333 passes within 187m of an active nest and the climbing cliff that is accessed from that trail already has USFS seasonal closure for climbing due to an active peregrine falcon nest here. Trail 1334 passes within 390m of another active nest and restricting disturbance within the recommended buffer zones would improve conditions for this nesting territory. Trail 1333, East Bear Gulch, Fremont County, San Carlos Ranger District; Trail 1334, Stultz, Fremont County, San Carlos Ranger District.	Substantive	
I220-29	RI-FW	Karen Voltura	Colorado Parks & Wildlife	For three roads with active Tier 1 or 2 raptor species nests located within the recommended buffer zones, Alternative B is Decommission and Alternatives C & D are 'convert to parking area.' CPW supports Alternative B in this case or, alternatively, would recommend the addition of a seasonal closure if they are converted to a parking area as parking areas are likely to increase disturbance within the buffer zones. Road 203.B, Saguache County, Salida Ranger District; Road 375-AA, Chaffee County, Salida Ranger District; Road 143.A, Fremont County, San Carlos Ranger District.	Substantive	
I220-30	RI-FW	Karen Voltura	Colorado Parks & Wildlife	Aquatics: CPW has some general concerns and recommendations for the USFS when they are proposing to open or close roads regarding aquatic resources in the PSI National Forests. Roads and trails that actually cross a streambed without a culvert or bridge can add significant sediment to the system. Increased sedimentation will negatively affect aquatic invertebrates and the fishery by filling in pools and interstitial spaces for invertebrates. This sedimentation can also impact fish spawning and egg hatching. In addition, roads and trails that are routed through riparian areas, or are poorly designed and maintained, can also contribute a significant amount of sediment even if they do not cross the stream. Road culverts can also impact fisheries by limiting or completely restricting upstream migration. By not allowing free passage, populations become fragmented which can limit the sharing of genetic material. CPW recommends flat bottom or open bottom culverts that are placed in such a way so there is no drop from the culvert to the stream channel below.	Substantive	
I220-31	RI-TES	Karen Voltura	Colorado Parks & Wildlife	Boreal toads, a state endangered species, are known to exist in these forests. Chytrid Fungus has been shown to be one of the primary causes to the decline of the species. Roads and trails through critical habitat and known breeding populations can increase the spread of the fungus, further accelerating the decline of the species. It has also been	Substantive	

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				documented that toads can be run over by vehicles as they are trying to cross roads and trails in these inhabited areas. CPW currently has a strong group of partners that is focused on conservation and recovery of boreal toad in the Arkansas Basin. That group, The Arkansas Basin Boreal Toad Work Group, consists of members of USFS, BLM, CPW and CNHP. They have been very proactive as it relates to 'roads and toads' and the USFS has been very receptive to their recommendations. Some non-system roads in the South Cottonwood drainage have been closed and the working group has also provided comments on some road crossing improvements within the area. In addition to roads in close proximity to boreal toad breeding sites, also of concern are road spurs and dispersed camping areas in the vicinity of boreal toad breeding sites, in particular dispersed camping areas within the Cottonwood and South Cottonwood Drainages.		
1220-32	RI-TES	Karen Voltura	Colorado Parks & Wildlife	One specific road currently of concern within the plan is Willow Stump Road (road segments 174 and 174.A) in the Leadville Ranger District. This road currently goes through a wetlands/floodplain of Twin Lakes, meandering through many water crossings and through wet meadows. While this area is not currently occupied by boreal toads it is good potential habitat that could support a reintroduction of boreal toads. Alternatives C and D recommend turning the first portion of these roads into administrative use and then decommission the rest, CPW supports that option for this road segment to prevent further impacts to the habitat and to facilitate potential reintroduction efforts.	Substantive	
1222-1	GEN	Dru Campbell	Douglas County	Douglas County has interest in motorized travel in the Pike National Forest as 27% of the County's land is National Forest. Many of the County's residents and visitors live, work, recreate or travel through the National Forest in Douglas and adjoining counties. Douglas County has a great working relationship with the Forest Service and regularly works with the South Platte and Pikes Peak Districts, as well as the Forest Supervisor's office in Pueblo. We partner with the Forest Service in road and infrastructure maintenance on many miles of County and USFS system roads. We regularly work with the Forest Service on new projects, such as a parking area at the base of Dakan Road; supplying staff and other resources for the Southern Shooting Partnership (SSP) tasked with addressing recreational shooting issues on public lands within this region; law enforcement; emergency management; fuels treatment and other topics of mutual concern. Douglas County appreciates the thoughtfulness and diligence the Forest Service puts into all its processes. Specific to this topic, the County has great respect for the Travel Analysis Process (TAP) by which the Forest Service generally addresses concerns related to roads and motorized trails. Consequently, the County would support NEPA Alternatives A, C or D. The No Action alternative supports current infrastructure that was developed through years of thoughtful analysis, public input and environmental review. Similarly, Alternatives C and D provide for current infrastructure plus urgent (Alt. C) or both urgent and non-urgent (Alt. D) changes identified by the USFS TAP. We feel that generally, proposals of this type are a good starting point and work their way through the public process and environmental review well.	Non-substantive	

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1222-2	GEN	Dru Campbell	Douglas County	Douglas County does oppose Alternative B. We do not believe that such a drastic decommissioning of roads and motorized trails is in the County's best interest, nor in the best interest of our residents and visitors. We feel very strongly that it is inappropriate to decommission every road and motorized trail contested by a very narrow interest group. This concern is compounded by the fact that the basis for the challenge was lack of adequate documentation of public process and environmental review related to 1984 documents, especially when Forest Service policy does not require retention of such documents beyond 15 years. There would be very few Forest Service employees that were working on this project still in the agency's employ from which to recall process 32 years after the action was taken. Subsequent travel management plan updates across all affected districts would have had a more robust process and are probably better documented. Our point is that there has been significant public process and environmental review to get us to our current infrastructure system, and there will be additional review to get us to Alternatives C and D, which are motivated by a broad spectrum of reasons instead of a challenge by a narrow interest group.	Non-substantive	
1222-3	RI-HS	Dru Campbell	Douglas County	The following comments are on more specific topics of interest to Douglas County. FS 514 Russell Ridge & FS 516 Archery Range: Douglas County supports changing the status of these roads from closed to administrative use only. Forest Service, Search and Rescue and emergency response need to use these roads from time to time. It is a good idea to have them maintained and legally available for administrative and public safety uses.	Substantive	
1222-4	RI-TAC	Dru Campbell	Douglas County	FS 300 Rampart Range Road complex (including FS 348 Long Hollow, FS 502 Jackson Creek South, FS 502.2 Jackson Creek North, and FS 503 Watson Park). The seasonal closure is proposed for change from an April 1st opening to a June 1st opening, with the additional possibility of further mud closure. This is a heavily used portion of the South Platte District within Douglas County. Extending the closure for an additional two months is a very negative change in our opinion, and we request that it remain at April 1st. At least once in recent years, it has been dry enough to open early (before April). Even with mud closures, it is not closed until June.	Substantive	
1222-5	RI-LRSD	Dru Campbell	Douglas County	Extending the closure precludes access for spring turkey hunting and cuts significant time off of the early recreational season over a huge portion of the Forest in Douglas County. This affects our citizens, visitors, residents in the mountain areas, and businesses that support the recreational industry. It would also squeeze early recreational pressure into adjoining areas and nearby districts.	Substantive	
1222-6	RI-TAC	Dru Campbell	Douglas County	Douglas County is currently in the process of trying to establish a parking area/trailhead/turn-around on Dakan Road at the Forest boundary in cooperation with Brian Banks and the South Platte Ranger District. We are invested in access to this portion of the Pike. This effort is further reason that we would like to see access for as much of the season as possible. It also causes more late-season calls for search and rescue, as people accessing Rampart Range road from the south drive a great distance to encounter the locked gate between Fern Creek and Long Hollow Roads. It also makes it more difficult for search and rescue to respond through the locked gates and along roads that	Substantive	

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				have had no previous traffic or maintenance. We request that the seasonal closure remain at April 1st. A hard opening date rather than having extended mud closures makes it much easier for people using this area to plan.		
1222-7	RI-TAC	Dru Campbell	Douglas County	Highway 67 Motorized Trailhead and Illinois Gulch Motorized Use Parking Area: In recent Travel Management Plan EAs, there was proposed a large motorized trailhead just south of Westcreek near the junction of Highway 67, FS 343 & FS 332.B/Jack Road. Also proposed in this same process was a parking area for motorized use at Illinois Gulch at FS 350/Rainbow Falls Road. These two facilities do not appear in any of the alternatives proposed. We request that planning for these two facilities be reexamined and included as the process continues. These facilities were, and we believe should again be part of a regional trail system connecting from north to south, the Indian creek, Rampart Range, Rainbow falls, Cedar Mountain, North Divide and 717 trail systems. The area in question is right in the middle of these regional systems and provides an important system linkage. The motorized trailhead would have year-round access in a central location.	Substantive	
1222-8	RI-TAC	Dru Campbell	Douglas County	Also as part of this process, we recommend a bridge crossing of Trout Creek connecting FS 350/Rainbow Falls Rd. to FS 332.A. This would make ATV/motorcycle travel from the Illinois gulch parking area much more efficient. In November of 2013, commissioners from Douglas and Teller Counties and a senior representative from the City of Woodland Park met with the District Ranger, Alan Hahn, from the Pikes Peak District in an effort to move these projects forward and to take advantage of \$200,000 of trails grant money that had been approved from Colorado Parks & Wildlife for these projects. This group of representatives had support for this effort from El Paso County, Colorado Motorcycle Trail Riders Association (CMTRA), Colorado Springs Christian 4 Wheelers, Mile High Youth Corps and the Trails Preservation Alliance at that time. Please see the enclosures for further information and diagrams.	substantive	
1222-9	RI-TAC	Dru Campbell	Douglas County	Decommissioning of Roads in the network east of West Creek (FS 352 series, 332 series, 350 series, 344 series & 348 series): Related to the previously proposed motorized trailhead at Highway 67, this road network would serve the proposed trailhead and make important connections between the motorized trail network between Indian Creek and Divide. Decommissioning this road series as proposed in Alternative B would largely thwart the functionality of the proposed trailhead and diminish regional connectivity. We request that these roads not be decommissioned. We do not mind if they are reclassified as trails open to all motor vehicles as proposed in alternatives C & D.	Substantive	
1222-10	RI-LRSD	Dru Campbell	Douglas County	Decommissioning of FS 343: Under Alternative B, FS 343 servicing Turkey Tracks would be decommissioned. Turkey Tracks is an informal or semi-formal shooting area now. It is also a site that is a possibility for formalization into a range through the process of the Southern Shooting Partnership (SSP) in which Douglas County is a member and an active participant. Decommissioning of this road would eliminate access to a heavily used recreational area, and would hinder its use as a future formalized range site. We request this road not be decommissioned.	Substantive	

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I222-11	RI-FW	Dru Campbell	Douglas County	Decommissioning of FS 300.C, CA & CB: These roads are proposed for decommissioning under Alternative B. This area is popular for dispersed camping and hunting. There is very little access to this portion of the forest due to steep topography and private property to the east in the Perry Park area. This area has populations of grouse, turkey, deer, elk and bear. Many square miles here are inaccessible except on foot or horseback. Retrieval of big game from most of this area is beyond the ability of most hunters without the use of pack animals, which most hunters do not own. Deer and especially bear conflicts have been a problem in Perry Park for years. Thinning the populations through hunting and helping to re-sensitize bears to respect humans through hunting can help to reduce these human/wildlife conflicts. We request that these roads remain open.	Substantive	
I223-1	RI-TAC	James Treat	Chaffee Title	As owner of privately owned lands served by Chaffee County Roads (Forest Service Roads?) 101, 181, and 226, I STRONGLY protest any effort to close or restrict my, or public usage of these roads to motorized vehicles. Historic use of these roads is well documented.	Non-substantive	
I224-1	GEN	Gene Reetz		As a long time resident of Denver, I have done extensive hiking, camping, and exploring in both the Pike and San Isabel National Forests. Much of this was done with my family as well as with friends. My academic and professional background is water resources and I recently retired (after 30 years) from the EPA Region 8 where I worked in numerous water resources/water quality programs.	Non-substantive	
I224-2	RI-WAT	Gene Reetz		Clearly water supply from the Pike and San Isabel National Forests is a key concern. Therefore, in developing a new travel management plan I recommend that the USFS carefully consider the water resources/water quality impacts of the road & trail systems and utilize available information in developing the travel plan. As required by the Clean Water Act, Colorado has identified "impaired waters" (i.e. water bodies that do not meet the State's water quality standards). Colorado's 303(d) list of impaired waters and Colorado's 305(b) water quality report should be consulted as related to the water bodies on the Pike and San Isabel National Forests (GIS overlays?). Potentially, existing roads/trails may be contributing to the identified impairments and if so, appropriate corrective actions should be considered in the travel management plan.	Substantive	
I224-3	GEN DATA	Gene Reetz		EPA provides a State by State "surf your watershed" web-site that provides valuable information & links that should also be examined in developing the new travel management plan.	Substantive	
I224-4	RI-WAT	Gene Reetz		I believe that the US Forest Service has conducted "watershed condition" assessments for many (all?) watersheds. Assuming that this has been done on the Pike and San Isabel National Forest, these watershed condition assessments should also be factored into the new travel management plan.	Substantive	
I224-5	RI-WAT	Gene Reetz		In summary, roads and trails can have significant impacts on water supplies/water quality on the Pike and San Isabel National Forests and therefore the USFS should carefully evaluate available information on water resources as it develops the new travel management plan. The new plan should address existing problems (for example, excessive	Substantive	

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				erosion/deposition into water bodies) as well as prevent new problems from the road/trail systems.		
I225-1	GEN	Jo Boatright		I am an avid hiker, climber. As a native Coloradoan I have witnessed unbelievable changes in the use of our precious land and forests over many years. After working away for 40 years, I've been fortunate to return to this gorgeous Arkansas Valley where that I now call home. My concerns are overuse of trail and back roads by motorized vehicles of various types. I realize that "sharing" is important and even possible in some few instances, but overall, hikers have their desired quality, quiet time on exactly that--Quiet Trails. The forest inhabitants-deer, elk, bear, squirrels, etc.- prefer it that way also!	Non-substantive	
I225-2	RI-TAC	Jo Boatright		General Road Closures: End of Pass Creek Road #212, which may require a change in trailhead.	Substantive	
I225-3	RI-TAC	Jo Boatright		Cloyes Lake Road to all motorized use. Hikers can wade the stream crossing and then hike up to the Pear Lake view.	Substantive	
I225-4	RI-TAC	Jo Boatright		Winter closures on Fooses Creek Road #225 and Turret Road #184 from November to May	Substantive	
I225-5	RI-TAC	Jo Boatright		Other closure considerations: Grizzly Gulch Lake #296 suffers greatly from motor use. There are "mini-lakes" on present road with more forming near same places. This should be closed until these areas are re-established, then perhaps make a truly mandatory road for the future. Mis-use of this area by some motor vehicles really requires closure.	Substantive	
I225-6	RI-WAT	Jo Boatright		FR 110j South Halfmoon closed to motor traffic. This is a watershed area.	Substantive	
I225-7	RI-NOI	Jo Boatright		Pass Creek Trail should be closed to motor use as it has a negative effect on quiet users.	Substantive	
I225-8	RI-TAC	Jo Boatright		Poplar Gulch Trail: The south side of this is not as "beat up" as the north--Green Timber Gulch--side. The north portion shows serious trail damage due to dirt bikes, almost the entire length, and really must be considered for closure. This trail was not used by dirt bikes until about 10 years ago. The trail used to be a good trail until it became known to and then overused (in a short number of years) by dirt bikers. Close the Green Timber side. Ideally the south side should be closed also as it soon will be in as bad condition as the Green Timber side.	Substantive	
I225-9	RI-FWV	Jo Boatright		Willow Creek, FR 222 should be closed--wildlife impacts.	Substantive	
I225-10	RI-LRSD	Jo Boatright		Colorado Trail north of Marshall Pass. This is also the Continental Divide Trail.	Substantive	
I225-11	RI-TAC	Jo Boatright		Mixed OHV and passenger cars safety issues. South Cottonwood Road #344 Highway licensed vehicles only	Substantive	
I225-12	RI-TAC	Jo Boatright		Cottonwood Lake Campground 344.B and 344.A closed at point beyond the campground.	Substantive	
I226-1	GEN	Joe Knopinski		I own property in Park County adjoining the Pike National Forest. Forest Service Road 141 is within (mostly) an easement to the Forest Service on my property. The address of the property is 2348 Al Gulch Road, Jefferson, CO 80456. The legal description is Lot 207, Lost Park Ranch Filing No. 2, Park County. I support Preliminary Scoping Alternatives C	Non-substantive	

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				and D with some specific changes related to FS 141. First, I am not opposed to multi-use in our national forests. I understand and appreciate the desire of different people to appreciate our national treasures – our forests – in different ways. Still, one's appreciation should not diminish or destroy another's enjoyment.		
1226-2	GEN	Joe Knopinski		Alternatives C & D reduce the over 2,000 miles of roads and 500 miles of motorized trails within the PSI by only 6%. Certainly the remaining roads and trails will allow use by motorized vehicles and OHV's without the significant effect on the environment and other users.	Non-substantive	
1226-3	RI-TAC	Joe Knopinski		Both Alternatives C and D call for the short remaining stretch of FS 141 to eliminate mixed use which I understand would allow vehicles licensed for road travel yet not ATV's, motorbikes and other unlicensed vehicles. FS 141 is the subject of some confusion regarding whether it is a County Road from the intersection with Park County Road 177 to the end at the cul-de-sac on Al Gulch Road. Park County has been maintaining Al Gulch Road and accepts the responsibility to continue to maintain it.	Substantive	
1226-4	RI-TAC	Joe Knopinski		Regardless of this question, I am only concerned with the 2nd segment of 141, the 1 1/2 mile stretch beginning on my property and ending where the Forest Service closed off the road to motorized traffic about five years ago. This segment is rated H/H in the Travel Analysis Process ("TAP") apparently for the access to recreation – likely the trailhead for the Nate Stultz Trail approximately one mile up the road. There is absolutely no reason to keep the road open beyond this trail head for any motorized vehicles, licensed or otherwise. Then, is this short stretch of a single road so important that mixed use cannot be eliminated? And then, with the difficulty of enforcing the prohibition of OHV's, when the road is open to cars and trucks, does it make sense to leave it open for even those licensed vehicles? The access provided to the forest by 141 for OHV's allows many of them to stray beyond the approved roadway and carve out illegal connecting trails to other roads. These trails, the worst of which connects 141 to 829 (or is it "844"), is commonly used by ATV's and motorbikes. My wife accosted nine ATV drivers on September 3rd on this "trail" reminding them that travel off the main road (141) was illegal in a motorized vehicle. They scoffed, knowing nothing would come of their illegal actions.	Substantive	
1226-5	RI-LRSD	Joe Knopinski		And nothing has come for all the users of this trail since the Forest Service has insufficient funding to maintain roads, much less enforce off-road travel restrictions. When I made a complaint years ago about this illegal trail, signage was installed at the start stating NO MOTORIZED VEHICLES. This fiberglass marker was gone within two weeks of placement and trail riding recommenced. Our frequent piling of logs on this route also is to no avail since they are just pushed aside or run over by the illegal vehicles.	Substantive	
1226-6	RI-TAC	Joe Knopinski		The challenge of eliminating mixed use is enforcing the prohibition on non-licensed vehicles – ATV's and motorbikes. The folks that ride these vehicles have proven that signage can be ignored with no consequences. Accordingly, I request that all motorized vehicles be prohibited on Segment 2 of FS 141. This stretch has limited value but for the access to the trailhead. That trailhead can be accessed by hikers from the end of the County Road; Al Gulch Road. In fact, many hikers park in the cul-de-sac and hike up the	Substantive	

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				road either to continue on the non-motorized extension of 141, the administrative road, or up the Nate Stultz trail. The short stretch of dead-end road, only 1 1/2 miles long with limited camping and no views or vistas, has limited value even though rated H in the TAP for road benefit rating. The road risk rating of H should carry more weight considering the challenged sustainability environmentally, socially and fiscally. The limited funding for forest service roads should not be spent on this short stretch of limited value road. If the road is kept open with mixed use eliminated, the Forest Service will need to commit to stepped up enforcement to control illegal use, both on the roadway as well as the illegal trails that emanate from this road. I suggest a joint effort with the Colorado Parks and Wildlife officers who are commissioned to enforce these rules.		
1227-I	RI-TAC	Daniel Treat		I was unaware of this travel management plan, until today, and am potentially directly effected by its outcome. I was not notified of this proposal and suspect that numerous other individuals, will be adversely effected because of not being notified. Consequently, the affected public will not be given adequate opportunity to submit input in to the management decision process. I adamantly suggest that the United States Forest Service and or other acting agencies and organizations individually notify all of the public who are private property owners that rely on the various routes for access. Also the scoping comment period should again be extended to reflect this action and allow adequate public participation. Route 226A, in Chaffee County Colorado, provides access to our property. The road is the original route which later became Highway 50. Road 226A parallels in close proximity the current Highway 50 route.	Substantive	
1228-I	GEN	Tyler Baskfield	Trout Unlimited	TU is a private, non-profit conservation organization that has more than 153,00 members dedicated to conserving, protecting and restoring North America's trout fisheries and their watersheds. Statewide, Colorado TU has more than 10,000 members and 23 local chapters. TU is proud of its history of respecting the multiuse philosophy of public lands while guarding the interests of sportsmen and wildlife resources through common sense solutions. TU focuses on maintaining and enhancing the health of watersheds, fisheries and critical wildlife habitat while maintaining access and recreation opportunity for sportsmen when participating in public processes regarding travel management on public lands.	Non-substantive	
1228-2	RI-FW	Tyler Baskfield	Trout Unlimited	After reviewing the proposed alternatives TU would like to bring to the FS attention the following issues: FR 184 Turret Road: This road dissects into the Aspen Ridge roadless area impacting the Browns Canyon National Monument. This area qualifies for Wilderness designation and provides critical habitat for elk and bighorn sheep. The road provides access to unauthorized motorized use within the monument and within the BLM Browns Canyon Wilderness study area. TU believes the best solution to curb unauthorized motorized use and enforcement issues that have been identified is to have the FS close FR 184 just before it enters Greens Gulch to help insure proper use in the Browns Canyon Area.	Substantive	
1228-3	RI-TES	Tyler Baskfield	Trout Unlimited	FR 133 Rock Creek Road: More than .31 miles of this road runs near and parallel to Rock Creek. Rock Creek is home to a population of threatened Greenback Cutthroat Trout. TU believes it is critical to protect this trout population from sediment load and other	Substantive	

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				risks associated with motorized use. Decommissioning FR 133 east of the Colorado Trail would help protect the Greenback Cutthroat Trout population in Rock Creek.		
I228-4	RI-FW	Tyler Baskfield	Trout Unlimited	FR 332.A Sarah Road: The Trout Creek area provides critical habitat for a number of different species including elk and deer. The FS intended to close a segment of the road to mitigate negative impacts to wildlife. TU believes the FS should close the most eastern mile of FR 332.A to minimize its impact on the wildlife resource in the area.	Substantive	
I228-5	RI-FW	Tyler Baskfield	Trout Unlimited	FR 381 Cloyses Lake Road: This road allows for motorized use to negatively impact several watersheds and fisheries including Clear Creek. Clear Creek continues to grow in popularity as a fishery and there have been a number of efforts from a variety of sportsman and environmental organizations to improve its water quality. As the fishery improves, TU believes limiting the negative impacts from motorized use on FR 381 will help in these efforts downstream. TU would like to see the closing of FR 381 prior to crossing Clear Creek.	Substantive	
I228-6	RI-LRSD	Tyler Baskfield	Trout Unlimited	TU believes motor vehicles are a legitimate and appropriate use on many FS lands when managed correctly. Many of our members use them on a regular basis in order to enhance their recreational experiences. TU believes the above suggestions pertaining to the PSI potential travel management alternatives will help insure long-term recreational motor vehicle use with fewer negative impacts on wildlife resources and watersheds and less conflict with other recreationalists.	Non-substantive	
I229-1	OS NR	Roz McClellan		Wanted to ask if comments can be submitted after 5 PM today.	Non-substantive	
I230-1	GEN	Polly Reetz		My background is in wildlife conservation (MS, Cornell University, 1975) and I worked for the National Audubon Society for 8.5 years as a wildlife policy analyst and regional representative.	Non-substantive	
I230-2	RI-TAC	Polly Reetz		Regarding FR 603, which accesses the Horsehoe Basin and Horsehoe Mountain area on the east side of South Park: this road passes through private property to reach the upper part of Horseshoe Basin. Currently "No Trespassing" signs appear frequently along the sides of the road, suggesting that it is not useable by the public. I would like to see this road converted into a non-motorized trail beyond the point where private property owners need motorized access, and its status as a Forest Service road clarified. It is the best access into a spectacular mountain basin.	Substantive	
I230-3	RI-TAC	Polly Reetz		Lost Creek Wilderness area: My family has hiked into Lost Creek from all sides and camped at most of the campgrounds on its borders (Lost Park, Goose Creek, etc.). We have a special affection for this unique area. On its borders, I would like to see the roads east of the Colorado Trail intersection closed and decommissioned, and an adequate parking and turnaround area established at that point to allow sustainable trail use and access.	Substantive	
I230-4	RI-TAC	Polly Reetz		FR 126, the Twin Cones Road, was originally an administrative-only use road created for the installation and infrequent access to a radio repeater on top of the North Twin Cones Pak. Now this road is open to public motorized use, for which it was never designed or	Substantive	

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				intended, and significant resource damage is occurring. This road should be closed to public motorized use well outside of the designated non-motorized management area.		
1230-5	RI-FWV	Polly Reetz		In general, roads that have intruded into wilderness study areas and roadless areas, especially in Browns Canyon National Monument (e.g. FR 184) should be closed and decommissioned. FR 184 impacts habitat for elk and bighorn sheep and also has promoted unauthorized motorized use within the monument that has evidently been hard to manage. Both the wildlife impacts and the difficulty of management suggest that FR 184 should be decommissioned as a motorized route.	Substantive	
1231-1	GEN	Melanie Roth		The Chalk Creek drainage is a very popular area for multi use and has a very high number of day visitors to the St. Elmo townsite. Based on Chaffee County Road Department traffic counts taken over 10 years ago, it is estimated that more than 100,000 people visit the townsite annually with the bulk of those visitors consisting of families visiting during the months of May thru October. These visitors are from Chaffee County, Colorado, the U.S. and many foreign countries. The majority of these visitors come to the area to enjoy the National Register District mining town and the beauty of the canyon. Prior to the 1990's, the upper reaches of the canyon were accessed by families or groups traveling in jeeps, by moderate use of motor cycles, snowmobiles and trail bikes, bicycles and by hikers. In the ensuing years, OHVs have become extremely popular methods of exploring forest lands, particularly in this drainage. This usage has impacted the canyon in many ways and a great number of people who have visited the canyon for the past twenty-five years feel the Canyon has become a giant amusement park for OHV use, to the detriment of other users of, and visitors to the area. Foreign visitors to St. Elmo are especially vocal in their dislike of St. Elmo as a "motor head" area and question why the authorities have allowed this to happen.	Substantive	
1231-2	RI-LRSD	Melanie Roth		In considering travel management in the canyon, the USFS needs to give great consideration to the balance of user groups in the area and private property in holdings, both of mining claims and the historic communities of Alpine and St. Elmo.	Substantive	
1231-3	RI-TAC	Melanie Roth		Consideration should also be given in the following areas: USFS presence in the canyon is extremely limited and OHV users are seen frequently veering off OHV designated routes and trespassing on private property. This results in resource damage and vandalism to private and federally owned property. Designated routes need to be signed and personnel need to be in the area to enforce signage.	Substantive	
1231-4	RI-TAC	Melanie Roth		Increased Visitation in the Canyon in 2016: Traffic in the Canyon has increased dramatically this summer and careful consideration should be given for increasing any use that compounds already existing traffic problems. Prior traffic counts, and usage data based on those counts, is now obsolete. No one has ever seen this much traffic in the Canyon.	Substantive	
1231-5	RI-TAC	Melanie Roth		On Saturday, July 30th, 2016, I happened to be in St. Elmo and noted how many vehicles were in the Grizzly parking area and in St. Elmo. 1:15 p.m. Traffic count: USFS Grizzly parking lot: 4 trailers, 9 individual cars impinged on additional parking of trailers due to non-stacking of vehicles. These were Volunteers for Outdoor Colorado vehicles that were involved in a trail project near the Alpine Tunnel. This problem occurred with each	Substantive	

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				volunteer activity of VOC this summer. OHV Trailer & Trucks Within the townsite of St. Elmo: 27 Trailers & trucks on Country Roadways and trespassing on private property. Along Main Street St. Elmo: 47 individual cars, 8 side by side OHVs. Grand Total: 31 trailers and trucks/Associated vehicles pulling trailers, 56 passenger vehicles, 8 side by sides.		
1231-6	RI-TAC	Melanie Roth		St. Elmo and Chalk Creek Canyon are being compromised by the sheer volume of OHVs and their associated vehicles. The town has adequate areas to handle the passenger vehicle parking, if OHV related vehicles were not parking in the townsite. All OHVs and their associated vehicles should be restricted to parking at Grizzly.	Substantive	
1231-7	RI-LRSD	Melanie Roth		The USFS is promoting increased usage during summer months by Special Use Permit Holders which will only exacerbate existing parking problems and severely degrade the experience of day visitors to St. Elmo and Chalk Creek.	Substantive	
1231-8	RI-CR	Melanie Roth		Cultural Resources & Private Property in jeopardy with lack of USFS personnel in the area: Cultural resources within the Canyon are significant and are currently being surveyed under a Reconnaissance Survey project led by Historic St. Elmo and Chalk Creek Canyon, Inc. and partially funded by the Colorado State Historical Fund with an additional grant award from the Colorado Department of Reclamation and Mining Safety. The Reconnaissance Survey has identified many possible National Register and Landscape Districts that retain building remnants and archaeological evidence that make this one of the most unique mining communities in the state. But these areas are being compromised due to greater accessibility by OHVs, traveling on designated and illegal routes with no show of enforcement in the canyon. Visitors feel free to damage building remnants, remove artifacts and erase important elements of the history of the canyon. The consultant conducting the survey has noted irreparable damage to sites located on private and federal lands that occurred during follow up visits in his field work conducted in 2015.	Substantive	
1231-9	RI-CR	Melanie Roth		Resource damage occurred in the following areas: Grizzly Lake Road #296 - There are several important mining sites and residential communities that represent the earliest settlement of Chalk Creek Canyon and are eligible for National Register Listing. Many of these sites are located directly along the roadway and have seen a dramatic problem with damage and needless vandalism with increased travel in the area.	Substantive	
1231-10	RI-CR	Melanie Roth		Pomeroy Lake Road #297 – This area is also incurring damage to cultural resources on federal and private property and also includes register eligible buildings and sites. This area has a very high number of OHVs that are traveling off the designated route which is causing trespassing and damage issues to owners of private property. This area would benefit from signage that marks the designated route. It would also be extremely beneficial to have personnel monitor the area for compliance with the ability to write tickets if necessary.	substantive	
1231-11	RI-CR	Melanie Roth		The Hancock Road #295 – This roadway has all the problems of 296 & 297, but on a larger scale of occurrence. OHVs are veering off the designated route and are trespassing on private property on a daily basis. There are several very important mining sites, located adjacent the roadway and on an undesignated route above the Allie Bell, that are seeing extensive damage due to OHV users.	Substantive	

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I231-12	RI-TAC	Melanie Roth		Specific Comments to Maps: The Poplar Gulch Trail should be dropped as a motorcycle/trail bike and mountain bike route and changed to hiking only. This trail is an extremely steep trail and incurs dramatic resource damage with other than foot traffic use. There are other areas available to bikers and this was historically a foot traffic and pack animal trail.	Substantive	
I231-13	RI-CR	Melanie Roth		The Alpine Tunnel Trail should remain a foot traffic trail only. This has become a favored walking trail by Chaffee County locals and visitors to the area because it offers a non-motorized trail. It provides a scenic and historic trail over the route of the Denver, South Park and Pacific Railroad. This is the only area in Chalk Creek that still retains original railroad ties. It was closed in the 1990's by the USFS to provide a walking trail, but primarily to prevent cultural resource damage.	Substantive	
I231-14	RI-TAC	Melanie Roth		292 thru the platted townsite of Alpine was not opened as an OHV route by resolution of the Chaffee County Commissioners and should be dropped as an OHV route in future Motor Vehicle Use Maps.	Substantive	
I231-15	RI-TAC	Melanie Roth		Other Area Comments: 345 The Bald Mountain Radio Tower Road should be dropped as a route open to OHVs on the MVU Maps. There is an extreme problem along this roadway with extended illegal camping, trespassing and vandalism occurring to adjacent private property owners. There is no available parking and designation of this route encourages resource damage to federally and privately owned land.	Substantive	
I232-1	GEN REG	Stephanie Decet		For the record, I am only representing myself in this letter, not the county. As a Chaffee County Planning and Zoning Commissioner, I am very familiar with the Land Use Code. Closure of some of these roads will create non-conforming uses in regards to the Chaffee County Land Use Code on private properties located within our National Forest and BLM lands. It will also create conflicts with existing loans or future loans from financial institutions regarding private properties affected by these proposed closures by denying historical motorized access.	Substantive	
I232-2	RI-HS	Stephanie Decet		Health and safety issues will be created by the proposed road closures. Fire and EMS services will not have access to private property homes or their land.	Substantive	
I232-3	GEN	Stephanie Decet		I believe this is a violation of our Fifth Amendment of the U.S. Constitution. These proposals are a taking of existing property rights. As a property owner of several hundred acres within the U.S. Forest Service and State Lands, I will be directly affected by the proposed closures of FR183 and FR 181. I do not feel that proper notification was sent to any of the property owners or lessee's within these proposed closure areas. No one would deny that the Forest Service can and should manage its lands to protect our natural resources. My solution is to have the Forest Service meet with the affected property owners regarding each closure and find ways to bring these roads up to the required standards, instead of just closing them. I will personally work with the Forest Service to accomplish these goals.	Substantive	
I233-1	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 102 (EAST TENNESSEE) 4.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: NE of 101.C intersection. Relevant Data: Intersection with Elk production area: 3.49 mi.		
1233-2	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 103 (SAINT KEVIN) 2.5-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: protect winter snow surface. Relevant Data:	Substantive	
1233-3	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 109 (MT. ZION 4WD) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Elk winter concentration area: 0.6 mi.	Substantive	
1233-4	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 109 (MT. ZION 4WD) 5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Close and decommission 3/4 of a mile of unauthorized route beyond designated end of road (1/2 mile in Roadless). Install fence (to prevent unauthorized bypass across the tundra) and locked gate at end of road(for access to SUP route to hut) at 39°19'47.20"N 106°15'38.42"W. Relevant Data: Intersection with Elk winter concentration area: 1.38 mi.	Substantive	
1233-5	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110 (HALFMOON) 3.37-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add winter closure to protect snow surface. Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.21 mi.	Substantive	
1233-6	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110J (SOUTH HALFMOON 4WD) 1.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-7	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Close before halfmoon creek crossing at 39° 9'0.29"N 106°27'21.20"W. Relevant Data:</p> <p>RD 111 (DRY UNION) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add winter closure for wildlife. Relevant Data: Intersection with Elk production area: 0.3 mi. Intersection with Mule deer critical winter habitat: 0.3 mi.</p>	Substantive	
1233-8	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 111 (DRY UNION) 2.94-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add winter and closure till late june for wildlife and elk. Relevant Data: Intersection with Elk production area: 2.73 mi. Intersection with Elk winter concentration area: 0.4 mi. Intersection with Mule deer critical winter habitat: 1.76 mi.</p>	Substantive	
1233-9	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 122 (LILLY POND) 2.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: protect elk production. Relevant Data: Quiet use conflict. Intersection with Elk production area: 2.19 mi. Intersection with Elk winter concentration area: 0.18 mi. Intersection with Mule deer critical winter habitat: 1.05 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 2.06 mi.</p>	Substantive	
1233-10	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 124 (GORDON GULCH) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Intersection with Bighorn sheep winter range: 1.01 mi. Intersection with Elk production area: 0.63 mi. Intersection with Elk winter concentration area: 0.36 mi.</p>	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-11	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.B (MT. ELBERT) 1.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: Most use is hiking, expand parking at bottom after convert to admin. Relevant Data: Dead End Quiet Trail Comment: ct. cdnst, I481. Quiet use conflict. Intersection with Elk production area: 1.34 mi. Intersection with Mule deer critical winter habitat: 0.8 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.71 mi.	Substantive	
I233-12	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.C (HOLLENBECK) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Quiet use conflict. Intersection with Elk production area: 1.13 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.12 mi.	Substantive	
I233-13	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.D (FOREBAY DISPERSED CAMP'G) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Elk winter concentration area: 0.55 mi. Intersection with Mule deer critical winter habitat: 0.55 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.55 mi.	Substantive	
I233-14	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.F (CORSKE CREEK) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Elk production area: 0.19 mi. Intersection with Elk winter concentration area: 0.55 mi. Intersection with Mule deer critical winter habitat: 0.55 mi.	Substantive	
I233-15	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 131 (WEST TENNESSEE) 1.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				or may or may not be appropriate on these routes. Notes/comments: west of 39°21'0.27"N 106°21'38.38"W. Relevant Data: Dead End Quiet Trail Potential. Quiet use conflict. Intersection with Bighorn sheep winter range: 0.84 mi. Intersection with Elk production area: 1.4 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.4 mi.		
1233-16	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 137 (BUCKEYE GULCH) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: questionable access through private. Relevant Data: Dead End Quiet Trail Comment: 1517.	Substantive	
1233-17	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 137.A (BUCKEYE SPUR) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-18	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 139 (LONGS GULCH) 0.79-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Colorado Roadless Area: 0.68 mi. Colorado Roadless Area Upper Tier: 0.34 mi. Alt D proposes decommissioning or conversion to admin use. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-19	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 145 (SLIDE LAKE 4WD) 1.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Modify seasonal closure to allowed 7/1-11/30. Relevant Data: Dead End Quiet Trail Comment: 0.99. Quiet use conflict. Intersection with Bighorn sheep production area: 1 mi.		
1233-20	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 145 (SLIDE LAKE 4WD) 0.69-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Modify seasonal closure open 7/2-11/22. Notes/comments: Route segment is in Eagle County and on WRNF Holy Cross District. Modify to match Holy Cross MVUM and to protect winter snow surface. Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.26 mi.	Substantive	
1233-21	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 150 (GOLD BASIN) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: if claims need access then SUP. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.61 mi.	Substantive	
1233-22	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 153: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use. Intersection with PSI Management Area 3A (non-motorized): 0.8 mi.	Substantive	
1233-23	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 174 (WILLOW STUMP) 1.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: route already has a gate in place. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use. Intersection with Bighorn sheep winter range: 0.12 mi. Intersection with Elk production area: 0.88 mi. Intersection with Elk winter concentration area: 1.13 mi. Intersection with Golden eagle nest area: 0.19 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.37 mi.	Substantive	
1233-24	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 368 (THREE ELK) 1.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. (2) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: decom. West of trail 1455. Admin west of constructing parking area adjacent to CR 368. Relevant Data: Dead End Quiet Trail Comment: 1455/1504. Quiet use conflict. Intersection with Elk production area: 1.24 mi.	Substantive	
1233-25	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369 (SCHOOL HOUSE) 1.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				production (calving) areas). Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.05 mi. Intersection with Bighorn sheep winter range: 0.04 mi. Intersection with Elk production area: 0.58 mi.		
1233-26	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369.A (PVT ACCESS NO. 1) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-27	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369.B (PVT ACCESS NO. 2) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-28	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370 (DRY COLUMBIA GULCH 4WD) 2.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.5 mi. Intersection with Bighorn sheep production area: 0.21 mi. Intersection with Elk production area: 1.52 mi. Intersection with Elk winter concentration area: 0.8 mi.	Substantive	
1233-29	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 379 (COLUMBIA GULCH 4WD) 0.9-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use. Intersection with Elk production area: 0.36 mi.	Substantive	
1233-30	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 379 (COLUMBIA GULCH 4WD) 0.4-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.4 mi. Intersection with Elk production area: 0.33 mi. Intersection with Elk winter concentration area: 0.4 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-31	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 380 (SAWMILL GULCH) 0.75-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I and 2. (1) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: at 39° 1'59.74"N 106°14'14.03"W. Relevant Data: Intersection with Bighorn sheep winter range: 0.66 mi.	Substantive	
1233-32	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 381 (CLOYESE LAKE 4WD) 2.75-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: beyond top of hill north of Clear Creek. Relevant Data: Stem into Wilderness: 2.5 mi.TAP Low Value/High Risk. Dead End Quiet Trail Potential. Quiet use conflict. Intersection with Bighorn sheep production area: 0.37 mi. Intersection with Bighorn sheep winter range: 0.37 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.51 mi.	Substantive	
1233-33	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 387.A (WAPAKA) 1.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Intersection with Elk production area: 1.41 mi.	Substantive	
1233-34	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 390 (CLEAR CREEK) 7.16-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Bighorn sheep production area: 5.85 mi. Intersection with Bighorn sheep winter range: 7.03 mi. Intersection with Elk production area: 0.55 mi. Intersection with Mule deer critical winter habitat: 0.07 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 2.95 mi.	Substantive	
1233-35	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 396 (GRANITE BURN) 3.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Bighorn sheep winter range: 0.37 mi. Intersection with Elk winter concentration area: 0.43 mi. Intersection with Mule deer critical winter habitat: 0.14 mi.		
1233-36	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 397 (TWOBIT) 2.147-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: North of 397.A. Relevant Data: Dead End Quiet Trail Potential. Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 2.15 mi. Intersection with Elk production area: 0.11 mi. Intersection with Elk winter concentration area: 2.15 mi. Intersection with Mule deer critical winter habitat: 2.15 mi.	Substantive	
1233-37	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 397.A (POACHER'S LOOP) 3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Bighorn sheep winter range: 1.14 mi. Intersection with Elk production area: 0.3 mi. Intersection with Elk winter concentration area: 3.06 mi. Intersection with Mule deer critical winter habitat: 1.93 mi.	Substantive	
1233-38	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 397.B (RADIO TOWER SPUR) 1.32-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Alt D proposes conversion to admin use. Intersection with Bighorn sheep winter range: 1.33 mi. Intersection with Elk winter concentration area: 1.33 mi. Intersection with Mule deer critical winter habitat: 1.33 mi.	Substantive	
1233-39	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 398 (LOST CANYON) 2.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: Close to public motorized use west of 39° 2'21.16"N 106°20'56.28"W. Relevant Data: Quiet use conflict. Intersection with PSI Management Area 3A (non-motorized): 2.04 mi. Intersection with Bighorn sheep winter range: 1.32 mi. Intersection with Elk production area: 0.08 mi.		
I233-40	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 398.A: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Quiet use conflict. Intersection with PSI Management Area 3A (non-motorized): 0.29 mi.	Substantive	
I233-41	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 398.B: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Quiet use conflict. Intersection with PSI Management Area 3A (non-motorized): 0.2 mi.	Substantive	
I233-42	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 399.A (CACHE CR DITCH EAST) I.1-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Colorado Roadless Area: 1.06 mi. Alt D proposes decommissioning or conversion to admin use. Intersection with PSI Management Area 3A (non-motorized): 0.75 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 1.06 mi.	Substantive	
I233-43	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 399.B (CACHE CR DITCH WEST) I.7-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Colorado Roadless Area: 1.7 mi. Alt D proposes decommissioning or conversion to admin use. Intersection with PSI Management Area 3A (non-motorized): 1.13 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 1.7 mi.	Substantive	
I233-44	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 422 (SAWMILL RIDGE) 2.24-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Reroute the initial segment of this road. Seasonal closure and close/decommission road at 39°	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				7'0.25"N 106°17'20.17"W. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 0.35 mi. Intersection with Elk production area: 0.87 mi. Intersection with Elk winter concentration area: 1.77 mi. Intersection with Mule deer critical winter habitat: 1.04 mi.		
1233-45	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.C (PLUM CREEK) 1.767-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-46	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.CA (UNIT C) 0.83-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-47	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.CB (UNIT F) 0.675-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-48	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.D (STAGGS) 0.89-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-49	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.E (STAGGS SPUR) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-50	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.G (QUARTZ) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi.	Substantive	
1233-51	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.N (AQUEDUCT) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-52	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.Q (RRR CAMP 2) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.37 mi.	Substantive	
1233-53	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.R (BACKSTOP) 0.6-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.6 mi. Intersection with Bighorn sheep winter range: 0.6 mi.	Substantive	
1233-54	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 302.A (DEVIL'S KITCHEN) 1.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Route is already closed and decommissioned. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use. Intersection with Mexican spotted owl USFWS Critical Habitat: 1.18 mi.	Substantive	
1233-55	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 304 (WATERLINE) 2.12-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-56	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308 (SKELTON RIDGE) 0.25-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-57	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 309 (FARISH) 0.98-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-58	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 312 (FARRISH MEMORIAL) 1.44-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: past 314. Relevant Data:	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-59	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 312.A (CARROLL LAKES) 0.35-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-60	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 314.A (SKID) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-61	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 314.B (ENSIGN RIDGE) 0.33-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-62	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 319 (POWERLINE SOUTH) 0.85-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-63	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 322 (BALANCED ROCK) 7.53-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-64	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 323 (WINDING STAIRS) 3.87-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-65	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 324 (ICE CAVE) 5.135-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-66	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 324.A (CHIMNEY PEAK) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
area proposal).						
1233-67	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 324.B (COUNTY LINE) 2.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Alt D proposes decommissioning or conversion to admin use.	Substantive	
1233-68	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 325 (SAYLOR PARK) 1.715-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-69	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 325.A (SAYLOR PARK CUTOFF) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-70	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 327 (GOVE CREEK) 4.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: LAST 3 MILES. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-71	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332.A (SARAH) 0.61-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: easternmost segment between 332 and 332.A. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.61 mi. Intersection with Elk winter concentration area: 0.61 mi.	Substantive	
1233-72	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332.A (SARAH) 0.84-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: easternmost segment between 332 and 332.A. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.84 mi. Intersection with Elk winter concentration area: 0.84 mi.	Substantive	
1233-73	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332.CA (LINDA SPUR) 0.61-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.61 mi. Intersection with Elk winter concentration area: 0.47 mi.	Substantive	
1233-74	RI-TAC	Alison Gallensky	Rocky Mountain	RD 332.D (CONNECTOR) 0.37-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
			Wild	take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.36 mi. Intersection with Elk winter concentration area: 0.36 mi.		
1233-75	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332.E (LAURA LANE SPUR) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi. Intersection with Elk winter concentration area: 0.08 mi.	Substantive	
1233-76	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 336.A (SHOOTING) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Elk winter concentration area: 0.49 mi.	Substantive	
1233-77	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337 (CRYSTOLA S.H.) 0.06-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Change to private. Relevant Data: Intersection with Elk winter concentration area: 0.06 mi.	Substantive	
1233-78	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337 (CRYSTOLA S.H.) 0.88-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Change to private. Relevant Data: Intersection with Elk winter concentration area: 0.88 mi.	Substantive	
1233-79	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 339.C (CREEK CROSSING) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-80	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 342.A (TEMPLED HILLS) 0.4-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-81	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 346 (HOTEL GULCH) 3.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-82	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 346.B (HOTEL SPUR EAST) 0.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:		
I233-83	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 352.A () OP MAINT LEVEL sett closed: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use.	Substantive	
I233-84	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 352.B () OP MAINT LEVEL sett closed: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use.	Substantive	
I233-85	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 355.A (WHALES) 0.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
I233-86	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 355.B (MORGAN) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
I233-87	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 356.A (ASPEN HILLS SHORT CUT) 0.4-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Intersection with Elk production area: 0.4 mi.	Substantive	
I233-88	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 357.N (HARRY'S DRIVE) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
I233-89	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 359.A (LONG GULCH WEST) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use.	Substantive	
I233-90	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 359.E (CEDAR CUT I) 0.44-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-91	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369 (TRANSMITTER) 0.9-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: close to public use. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.9 mi. Intersection with Peregrine falcon active nest site: 0.19 mi.	Substantive	
1233-92	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.E (ST. PETES SHOOTING RANGE) 0.33-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.34 mi.	Substantive	
1233-93	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.A (BULL PARK) 2.61-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 4.05 mi. Intersection with Cutthroat Trout habitat: 0.1 mi. Intersection with Bighorn sheep winter range: 1.49 mi.	Substantive	
1233-94	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 377 (SKY HIGH RANCH) 0.741-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Intersection with Elk winter concentration area: 0.65 mi.	Substantive	
1233-95	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 379.A (ALMAGRE) 1.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.75 mi. Intersection with Colorado Natural Heritage Program	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.75 mi.		
1233-96	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 385 (CATAMOUNT) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-97	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 385 (CATAMOUNT) 1.75-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 1.62 mi.	Substantive	
1233-98	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 922 (922) 0.043-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-99	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 931 (931) 0.163-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-100	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 949 (949) 0.127-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-101	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 101 (BEAR CREEK) 2.476-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Elk production area: 0.08 mi.	Substantive	
1233-102	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 102 (102) 0.74-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: for winter and elk calving. Relevant Data: Colorado Roadless Area: 0.02 mi. Dead End Quiet Trail Potential. Quiet use conflict. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.64 mi. Intersection with Elk production area: 0.41 mi. Intersection with Elk winter concentration area: 0.64 mi.		
1233-103	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 106 (POWDER CACHE) 0.8-MI SEG, OP MAINT LEVEL closed: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: Road is closed to public use now. Relevant Data: Intersection with Elk production area: 0.25 mi. Intersection with Elk winter concentration area: 0.67 mi. Intersection with Mule deer critical winter habitat: 0.34 mi.	Substantive	
1233-104	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 108 (METHODIST MOUNTAIN) 1.65-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I and 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: add seasonal winter closure , Convert to Admin above upper Rainbow Trail. Relevant Data: Intersection with Elk winter concentration area: 1 mi. Intersection with Mule deer critical winter habitat: 0.12 mi.	Substantive	
1233-105	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 124 (SAND GULCH) 1.566-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Close to motorized convert to quiet trail. Relevant Data: Colorado Roadless Area: 0.41 mi. TAP Low Value/High Risk. Quiet use conflict. Intersection with Elk production area: 1.08 mi. Intersection with Elk winter concentration area: 0.85 mi. Intersection with Mule deer critical winter habitat: 0.72 mi.	Substantive	
1233-106	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1411 (PASS CREEK) 3.347-MI SEG: Recommendation: Close to motorized. Relevant Data: Colorado Roadless Area: 3.34 mi. Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 0.93 mi. Intersection with Elk production area: 2.85 mi. Intersection with Elk winter	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
concentration area: 0.68 mi.						
1233-107	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1412 (GREENS CREEK) 6.816-MI SEG: Recommendation: Close to motorized. Relevant Data: Colorado Roadless Area: 6.51 mi. Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.87 mi. Intersection with Bighorn sheep winter range: 3.87 mi. Intersection with Elk production area: 4.75 mi. Intersection with Elk winter concentration area: 1.04 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.61 mi.	Substantive	
1233-108	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1436 (POPLAR GULCH) 6.12-MI SEG: Recommendation: Close to motorcycle use. Relevant Data: Colorado Roadless Area: 5.96 mi. Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.73 mi.	Substantive	
1233-109	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 162.A (MT PRINCETON CG) 0.285-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Elk winter concentration area: 0.28 mi. Intersection with Mule deer critical winter habitat: 0.28 mi.	Substantive	
1233-110	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 162.B (CHALK LAKE CG) 0.196-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Elk winter concentration area: 0.2 mi. Intersection with Mule deer critical winter habitat: 0.2 mi.	Substantive	
1233-111	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 162.C (CHALK LAKE) 0.061-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Elk winter concentration area: 0.06 mi. Intersection with Mule deer critical winter habitat: 0.06 mi.	Substantive	
1233-112	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 162.D (CASCADE CG) 0.371-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Elk winter concentration area: 0.37 mi. Intersection with Mule deer critical winter habitat: 0.26 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-113	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 173 (DEAD HORSE GULCH 4WD) 3.65-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Bighorn sheep winter range: 3.65 mi. Intersection with Elk winter concentration area: 0.96 mi. Intersection with Mule deer critical winter habitat: 3.65 mi.	Substantive	
1233-114	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 180.B (MILL GULCH SPUR) 0.85-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Bighorn sheep winter range: 0.06 mi.	Substantive	
1233-115	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 180.C (HEISTER GULCH) 4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Decom east of 38°36'58.15"N 105°51'44.17"W. Relevant Data: Intersection with Bighorn sheep production area: 0.25 mi. Intersection with Bighorn sheep winter range: 0.03 mi.	Substantive	
1233-116	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 181 (FEDERAL QUARRY) 3.633-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure. Dates Allowed: 4/16-11/30 with SUP access in winter. Relevant Data: Intersection with Bighorn sheep winter range: 3.64 mi. Intersection with Elk winter concentration area: 1.52 mi. Intersection with Mule deer critical winter habitat: 3.64 mi.	Substantive	
1233-117	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 181.A (THE CRATER 4WD) 2.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Bighorn sheep winter range: 2.1 mi. Intersection with Mule deer critical winter habitat: 2.1 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-118	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 182 (JACK RABBIT HILL) 2.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: Convert to ML 2 road with no mixed use. Relevant Data: Intersection with Bighorn sheep winter range: 2.36 mi. Intersection with Elk production area: 1.47 mi. Intersection with Mule deer critical winter habitat: 1.47 mi.	Substantive	
1233-119	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 183 (LONG'S GULCH) 3.29-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Convert to gated SUP road just beyond 183.A intersection. Add seasonal closure. Dates Allowed: 4/16-11/30. Relevant Data: Intersection with Bighorn sheep winter range: 3.29 mi. Intersection with Elk production area: 0.54 mi. Intersection with Elk winter concentration area: 3.29 mi. Intersection with Mule deer critical winter habitat: 1.44 mi.	Substantive	
1233-120	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 183.A (183.A) 1.93-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: west of intersection at 38°36'14.05"N 106° 0'40.29"W. Relevant Data: Intersection with Bighorn sheep winter range: 1.94 mi. Intersection with Elk winter concentration area: 1.94 mi.	Substantive	
1233-121	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 184 (TURRET) 6.519-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure. Close to motorized use north of 38°39'43.99"N 106° 0'4.95"W. Relevant Data: Stem into Wilderness: monument. Dead End Quiet Trail Comment: BLM wsa. Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep production area: 4.38 mi. Intersection with Bighorn sheep winter range: 6.52 mi. Intersection with Mule deer critical winter habitat: 6.52 mi.		
1233-122	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 185.DA (185.DA) 0.25-MI SEG: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Colorado Roadless Area: 0.2 mi. Intersection with Bighorn sheep production area: 0.08 mi. Intersection with Bighorn sheep winter range: 0.25 mi.	Substantive	
1233-123	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 185.DB (185.DB) 0.2-MI SEG: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Colorado Roadless Area: 0.14 mi. Intersection with Bighorn sheep production area: 0.2 mi. Intersection with Bighorn sheep winter range: 0.2 mi.	Substantive	
1233-124	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185.E (W. COLUMBINE GULCH) 1.31-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: SUP access in winter. Relevant Data: Intersection with Bighorn sheep winter range: 0.4 mi.	Substantive	
1233-125	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 188 (CASTLE ROCK GULCH) 5.211-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: add seasonal closure to protect tread surface and wildlife. Relevant Data: Intersection with Bighorn sheep winter range: 1.07 mi. Intersection with Elk production area: 2.48 mi.	Substantive	
1233-126	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201.C (SILVER CR CUTOFF 4WD) 0.95-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure to coincide with BLM closure at Hwy 285. Relevant Data: Intersection with Mule deer critical winter habitat: 0.54 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-127	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 202 (O'HAVER LAKE) 1.582-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: licensed vehicles only. Relevant Data: Quiet use conflict. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.29 mi. Intersection with Elk winter concentration area: 1.25 mi. Intersection with Mule deer critical winter habitat: 1.59 mi.	Substantive	
1233-128	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 202.A (O'HAVER LAKE CG) 0.348-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.35 mi. Intersection with Elk winter concentration area: 0.35 mi. Intersection with Mule deer critical winter habitat: 0.35 mi.	Substantive	
1233-129	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 203.A (STARVATION CREEK) 1.85-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Dead End Quiet Trail Potential. Quiet use conflict. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.54 mi.	Substantive	
1233-130	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 204 (DROZ CREEK) 2.086-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I and 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Gate just past cabin. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.04 mi. Intersection with Elk winter concentration area: 2.04 mi. Intersection with Mule deer critical winter habitat: 1.15 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-131	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 208 (208) 0.19-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-132	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 210 (LITTLE COCHETOPA) 2.39-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: winter extended to late june for elk. Relevant Data: Dead End Quiet Trail Comment: 1409. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.81 mi. Intersection with Bighorn sheep winter range: 0.99 mi. Intersection with Elk production area: 2.39 mi. Intersection with Elk winter concentration area: 0.16 mi.	Substantive	
1233-133	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 212 (PASS CREEK) 1.125-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure (coord. With BLM). Close final ~1 mile segment of road. Relocate TH. Remove road from roadless area. Relevant Data: Colorado Roadless Area: 0.28 mi. Dead End Quiet Trail Comment: 1411. Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.13 mi. Intersection with Elk production area: 1.08 mi. Intersection with Elk winter concentration area: 1.13 mi. Intersection with Mule deer critical winter habitat: 0.19 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-134	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214 (SPRUCE CREEK) 4.677-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: extend closure till late june for elk production. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 4.77 mi. Intersection with Elk production area: 3 mi. Intersection with Elk winter concentration area: 4.77 mi. Intersection with Mule deer critical winter habitat: 0.56 mi.	Substantive	
1233-135	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.B (STUMPY CREEK 4WD) 2.227-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: After first 230 yards of an A route for stock tank access. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.52 mi. Intersection with Elk production area: 2.29 mi. Intersection with Elk winter concentration area: 0.83 mi.	Substantive	
1233-136	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.D (RIDGE RUN SPUR) 1.351-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.35 mi. Intersection with Elk production area: 0.17 mi. Intersection with Elk winter concentration area: 1.35 mi.	Substantive	
1233-137	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 219 (POWERLINE) 1.918-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add winter closure for wildlife. Relevant Data: Intersection with Elk winter concentration area:	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1.92 mi. Intersection with Mule deer critical winter habitat: 1.92 mi.						
1233-138	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 219 (POWERLINE) 0.758-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add winter closure for wildlife. Relevant Data: Intersection with Bighorn sheep winter range: 0.07 mi. Intersection with Elk winter concentration area: 0.76 mi. Intersection with Mule deer critical winter habitat: 0.76 mi.	Substantive	
1233-139	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 221 (GREEN CREEK) 4.94-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: A past trailhead. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.27 mi. Intersection with Bighorn sheep winter range: 0.09 mi. Intersection with Elk production area: 2.2 mi. Intersection with Elk winter concentration area: 3.19 mi. Intersection with Mule deer critical winter habitat: 0.79 mi.	Substantive	
1233-140	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 222 (WILLOW CREEK) 5.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.67 mi. Intersection with Elk production area: 4.7 mi. Intersection with Elk winter concentration area: 2.25 mi. Intersection with Mule deer critical winter habitat: 0.63 mi.	Substantive	
1233-141	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 225 (FOOSES CREEK) 2.652-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-142	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: Convert to admin road under powerline south just beyond 225.D to protect wildlife including lynx. Relevant Data:</p> <p>RD 225 (FOOSES CREEK) 2.055-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure at 38°32'24.30"N 106°14'48.48"W at winter trail parking to protect snow surface. Relevant Data: Quiet use conflict.</p>	Substantive	
1233-143	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 225.A (FOOSES CREEK POWERLINE) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: route is little used. Relevant Data:</p>	Substantive	
1233-144	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 225.E (FOOSES CREEK SPUR E) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: this route does not exist on the ground. Relevant Data:</p>	Substantive	
1233-145	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 226 (PIPE) 1.111-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: has been closed to public use for a couple years. Relevant Data: Alt D proposes conversion to admin use. Intersection with Bighorn sheep winter range: 0.06 mi. Intersection with Elk winter concentration area: 0.37 mi. Intersection with Mule deer critical winter habitat: 0.12 mi.</p>	Substantive	
1233-146	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 230.B (CEMETERY) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: Convert to a Special Use Permit or Admin. road at a point ~220 yards in on the road, just beyond the</p>	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				cemetery. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 0.54 mi.		
1233-147	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 230.C (HOFFMAN PARK) 1.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 or 2. (1) Convert to ML-1. (2) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Cutthroat Trout habitat: 0.69 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.96 mi.	Substantive	
1233-148	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 231 (MONARCH PARK CG) 1.346-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: 1 and 2. (1) Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure and eliminate mixed OHV use. Relevant Data: Quiet use conflict.	Substantive	
1233-149	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 231.C (MONARCH PARK C.G. LOOP) 0.248-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-150	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 234 (MONARCH SKI AREA) 0.321-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: the ski area closes this route to public use, paying customers only. Relevant Data:	Substantive	
1233-151	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 235 (BOSS LAKE 4WD) 1.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure and eliminate mixed OHV use. Relevant Data:	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: end public use of road before lake. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Cutthroat Trout habitat: 0.04 mi. Intersection with Bighorn sheep winter range: 1.21 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.86 mi.		
1233-152	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 237 (OLD MONARCH PASS) 1.295-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Recommendation: Add seasonal closure to protect snow surface. Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.96 mi.	Substantive	
1233-153	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240.A (ANGEL OF SHAVANO CG) 0.292-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Elk winter concentration area: 0.29 mi. Intersection with Mule deer critical winter habitat: 0.29 mi.	Substantive	
1233-154	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240.B (N FORK LAKE CG) 0.48-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-155	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240.C (ANGEL OF SHAVANO TH) 0.085-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Bighorn sheep winter range: 0.06 mi. Intersection with Elk winter concentration area: 0.08 mi. Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	
1233-156	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 243.G (COLORADO TRAIL) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: convert to admin road to stop substantial interference with CDT. Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.4 mi.	Substantive	
1233-157	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 243.G (COLORADO TRAIL) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: convert to admin road to stop substantial interference with CDT. Relevant Data: Intersection with 0.25-mile buffer	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
of the Continental Divide National Scenic Trail: 0.07 mi.						
1233-158	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 250 (PLACER CREEK) 2.538-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.15 mi. Intersection with Elk winter concentration area: 2.54 mi. Intersection with Mule deer critical winter habitat: 2.54 mi.	Substantive	
1233-159	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 250.A (SAWMILL GULCH) 2.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Elk production area: 0.75 mi. Intersection with Elk winter concentration area: 2.81 mi. Intersection with Mule deer critical winter habitat: 2.81 mi.	Substantive	
1233-160	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 251 (DRONEY GULCH) 2.183-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.14 mi. Intersection with Elk winter concentration area: 2.18 mi. Intersection with Mule deer critical winter habitat: 2.18 mi.	Substantive	
1233-161	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 251.A (SQUAW CREEK SPUR) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: route is closed on the ground. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.09 mi. Intersection with Elk production area: 0.84 mi. Intersection with Elk winter concentration area: 1.01 mi. Intersection with Mule deer critical winter habitat: 1.01 mi.		
1233-162	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 252 (BLANK'S CABIN) 3.183-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Elk production area: 0.69 mi. Intersection with Elk winter concentration area: 3.18 mi. Intersection with Mule deer critical winter habitat: 3.18 mi.	Substantive	
1233-163	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 255.A (CEDAR GULCH SPUR) 1.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: no public access to private at the east end. Relevant Data: Intersection with Elk winter concentration area: 1.19 mi.	Substantive	
1233-164	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 267 (TINCUP PASS) 5.85-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure to protect snow surface. Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 2.98 mi.	Substantive	
1233-165	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272 (BROWNS CREEK) 2.804-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure at 274. Relevant Data: Intersection with Elk winter concentration area: 2.8 mi. Intersection with Mule deer critical winter habitat: 2.46 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-166	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 273 (RASPBERRY GULCH) 2.099-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close. Notes/comments: End public road at private property boundary. Relevant Data: Intersection with Bighorn sheep winter range: 0.05 mi. Intersection with Elk production area: 0.71 mi. Intersection with Elk winter concentration area: 2.1 mi. Intersection with Mule deer critical winter habitat: 1.86 mi.	Substantive	
1233-167	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274 (EDDY CREEK) 0.856-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure, with SUP access, at 272 intersection. There is an existing gate there now. Relevant Data: Intersection with Elk winter concentration area: 0.85 mi. Intersection with Mule deer critical winter habitat: 0.85 mi.	Substantive	
1233-168	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 295 (HANCOCK) 5.446-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Seasonal closure for snow surface. Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.07 mi.	Substantive	
1233-169	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 296 (GRIZZLY GULCH 4WD) 2.65-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 or 2. (1) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-170	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 298 (ALPINE TUNNEL 4WD) 0.415-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.42 mi.	Substantive	
1233-171	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 305 (MCGEE GULCH) 2.376-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: Convert lower/southern segment (650 yards) to highway licensed vehicles only, south of 38°50'59.03"N 106° 1'13.14"W. Relevant Data: Quiet use conflict.		
1233-172	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308.B (S. KAUFMAN RIDGE SPUR) 0.29-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: close road at 38°51'34.64"N 105°56'0.58"W and decommission beyond. Relevant Data: Intersection with Elk production area: 0.09 mi. Intersection with Mule deer critical winter habitat: 0.09 mi.	Substantive	
1233-173	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308.H (308.H) 0.16-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: Close at existing fence line and install a gate at 38°51'36.15"N 105°55'35.37"W. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.14 mi. Intersection with Elk production area: 0.16 mi. Intersection with Mule deer critical winter habitat: 0.16 mi.	Substantive	
1233-174	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 309 (CHUBB PARK) 6.802-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: Eliminate mixed use and convert to highway legal vehicles,only south of FR 311 intersection. Preserve rare caddisfly habitat. Relevant Data: Quiet use conflict. Intersection with Bighorn sheep winter range: 2.06 mi. Intersection with Elk production area: 0.83 mi. Intersection with Elk winter concentration area: 5.83 mi.	Substantive	
1233-175	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311 (SEVENMILE CREEK) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: Eliminate mixed use and convert to highway legal vehicles only south of 38°54'35.98"N 105°58'32.61"W. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.18 mi. Intersection with Elk winter concentration area: 0.28 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-176	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 322.A (LUCKY MINE) 2.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.08 mi.	Substantive	
1233-177	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 329 (KAUFMAN RIDGE) 1.155-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-178	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 329 (KAUFMAN RIDGE) 1.592-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.45 mi. Intersection with Bighorn sheep winter range: 0.94 mi. Intersection with Elk production area: 0.51 mi. Intersection with Mule deer critical winter habitat: 0.13 mi.	Substantive	
1233-179	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 344 (SOUTH COTTONWOOD) 8.293-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Close to OHV use east of 38°46'36.42"N 106°18'18.44"W. Relevant Data: Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 8.29 mi. Intersection with Elk production area:	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-180	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>1.22 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.45 mi.</p> <p>RD 344.G (ATLANTIC MOUND) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: Convert to SUP road at 38°45'31.53"N 106°23'3.33"W and beyond. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.97 mi.</p>	Substantive	
1233-181	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 345 (BALD MTN) 2.78-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1, 2, and 3. (1) Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. (2) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (3) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal closure. Convert to SUP or Admin road at a point beyond 38°47'54.08"N 106°12'19.37"W. Relevant Data: Intersection with Elk winter concentration area: 0.91 mi.</p>	Substantive	
1233-182	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 348 (HOPE GULCH 4WD) 5.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: Convert to SUP road south of 38°45'19.65"N 106°18'3.14"W. Relevant Data: Colorado Roadless Area: 1 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.93 mi.</p>	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-183	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 349 (GRASSY GULCH 4WD) 1.925-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Close and decommission road just beyond wide spot at point where people park to hike to Ptarmigan Lake at 38°46'14.87"N 106°23'6.15"W. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.98 mi. Intersection with Elk production area: 0.26 mi.	Substantive	
1233-184	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 365 (NORTH COTTONWOOD) 2.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (November-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Add seasonal winter closure at 38°51'28.08"N 106°13'18.57"W. Convert to highway licensed vehicles only. Relevant Data: Quiet use conflict. Intersection with Elk production area: 1.85 mi.	Substantive	
1233-185	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 365.A (PANDORA) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-186	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375.D (LITTLE ANNIE) 0.23-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Intersection with Bighorn sheep winter range: 0.22 mi.	Substantive	
1233-187	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 531 (MONARCH RIDGE) 0.81-MI SEG: Recommendation: Close to motorized. Notes/comments: This trail is not a designated motorized trail and has never appeared on a Salida MVUM. It must be closed to motorcycle use as that will substantially interfere with the nature and purpose of the CDNST as a primitive trail for hiking and horse use. Relevant	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Data: Colorado Roadless Area: 0.8 mi. Quiet use conflict. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.81 mi.		
1233-188	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 6 (HAYDEN CREEK) 1.332-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: no OHVs east of 38°19'47.23"N 105°49'1.04"W. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.33 mi. Intersection with Cutthroat Trout habitat: 0.06 mi. Intersection with Mule deer critical winter habitat: 0.16 mi.	Substantive	
1233-189	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 6.2A (COALDALE CG) 0.222-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.22 mi. Intersection with Mule deer critical winter habitat: 0.17 mi.	Substantive	
1233-190	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 6.3B (HAYDEN CREEK CG) 0.144-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.14 mi.	Substantive	
1233-191	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 119 (MUSIC PASS) 2.704-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Close road at east Rainbow Trail Crossing. Covert road to trail west and above where thre Rainbow trail heads south. Relevant Data: Dead End Quiet Trail Comment: 1337. Intersection with Elk winter concentration area: 1.91 mi.	Substantive	
1233-192	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1319 (WACHOB) 1.02-MI SEG: Recommendation: Close to motorized. Notes/comments: low use designed use hiking. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.02 mi. Intersection with Elk production area: 1.02 mi.	Substantive	
1233-193	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1321 (SOUTH CREEK) 5.68-MI SEG: Recommendation: Close to motorized. Notes/comments: Close the easternmost segment of this trail to motorcycle use, the ~2.26 miles east of the intersection with trail 1386. Relevant Data: Colorado Roadless Area: 4.78 mi. Dead End Quiet Trail Potential. Quiet use conflict. Intersection with	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Mexican spotted owl USFWS Critical Habitat: 5.66 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 5.66 mi.		
1233-194	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1322 (SECOND MACE) 4.95-MI SEG: Recommendation: Close to motorized. Notes/comments: Close to moto east of intersection with trail 1387. Relevant Data: Colorado Roadless Area: 4.21 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 4.91 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 4.95 mi.	Substantive	
1233-195	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1323 (SILVER CIRCLE) 4.32-MI SEG: Recommendation: Close to motorized. Notes/comments: Close to motorized east of the trail 1388.A intersection. Relevant Data: Colorado Roadless Area: 4.2 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 4.11 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 4.32 mi.	Substantive	
1233-196	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1325 (NORTH CREEK) 2.05-MI SEG: Recommendation: Close to motorized. Notes/comments: dead end at private. Relevant Data: Colorado Roadless Area: 2 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.04 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 2.04 mi.	Substantive	
1233-197	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1336 (RAINBOW) 47.049-MI SEG: Recommendation: Close to ATVs. Notes/comments: Change the allowed mode of use to motorcycles only for the segment of trail from FR 198 north to the Salida District boundary. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Cutthroat Trout habitat: 0.8 mi. Intersection with Bighorn sheep winter range: 0.05 mi. Intersection with Elk production area: 3.7 mi. Intersection with Elk winter concentration area: 8.79 mi.	Substantive	
1233-198	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1380 (POLE CREEK SPUR) 1.44-MI SEG: Recommendation: Close. Notes/comments: dead end little used ATV trail with unauthorized use off of it. Relevant Data: Colorado Roadless Area: 1.44 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 1.44 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-199	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1384 (SQUIRREL CREEK) 4.82-MI SEG: Recommendation: Close to motorized. Notes/comments: Close this trail to motorized use east of the Trail 1387 intersection, ~1.15 miles of trail. Relevant Data: Colorado Roadless Area: 4.76 mi. Quiet use conflict. Intersection with Mexican spotted owl USFWS Critical Habitat: 4.82 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 4.82 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-200	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 143.A (143.A) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Prohibit camping. Notes/comments: riparian and falcon impacts. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-201	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 143.B (143.B) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.04 mi.	Substantive	
1233-202	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 173 (NORTH TAYLOR) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: convert to quiet trail west of westernmost intersection with rainbow trail. Relevant Data: Colorado Roadless Area: 0.03 mi. Colorado Roadless Area Upper Tier: 0.03 mi. Dead End Quiet Trail Comment: 1348. Intersection with Cutthroat Trout habitat: 0.94 mi.	Substantive	
1233-203	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 198.A (LAKE CREEK SPUR) 0.22-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Leave short pullout off 198. Relevant Data: TAP Low Value/High Risk. Intersection with PSI Management Area 3A (non-motorized): 0.2 mi.	Substantive	
1233-204	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.G (274.G) 0.483-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: close beyond 50yards. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.48 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.48 mi. Intersection with Elk production area: 0.21 mi.	Substantive	
1233-205	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 336.A (336.A) 0.29-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.29 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-206	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 351 (SO. LAKE CREEK) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: Decommission past dispersed campsite and weather station access. Relevant Data:	Substantive	
1233-207	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 354 (354) 0.14-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				spotted owl USFWS Critical Habitat: 0.13 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).		
1233-208	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 358 (358) 1.16-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.16 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.77 mi. Intersection with Cutthroat Trout habitat: 0.1 mi.	Substantive	
1233-209	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 359 (359) 0.24-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.25 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-210	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 365 (365) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.34 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.04 mi. Intersection with Bighorn sheep winter range: 0.34 mi.	Substantive	
1233-211	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 367 (SECOND NEWLIN SO.) 1.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.18 mi. Intersection with Elk production area: 0.58 mi.	Substantive	
1233-212	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 406 (HUDSON DITCH) 1.16-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: facilitates unauthorized use in Great Sand Dunes Park and Preserve and Wilderness. Relevant Data: Stem into Wilderness: x.Quiet use conflict. Intersection with Cutthroat Trout habitat: 0.05 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Intersection with Bighorn sheep production area: 0.37 mi. Intersection with Bighorn sheep winter range: 0.83 mi. Intersection with Elk production area: 1.03 mi.		
1233-213	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 438 (BADITO) 5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: end before 438.A. Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.78 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 2.56 mi.	Substantive	
1233-214	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 438.A (438.A) 0.63-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: leads to BLM land with wilderness characteristics. Relevant Data: Intersection with Bighorn sheep winter range: 0.63 mi.	Substantive	
1233-215	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 442 (BULLS EYE) 1.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: past .3 miles. Relevant Data: Quiet use conflict. Intersection with PSI Management Area 3A (non-motorized): 0.59 mi.	Substantive	
1233-216	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 443 (443) 2.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-217	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 445 (445) 0.82-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-218	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 580 (HUERFANO) 2.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: South of trails 853 and 1307. Relevant Data: Stem into Wilderness: 0.26 mi. Dead End Quiet Trail Comment: 1308. Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 2.01 mi.	Substantive	
1233-219	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 130 (CLARK SPRING) 1.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: After 39.2C intersection.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Relevant Data: Intersection with Cutthroat Trout habitat: 0.34 mi.		
1233-220	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 130.A (ROCK) 1.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-221	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 133 (ROCK CREEK) 1.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: east of CO Trail. Relevant Data: Stem into Wilderness: .54 mi. Dead End Quiet Trail Comment: 606. Intersection with PSI Management Area 3A (non-motorized): 0.99 mi. Intersection with Cutthroat Trout habitat: 0.31 mi.	Substantive	
1233-222	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 133 (ROCK CREEK) 0.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Stem into Wilderness: 0.05 mi. TAP Low Value/High Risk. Dead End Quiet Trail Comment: 606. Intersection with PSI Management Area 3A (non-motorized): 0.09 mi. Intersection with Cutthroat Trout habitat: 0.09 mi. Intersection with Bighorn sheep winter range: 0.09 mi.	Substantive	
1233-223	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 136.1A (OLD VOLZ) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: segment east of 136 is closed on ground. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.19 mi. Intersection with Mule deer critical winter habitat: 0.74 mi.	Substantive	
1233-224	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 141 (CABIN SPRING) 1.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 and 2. (1) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. (2) Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: decommission past trailhead. Relevant Data: Intersection with Bighorn sheep winter range: 1.32 mi.	Substantive	
1233-225	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 141 (CABIN SPRING) 2.45-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Dead End Quiet Trail Potential.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-226	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 142.B (THICKET) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Bighorn sheep winter range: 0.19 mi.	Substantive	
1233-227	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 143 (DERBISHIRE GULCH) 2.68-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: no OHV use allowed on roads at either end. Relevant Data: Quiet use conflict. Intersection with Bighorn sheep winter range: 2.36 mi. Intersection with Mule deer critical winter habitat: 0.22 mi.	Substantive	
1233-228	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 144 (PACKER GULCH) 7.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: East of 237 intersection. Relevant Data:	Substantive	
1233-229	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 158 (BEAR GULCH) 3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: seasonally close to match FR 4311. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.4 mi. Intersection with Elk production area: 0.68 mi. Intersection with Mule deer critical winter habitat: 1.91 mi.	Substantive	
1233-230	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 161 (VIEW) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.3 mi. Intersection with Bighorn sheep production area: 0.01 mi.	Substantive	
1233-231	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 162 (RUBY) 1.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.67 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Intersection with Bighorn sheep production area: 0.44 mi. Intersection with Bighorn sheep winter range: 0.4 mi.		
1233-232	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 163 (MIDDLE) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: beyond 39° 1'39.64"N 39° 1'39.64"N. Relevant Data:	Substantive	
1233-233	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 164 (WILLOW CREEK) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Shorten. Notes/comments: end before riparian area at 39° 1'30.18"N 106° 5'16.73"W. Relevant Data: Intersection with Elk production area: 0.18 mi. Intersection with Mule deer critical winter habitat: 0.18 mi.	Substantive	
1233-234	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 168 (PONDEROSA) 2.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.22 mi. Intersection with Elk winter concentration area: 2.32 mi.	Substantive	
1233-235	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 173 (TWELVEMILE LAKE) 1.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Shorten. Relevant Data: Dead End Quiet Trail Comment: 684. Intersection with Elk production area: 1.69 mi.	Substantive	
1233-236	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 175 (BREAKNECK PASS) 4.49-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: west of 176. Relevant Data: Intersection with Elk production area: 3.08 mi. Intersection with Mule deer critical winter habitat: 1.06 mi.	Substantive	
1233-237	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 176 (BROWNS PASS) 4.212-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: east of 178. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.4 mi. Intersection with Elk production area: 0.66 mi. Intersection with Mule deer critical winter habitat: 1.02 mi.	Substantive	
1233-238	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 176.2A (MOTHER LODE) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Elk production area: 0.19 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-239	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 176.2B (SHORTY) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-240	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 178 (MC FERRAN) 3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use for last 0.2 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.6 mi.	Substantive	
1233-241	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 182 (PEARL) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Convert to quiet trail. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.02 mi.	Substantive	
1233-242	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 183 (BEAR PARK) 1.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Dead End Quiet Trail Potential. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.69 mi. Intersection with Elk production area: 0.7 mi.	Substantive	
1233-243	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 199 (DEADWOOD) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-244	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 2 (LING) 1.52-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1, 2, and 3. (1) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. (2) Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. (3) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Notes/comments: S west of 39°21'41.94"N 106°4'0.39"W and. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.6 mi.		
1233-245	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201.2C (CRYSTAL CREEK SPUR) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-246	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 203 (ROUND MOUNTAIN CG) 0.32-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: close in winter. Relevant Data: Intersection with Pronghorn winter range: 0.32 mi.	Substantive	
1233-247	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 204 (BOX) 1.88-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Relevant Data: Intersection with Bighorn sheep winter range: 1.88 mi.	Substantive	
1233-248	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 206.A1 (MIKE SPUR) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-249	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 208 (HAYMAN) 0.64-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: South of 247 to intersection with highway 24. Relevant Data: Intersection with Pronghorn winter range: 0.61 mi.	Substantive	
1233-250	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 210 (PLATTE SPRINGS) 2.09-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Notes/comments: east of 39° 3'54.82"N 105°21'59.18"W. Relevant Data: Dead End Quiet Trail Potential. Intersection with Mule deer critical winter habitat: 1.05 mi.		
1233-251	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 212 (CHINA WALL) 3.67-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Close in winter. Relevant Data: Intersection with Bighorn sheep winter range: 3.2 mi. Intersection with Mule deer critical winter habitat: 1.33 mi.	Substantive	
1233-252	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 212.A (LITTLE CHINA) 1.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Close in winter. Relevant Data: Intersection with Bighorn sheep winter range: 1.02 mi. Intersection with Mule deer critical winter habitat: 0.66 mi.	Substantive	
1233-253	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.A (CUT/FILL CUT) 1.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: between 214 and 214.D. Relevant Data:	Substantive	
1233-254	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.B (PINE STRIKE) 1.47-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: between 214.C and 214.A. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-255	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 223.A (JACK SMITH) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Pronghorn winter range: 0.4 mi.	Substantive	
1233-256	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 225 (BERYLLIUM) 4.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: west of 203. Relevant Data: Intersection with	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Pronghorn winter range: 4.03 mi.		
1233-257	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 226 (GILLEY) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.02 mi. Intersection with Pronghorn winter range: 1.05 mi.	Substantive	
1233-258	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 226.A (ORANGE 'SHROOM) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.46 mi. Intersection with Pronghorn winter range: 0.62 mi.	Substantive	
1233-259	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 227 (MARKSBURY WEST) 3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: west of 227.1A. Relevant Data: Intersection with Pronghorn winter range: 1.05 mi.	Substantive	
1233-260	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 228 (LOOKOUT) 1.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Pronghorn winter range: 1.19 mi.	Substantive	
1233-261	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 229 (MARTLAND) 1.94-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I and 2. (1) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. (2) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: north of 44.2A, Decom south of 44.2A. Relevant Data: Colorado Roadless Area: 0.14 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.24 mi. Intersection with Pronghorn winter range: 0.13 mi.	Substantive	
1233-262	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 23.2A (FISHLINE) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-263	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 230 (THORPE) 3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Pronghorn winter range: 1.42 mi.	Substantive	
1233-264	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 231 (BURNS PARK) 6.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: west of 232. Relevant Data: Colorado Roadless Area: 0.2 mi. Intersection with Pronghorn winter range: 0.74 mi.	Substantive	
1233-265	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 233 (GET AWAY) 0.24-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: all but a few designated dispersed campsites in initial 100 yards. Relevant Data: Alt D proposes decommissioning or conversion to admin use for last 0.06 mi.	Substantive	
1233-266	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 234.B (ROCKY) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Mule deer critical winter habitat: 0.11 mi.	Substantive	
1233-267	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 237.A (SCHOOLMARM) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-268	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 237.B (BROKEN JUG) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-269	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 237.C (SOFT END) 1.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data:	Substantive	
1233-270	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240.A (DINGER) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mule deer critical winter habitat: 0.38 mi.	Substantive	
1233-271	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 243.1B (WIGGLER LOOP) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mule deer critical winter habitat: 0.77 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-272	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 243.1C (JACKPOT) 0.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mule deer critical winter habitat: 0.65 mi.	Substantive	
1233-273	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 248 (ABEL) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 or 2. (1) Convert to ML-1. (2) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mule deer critical winter habitat: 0.97 mi.	Substantive	
1233-274	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 253 (PRUDEN CREEK) 3.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: through winter and also late June for elk calving. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1 --Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.07 mi. Intersection with Elk production area: 1.62 mi. Intersection with Mule deer critical winter habitat: 3.22 mi. Intersection with Pronghorn winter range: 3.44 mi.	Substantive	
1233-275	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 254 (THIRTYNINE MILE) 4.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: winter till late june for elk calving. Relevant Data: Intersection with Elk production area: 3.93 mi. Intersection with Mule deer critical winter habitat: 4.26 mi. Intersection with Pronghorn winter range: 4.71 mi.	Substantive	
1233-276	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 256 (LOCO) 1.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 or 2 plus 3. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				non-motorized use may not be appropriate on these routes. (3) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: winter till late june for elk calving. Relevant Data: Intersection with Elk production area: 1.38 mi. Intersection with Mule deer critical winter habitat: 1.55 mi. Intersection with Pronghorn winter range: 1.17 mi.		
1233-277	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 263 (SHIMMINS) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-278	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 264 (PARIS CREEK) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Elk production area: 0.94 mi. Intersection with Elk winter concentration area: 0.44 mi.	Substantive	
1233-279	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 277 (CHAIN BRAKE) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.16 mi. Intersection with Pronghorn winter range: 0.39 mi.	Substantive	
1233-280	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 278 (DUNLAP) 1.8-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Cutthroat Trout habitat: 0.74 mi. Intersection with Bighorn sheep winter range: 1.8 mi.	Substantive	
1233-281	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 279 (LOUSY CUTTING) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: After 50 feet. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-282	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 280 (SHANGRI-LA) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: After 100 feet. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.16 mi. Intersection with Pronghorn winter range: 0.32 mi.	Substantive	
I233-283	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 285 (PRIVATEER) 1.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 or 2. (1) Convert to ML-1. (2) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.21 mi.	Substantive	
I233-284	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 287.B (BABY QUIST) 0.35-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Pronghorn winter range: 0.35 mi.	Substantive	
I233-285	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 288.A (SHERMAN) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.1 mi.	Substantive	
I233-286	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 288.B (DEACON) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk.	Substantive	
I233-287	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 289 (BLUE BIRD) 0.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.3 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-288	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 296 (HYENA CAMP) 1.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Wild and Scenic eligible corridor: 0.27 mi.	Substantive	
I233-289	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 309.2A (CHUBB) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Intersection with Elk production area: 0.04 mi. Intersection with Mule deer critical winter habitat: 0.18 mi.	Substantive	
I233-290	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 39.2B (LONE CHIMNEY SPRING) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Cutthroat Trout habitat: 0.2 mi.	Substantive	
I233-291	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393.2A (DUTCH) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Mule deer critical winter habitat: 0.36 mi.	Substantive	
I233-292	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393.2C (DOGBANE) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Mule deer critical winter habitat: 0.16 mi.	Substantive	
I233-293	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 423.B (MA BELL) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.27 mi.	Substantive	
I233-294	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 426 (ROUND HILL) 3.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I and 2. (1) Convert to trail. (2) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: decom east of 175. Relevant Data: TAP Low Value/High Risk. Intersection with Elk production area: 3.22 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-295	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 427 (DEADMAN) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: convert to admin just south of Colo Trail. Relevant Data: Quiet use conflict. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.58 mi. Intersection with Mule deer critical winter habitat: 0.49 mi.	Substantive	
1233-296	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 427.1A (BURN) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.2 mi.	Substantive	
1233-297	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 431.2B (BUFFALO SPRINGS CG) 0.6-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.1 mi. Intersection with Elk winter concentration area: 0.57 mi.	Substantive	
1233-298	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 431.2D (END) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.09 mi. Intersection with Elk production area: 0.09 mi.	Substantive	
1233-299	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 433.2A (NORTH SPRING) 1.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: North of 38°59'28.73"N 106° 0'17.80"W. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.01 mi. Intersection with Elk winter concentration area: 1.01 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-300	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 433.2C (UPPER POLE) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: location on map incorrect close beyond 39° 1'23.15"N 106° 3'36.23"W. Relevant Data: Quiet use conflict.	Substantive	
1233-301	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 434 (ARROWHEAD) 0.91-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Convert to quiet trail. Relevant Data: Quiet use conflict. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.91 mi. Intersection with Elk winter concentration area: 0.83 mi.	Substantive	
1233-302	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 435.4B (BRUSH PARK) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.7 mi.	Substantive	
1233-303	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 435.4C (NORTH SALT) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: close west of 38°57'10.18"N 106° 2'37.12"W. Relevant Data: Intersection with Mule deer critical winter habitat: 0.32 mi.	Substantive	
1233-304	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436 (SOUTH SALT CREEK) 3.84-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: west of 436.2A intersection. Relevant Data: Intersection with Elk production area: 1.36 mi. Intersection with Mule deer critical winter habitat: 3.01 mi.	Substantive	
1233-305	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436.1A (FORK) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mule deer critical winter habitat: 0.32 mi.	Substantive	
1233-306	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436.2A (SAWMILL) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Quiet use conflict. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Mule deer critical winter habitat: 0.28 mi.	Substantive	
1233-307	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436.2B (MIDDLE) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Quiet use conflict. Intersection with Elk production area: 0.13 mi. Intersection with Mule deer critical winter habitat: 0.51 mi.		
1233-308	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 442 (TUMBLE CREEK) 1.63-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: past 158. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.64 mi. Intersection with Elk production area: 1.17 mi. Intersection with Mule deer critical winter habitat: 1.15 mi.	Substantive	
1233-309	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 448 (PARIS) 0.142-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.14 mi.	Substantive	
1233-310	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 450 (LOVELAND) 2.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.54 mi. Intersection with Elk production area: 0.09 mi. Intersection with Mule deer critical winter habitat: 0.53 mi.	Substantive	
1233-311	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 451 (FARO) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.51 mi.	Substantive	
1233-312	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 455 (WATROUS GULCH) 0.656-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: create TH	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				at forest boundary. Relevant Data: TAP Low Value/High Risk. Tap Low Value/Low Risk. Dead End Quiet Trail Potential. Intersection with Mule deer critical winter habitat: 0.44 mi.		
1233-313	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 669.2B (TILLY) 1.39-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: at end of 669. Relevant Data: Dead End Quiet Trail Comment: 748. Intersection with Mule deer critical winter habitat: 1.09 mi.	Substantive	
1233-314	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 669.2C (CROOKED CR CUTOFF UPPER) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Mule deer critical winter habitat: 0.62 mi.	Substantive	
1233-315	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 691 (SHEEP MTN) 3.58-MI SEG: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: prohibit motorcycle use. Relevant Data: Quiet use conflict. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.95 mi. Intersection with Mule deer critical winter habitat: 0.58 mi.	Substantive	
1233-316	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 698 (PENNSYLVANIA) 2.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use for miles 1.3 to 3.7. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.25 mi.	Substantive	
1233-317	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 704.A (SECLUSION) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Pronghorn winter range: 0.53 mi.	Substantive	
1233-318	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 704.C (STATE) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Pronghorn winter range: 0.18 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-319	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 704.D (CHEAT) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Pronghorn winter range: 0.17 mi.	Substantive	
1233-320	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 704.E (NEW BOOTS) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Elk production area: 0.12 mi. Intersection with Pronghorn winter range: 0.62 mi.	Substantive	
1233-321	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 705 (INVISIBLE 2-TRACK) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Pronghorn winter range: 0.08 mi.	Substantive	
1233-322	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 707 (ZIG-ZAG LOOP) 1.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Mule deer critical winter habitat: 1.23 mi.	Substantive	
1233-323	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 750.1A (SAFE AGAIN) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-324	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 754.A (JUNIOR) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-325	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 802.A (BOLLINGER) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Mule deer critical winter habitat: 0.31 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-326	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 807 (OHLER) 0.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use for last 2.04 mi. Intersection with PSI Management Area 3A (non-motorized): 1.49 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.51 mi.	Substantive	
I233-327	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 807.A () -MI SEG: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with PSI Management Area 3A (non-motorized): 0.6 mi.	Substantive	
I233-328	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 809 (WAHL) 3.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 5.08 mi. Intersection with Mule deer critical winter habitat: 2.36 mi.	Substantive	
I233-329	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 809.A (OLD UNIT) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: beyond 100 yards. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.26 mi.	Substantive	
I233-330	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 809.B (HALFWAY) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.16 mi. Intersection with Mule deer critical winter habitat: 0.03 mi.	Substantive	
I233-331	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 809.C (BAKER LAKE) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: 1 or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: beyond 100 yards. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.54 mi. Intersection with Mule deer critical winter habitat: 0.54 mi.		
1233-332	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 810 (GUERNSEY) 2.75-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: west of 809 intersection. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.87 mi. Intersection with Mule deer critical winter habitat: 2.64 mi.	Substantive	
1233-333	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 813 (INGRAM) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Cutthroat Trout habitat: 0.26 mi.	Substantive	
1233-334	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 838 (ACCESS) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Elk production area: 0.05 mi. Intersection with Mule deer critical winter habitat: 0.05 mi.	Substantive	
1233-335	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 839 (SCHOOL HOUSE) 0.59-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: does not exist on ground. Relevant Data:	Substantive	
1233-336	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 847 (LITTLE RATCLIFF) 0.5-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Colorado Roadless Area: 0.06 mi. TAP Low Value/High Risk. Intersection with Cutthroat Trout habitat: 0.5 mi. Intersection with Bighorn sheep winter range: 0.5 mi.	Substantive	
1233-337	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 852 (RYAN) 1.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Intersection with Elk production area: 1.21 mi.	Substantive	
1233-338	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 853 (BONIS) 2.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Intersection with Elk production area: 2.49 mi.		
1233-339	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 853.A (BANANA PEEL) 1.48-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: TAP Low Value/High Risk. Intersection with Elk production area: 1.49 mi.	Substantive	
1233-340	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 856 (PIRATE) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I and 2. (1) Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: decommission beyond private land. Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.61 mi. Intersection with Elk production area: 0.62 mi.	Substantive	
1233-341	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 858 (QUARTZVILLE) 0.5-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data:	Substantive	
1233-342	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 864 (SAPLINGS) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 1.1 mi.	Substantive	
1233-343	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 870 (OHLER) 2.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: decommission segment beyond 870.1A is closed on the ground and is trail 738. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use--miles 0.95-2.30 already. Dead End Quiet Trail Potential. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.75 mi. Intersection with Elk production area: 2.27 mi. Intersection with Mule deer critical winter habitat: 0.1 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-344	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 872 (PINK BOTTOMS) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Notes/comments: to prevent unauthorized RNA access. Relevant Data: Intersection with Elk production area: 0.9 mi. Intersection with Pronghorn winter range: 0.9 mi.	Substantive	
1233-345	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 884.A (SHORTENED) 0.73-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data: Intersection with Mule deer critical winter habitat: 0.73 mi. Intersection with Pronghorn winter range: 0.73 mi.	Substantive	
1233-346	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 888.A (GLOBE & ANCHOR) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Tap Low Value/Low Risk. Intersection with Elk production area: 0.28 mi.	Substantive	
1233-347	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 888.B (MUD WINCHING) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Intersection with Elk production area: 0.25 mi.	Substantive	
1233-348	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 94.A (FAT CHANCE TRAIL) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I or 2. (1) Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Close the route to public motorized use and convert it to a Special Use Permit route. These routes should have locked gates installed on them. Only permit holders would be able to travel on these routes with motor vehicles. Permit holders are generally a limited number of private citizens. Other non-motorized use may not be appropriate on these routes. Relevant Data:	Substantive	
1233-349	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 101 (CROW CR) 6.72-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: I and 2. (1) Close the route to public motorized use and convert it into	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				<p>an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. (2) Seasonally close the route to wheeled motor vehicle use. Seasonal closure is generally during the winter months (Nov-April) in order to protect big game on winter range and/or to preserve the tread surface during mud seasons. Some seasonal closures are proposed to preserve the snow surface for winter motorized and/or non-motorized use. Some seasonal closures would extend through June to protect elk production (calving) areas. Some seasonal closures would only permit a limited number of permit holders to travel on the route in a wheeled motor vehicle. Notes/comments: Last ~ 2.99 miles east of eastern 105 intersection. Relevant Data: Alt D proposes conversion to admin use for last 2.99 mi.</p>		
1233-350	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 102 (ELK CREEK) 0.591-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use. Dead End Quiet Trail Comment: 604. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).</p>	Substantive	
1233-351	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 118.E (BUNO GULCH) 1.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Relevant Data: Alt D proposes decommissioning or conversion to admin use for last 0.5 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.28 mi. Intersection with Elk production area: 0.04 mi.</p>	Substantive	
1233-352	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 119.A (DUCK CREEK PG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.1 mi.</p>	Substantive	
1233-353	RI-TAC	Alison Gallensky	Rocky Mountain Wild	<p>RD 119.B (GENEVA PARK CG) 0.46-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Colorado Natural</p>	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.46 mi.		
I233-354	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 120.2A (HANDCART CG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.09 mi.	Substantive	
I233-355	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 120.2B (HALL VALLEY CG) 0.15-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.33 mi.	Substantive	
I233-356	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 123 (BEAVER CREEK) 4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: West of 81 I.B. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.89 mi. Intersection with Mule deer critical winter habitat: 0.62 mi.	Substantive	
I233-357	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 123.A (NORTH BEAVER) 1.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.55 mi.	Substantive	
I233-358	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 126 (TWIN CONES) 4.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Notes/comments: end public use at a pinch point near 39°24'56.94"N 105°42'43.03"W. Relevant Data: Stem into Wilderness: edge. Alt D proposes conversion to admin use for last 2.24 mi. Quiet use conflict. Intersection with PSI Management Area 3A (non-motorized): 2.24 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-359	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 126 (TWIN CONES) 1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Notes/comments: west of 126.B intersection. Relevant Data:	Substantive	
1233-360	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 126.A (KENOSHA CREEK) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Decommission the route. Close route to motorized use and take action to revegetate, recountour and restore the route. Notes/comments: east of 126.B is closed on the ground. Relevant Data: Alt D proposes decommissioning or conversion to admin use.	Substantive	
1233-361	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 126.B (KENOSHA PASS EAST CG) 0.22-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Recommendation: Eliminate mixed OHV use from the route. The only motor vehicles allowed on the route are highway licensed vehicles. ATVs, dirt motorcycles, and other unlicensed vehicles are prohibited. Unlicensed vehicles will not mix with unlicensed vehicles on the route. Relevant Data:	Substantive	
1233-362	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 809 (WAHL) 0.27-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Close the route to public motorized use and convert it into an Administrative route. These routes should have locked gates installed on them. Administrative use is generally USFS employees or agents. Other non-motorized use may or may not be appropriate on these routes. Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.27 mi. Intersection with Mule deer critical winter habitat: 0.27 mi.	Substantive	
1233-363	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110 (Halfmoon) 0.2-MI SEG: Relevant Data: Intersection with PSI Management Area 3A (non-motorized): 0.2 mi.	Substantive	
1233-364	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 100 (WURTS DITCH) 0.666-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.65 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.67 mi.	Substantive	
1233-365	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 101.B (BURTON DITCH SOUTH) 0.8-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.34 mi.	Substantive	
1233-366	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 101.C (COOPER LOOP) 2.61-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.27 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.21 mi.	Substantive	
1233-367	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 104.A (SOUTH PORTAL SIGN) 0.025-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data:	Substantive	
1233-368	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 104.D (MAY QUEEN CG) 0.775-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.77 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-369	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 104.DA (BUTCHER BOY PG) 0.193-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.19 mi.	Substantive	
I233-370	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 104.E (TIMBERLINE LAKE TRHD) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.06 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.06 mi.	Substantive	
I233-371	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 105.A (SUGARLOAF MTN) 2.65-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 2.53 mi.	Substantive	
I233-372	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 107 (BEAR LAKE) 2.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: cdnst. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.3 mi.	Substantive	
I233-373	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110 (HALFMOON) 4.97-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with PSI Management Area 3A (non-motorized): 0.11 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.55 mi.	Substantive	
I233-374	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.A (WILLOW CR) 0.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: 1486 at end. Intersection with Elk production area: 0.18 mi.	Substantive	
I233-375	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.A (WILLOW CR) 0.35-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.18 mi.	Substantive	
I233-376	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.C (KILN) 0.26-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-377	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.D (MEADOW LOOP) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-378	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.G (EMERALD LAKE PG PKG) 0.052-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.05 mi.	Substantive	
I233-379	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.H (ELBERT CR CG) 0.219-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.22 mi.	Substantive	
I233-380	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.H1 (ELBERT CR CG EAST LOOP) 0.217-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.22 mi.	Substantive	
I233-381	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.I (MT. ELBERT TH) 0.06-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.06 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-382	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 110.L (MT. MASSIVE TH) 0.051-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.05 mi.	Substantive	
I233-383	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 116 (PARRY PEAK CG) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.3 mi. Intersection with Elk production area: 0.3 mi.	Substantive	
I233-384	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 116 (PARRY PEAK CG) 0.06-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.02 mi. Intersection with Elk production area: 0.06 mi.	Substantive	
I233-385	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 116.A (NORTH CG LOOP) 0.162-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.16 mi. Intersection with Elk production area: 0.16 mi.	Substantive	
I233-386	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 116.B (SOUTH CG LOOP) 0.113-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 0.03 mi. Intersection with Elk production area: 0.11 mi.	Substantive	
I233-387	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.A (LAKEVIEW CG) 0.855-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.18 mi. Intersection with Mule deer critical winter habitat: 0.85 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.85 mi.	Substantive	
I233-388	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.AA (LAKEVIEW CG LOOP A) 0.224-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.13 mi. Intersection with Mule deer critical winter habitat: 0.22 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.22 mi.	Substantive	
I233-389	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.AB (LAKEVIEW CG LOOP B) 0.134-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.13 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.13 mi.	Substantive	
I233-390	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.AC (LAKEVIEW CG LOOP C) 0.229-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.23 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.23 mi.	Substantive	
I233-391	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.AD (LAKEVIEW CG LOOP D) 0.208-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.21 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.21 mi.	Substantive	
I233-392	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.AE (LAKEVIEW CG LOOP E) 0.253-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				habitat: 0.25 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.25 mi.		
1233-393	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.AF (LAKEVIEW CG LOOP F) 0.125-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.12 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.12 mi.	Substantive	
1233-394	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.AG (LAKEVIEW CG LOOP G) 0.105-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.11 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.11 mi.	Substantive	
1233-395	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.AH (LAKEVIEW CG HOST) 0.056-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.06 mi. Intersection with Mule deer critical winter habitat: 0.06 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.06 mi.	Substantive	
1233-396	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.G (NORTH DAM) 0.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.25 mi. Intersection with Mule deer critical winter habitat: 0.25 mi.	Substantive	
1233-397	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 126 (TWIN PEAKS CG) 0.309-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.31 mi. Intersection with Elk production area: 0.31 mi.	Substantive	
1233-398	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 126.A (TWIN PEAKS CG EAST LOOP) 0.426-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.28 mi. Intersection with Elk production area: 0.43 mi.	Substantive	
1233-399	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 130 (LOGGEPOLE FLATS) 1.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.07 mi.	Substantive	
1233-400	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 130.B (CONDUIT SOUTH) 2.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 2.38 mi. Intersection with Elk winter concentration area: 1.55 mi.	Substantive	
1233-401	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 130.C (CHLOBER HILL) 0.17-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.17 mi.	Substantive	
1233-402	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 130.D (DOC'S) 0.71-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.51 mi. Intersection with Elk winter concentration area: 0.71 mi. Intersection with Mule deer critical winter habitat: 0.51 mi.	Substantive	
1233-403	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 130.S (LOGGEPOLE FLATS SOUTH) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.82 mi. Intersection with Mule deer critical winter habitat: 1 mi.	Substantive	
1233-404	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 134 (CHALK MTN) 2.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.36 mi.		
I233-405	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 135 (STORKE PORTAL) 1.31-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with PSI Management Area 3A (non-motorized): 0.05 mi.	Substantive	
I233-406	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 135.A (MT. ARKANSAS) 0.41-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with PSI Management Area 3A (non-motorized): 0.4 mi.	Substantive	
I233-407	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 136 (SAGE DRAW) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.49 mi. Intersection with Elk winter concentration area: 0.49 mi.	Substantive	
I233-408	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 140 (BEAVER LAKES) 1.103-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.1 mi. Intersection with Mule deer critical winter habitat: 1.1 mi.	Substantive	
I233-409	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 145 (SLIDE LAKE 4WD) 0.36-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.36 mi.	Substantive	
I233-410	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 170 (DEXTER POINT REC AREA) 0.2-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.2 mi. Intersection with Mule deer critical winter habitat: 0.2 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.2 mi.	Substantive	
I233-411	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 170 (DEXTER POINT REC AREA) 0.341-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.1 mi. Intersection with Mule deer critical winter habitat: 0.28 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.34 mi.	Substantive	
I233-412	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 170.A (SUNNYSIDE FISHING ACCESS) 0.403-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.07 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.4 mi.	Substantive	
I233-413	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 170.B (DEXTER POINT BOAT RAMP PARKING) 0.15-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.12 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.15 mi.	Substantive	
I233-414	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 171 (UPPER LAKE ACCESS) 1.047-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.45 mi. Intersection with Mule deer critical winter habitat: 0.1 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.76 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-415	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 171.A (RED ROOSTER BOAT RAMP) 0.064-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.06 mi.	Substantive	
I233-416	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 171.B (PRAYING ANGEL FISHING ACCESS) 0.198-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.2 mi.	Substantive	
I233-417	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 171.C (RED ROOSTER LOOP) 0.07-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.07 mi.	Substantive	
I233-418	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 172 (WHITESTAR CG) 0.07-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.02 mi. Intersection with Mule deer critical winter habitat: 0.07 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.07 mi.	Substantive	
I233-419	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 172 (WHITESTAR CG) 0.153-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.15 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.15 mi.	Substantive	
I233-420	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 172.A (WHITESTAR CG-SAGE LOOP ENTR) 0.19-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.14 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.18 mi.	Substantive	
I233-421	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 172-AA (WHITESTAR CG-SAGE LOOP) 0.47-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.13 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.46 mi.	Substantive	
I233-422	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 172.B (WHITESTAR CG-N.VALLEY LP) 0.399-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.4 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.4 mi.	Substantive	
I233-423	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 172.C (WHITESTAR CG-RIDGE LOOP) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.28 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.3 mi.	Substantive	
I233-424	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 173 (MOACHE FISHERMAN PARKING) 0.197-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.2 mi.	Substantive	
I233-425	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 173 (MOACHE FISHERMAN PARKING) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.1 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-426	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 175 (WHISTLER POINT FISHERMAN PRKG) 0.678-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.46 mi. Intersection with Mule deer critical winter habitat: 0.25 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.68 mi.	Substantive	
I233-427	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 175 (WHISTLER POINT FISHERMAN PRKG) 0.4-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.4 mi. Intersection with Mule deer critical winter habitat: 0.4 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.4 mi.	Substantive	
I233-428	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 175.A (MT ELBERT PICNIC AREA) 0.145-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.15 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.15 mi.	Substantive	
I233-429	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 175.B (BIG MAC FISHERMAN PRKG) 0.132-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.13 mi.	Substantive	
I233-430	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 175.C (CABIN COVE) 0.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk winter concentration area: 0.3 mi. Intersection with Mule deer critical winter habitat: 0.3 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.3 mi.	Substantive	
I233-431	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 176 (TWIN LAKES REST STOP) 0.15-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.16 mi.	Substantive	
I233-432	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 177 (MTN VIEW FISHERMAN PRKNG) 0.498-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.5 mi. Intersection with Mule deer critical winter habitat: 0.5 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.5 mi.	Substantive	
I233-433	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 189 (NO NAME) 2.046-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.47 mi.	Substantive	
I233-434	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 377 (HOMESTAKE PIPELINE) 1.632-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 1.63 mi.	Substantive	
I233-435	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 382 (SAYRES GULCH 4WD) 1.72-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: 1465.	Substantive	
I233-436	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 386 (FRENCHMAN CR) 1.81-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: CT.	Substantive	
I233-437	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 387 (MORRIS CREEK) 3.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Colorado Roadless Area: 0.18 mi. Colorado Roadless Area Upper Tier: 0.18 mi. Dead End Quiet Trail Comment: CT. Intersection with Elk production area: 1.91 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-438	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 387 (MORRIS CREEK) 0.56-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: CT.	Substantive	
I233-439	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 390 (CLEAR CREEK) 2.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 2.04 mi.	Substantive	
I233-440	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 390.A (N FORK CLEAR CR 4WD) 2.16-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: 1463/1478. Intersection with Bighorn sheep winter range: 0.58 mi. Intersection with Elk production area: 1.06 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.22 mi.	Substantive	
I233-441	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 391 (SOUTH FORK LAKE CR) 5.62-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: 1466. Intersection with Bighorn sheep winter range: 0.42 mi.	Substantive	
I233-442	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393 (PEAKABOO GULCH) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk.	Substantive	
I233-443	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 394 (MC NASSAR GULCH 4WD) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.8 mi.	Substantive	
I233-444	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 397 (TWOBIT) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.09 mi. Intersection with Elk winter concentration area: 0.09 mi. Intersection with Mule deer critical winter habitat: 0.09 mi.	Substantive	
I233-445	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 398 (LOST CANYON) 2.9-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 2.86 mi. Intersection with Elk winter concentration area: 0.16 mi.	Substantive	
I233-446	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 398 (LOST CANYON) 0.02-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.02 mi. Intersection with Elk winter concentration area: 0.02 mi.	Substantive	
I233-447	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 398 (LOST CANYON) 1.09-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 1.09 mi. Intersection with Elk winter concentration area: 1.09 mi.	Substantive	
I233-448	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 399 (FLUME GULCH) 1.54-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 1.56 mi.	Substantive	
I233-449	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 399 (FLUME GULCH) 0.26-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.26 mi. Intersection with Elk winter concentration area: 0.15 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-450	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 399 (FLUME GULCH) 0.44-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Colorado Roadless Area: 0.13 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.39 mi.	Substantive	
1233-451	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 705 (705) 0.17-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.17 mi.	Substantive	
1233-452	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 200 (TRAIL CREEK) 0.76-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.76 mi.	Substantive	
1233-453	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300 (RAMPART RANGE) 35.8-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 12.35 mi. Intersection with Bighorn sheep production area: 0.36 mi. Intersection with Bighorn sheep winter range: 7.62 mi. Intersection with Elk winter concentration area: 1.48 mi. Intersection with Mule deer critical winter habitat: 6.37 mi.	Substantive	
1233-454	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300 (RAMPART RANGE) 0.689-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.22 mi.	Substantive	
1233-455	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300 (RAMPART RANGE) 1.81-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.81 mi.	Substantive	
1233-456	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.B (SPRINGDALE CG) 0.35-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.23 mi. Intersection with Mule deer critical winter habitat: 0.33 mi.	Substantive	
1233-457	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.H (UNIT EQM) 0.63-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-458	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.I (UNIT KR) 0.6-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-459	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.J (UNIT I) 0.4-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-460	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.K (HIGH) 0.14-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-461	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.M (RAMPART CAMP SITE) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-462	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.P (RRR CAMP I) 0.33-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.33 mi.	Substantive	
I233-463	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.S (WELLINGTON GULCH) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-464	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 302 (ORMES PEAK) 2.85-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.16 mi.	Substantive	
I233-465	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 305 (SAND GULCH) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-466	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 307 (SCHUBARTH) 7.51-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 2.26 mi. Intersection with Elk winter concentration area: 0.82 mi. Intersection with Mule deer critical winter habitat: 1.53 mi.	Substantive	
I233-467	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308 (SKELTON RIDGE) 1.45-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.29 mi.	Substantive	
I233-468	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308.B (SKELTON POWER) 0.39-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.39 mi.	Substantive	
I233-469	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311 (HELL CREEK) 4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-470	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311.A (HELL CREEK SPUR) 1.34-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-471	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 313 (HAY CREEK EAST) 1.791-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-472	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 320 (MOUNT HERMAN) 1.22-MI SEG, OP MAINT LEVEL 5 - HIGH DEGREE OF USER COMFORT: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.1 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.23 mi.	Substantive	
I233-473	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 320.A (HERMAN SPUR 1 NORTH) 0.31-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-474	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 320.B (HERMAN SPUR 2 NORTH) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).		
1233-475	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 320.C (HERMAN SPUR 3 SOUTH) 0.68-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-476	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 320.D (MOUNT HERMAN SPUR NORTH) 0.22-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-477	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 322.A (LIMBAUGH) 1.8-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-478	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 325.B (SAYLOR PARK SOUTH) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-479	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332 (LAURA LANE) 1.74-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.73 mi. Intersection with Elk winter concentration area: 1.73 mi.	Substantive	
1233-480	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332-AA (SARAH SPUR) 0.35-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.38 mi. Intersection with Elk winter concentration area: 0.38 mi.	Substantive	
1233-481	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332.B (JAKE) 0.65-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.66 mi. Intersection with Elk winter concentration area: 0.66 mi.	Substantive	
1233-482	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332.C (LINDA) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.94 mi. Intersection with Elk winter concentration area: 0.94 mi.	Substantive	
1233-483	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 333 (CATAMOUNT SHORTCUT) 0.5-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.5 mi.	Substantive	
1233-484	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 333 (CATAMOUNT SHORTCUT) 0.53-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.53 mi.	Substantive	
1233-485	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 334 (PIKES PEAK HVY) 18.86-MI SEG, OP MAINT LEVEL 5 - HIGH DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.1 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 10.46 mi. Intersection with Bighorn sheep production area: 6.72 mi. Intersection with Bighorn sheep winter range: 4.95 mi. Intersection with Elk production area: 5.73 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-486	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 334.D (HALFWAY PG) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.12 mi.	Substantive	
1233-487	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 334.F (ELK PARK OVERLOOK) 0.38-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.23 mi. Intersection with Bighorn sheep production area: 0.38 mi.	Substantive	
1233-488	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 336 (QUAKER RIDGE) 1.2-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 1.05 mi.	Substantive	
1233-489	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.B (SOUTH MEADOWS CG) 0.8-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.87 mi.	Substantive	
1233-490	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.BA (SOUTH MEADOWS CG CENTER RD N) 0.1-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.1 mi.	Substantive	
1233-491	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.BB (SOUTH MEADOWS CG CENTER RD S) 0.1-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.14 mi.	Substantive	
1233-492	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.BC (SOUTH MEADOWS CG SOUTH SPUR) 0.04-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.05 mi.	Substantive	
1233-493	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.BD (SOUTH MEADOWS CG PARKING SPUR) 0.05-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.05 mi.	Substantive	
1233-494	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.C (PIKE COMMUNITY PG) 0.5-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.32 mi.	Substantive	
1233-495	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.D (COLORADO CG MAIN LOOP) 0.85-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.84 mi.	Substantive	
1233-496	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.DA (COLORADO CG MIDDLE ROAD) 0.35-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.33 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-497	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.DB (COLORADO CG NORTH SPUR) 0.09-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.09 mi.	Substantive	
1233-498	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.E (MANITOU PG) 0.38-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.39 mi.	Substantive	
1233-499	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338.EA (MANITOU PG NORTH) 0.35-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk winter concentration area: 0.36 mi.	Substantive	
1233-500	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 339 (FISHER WOOD) 1.614-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.58 mi.	Substantive	
1233-501	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 339.A (7 WIRE) 0.695-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.65 mi.	Substantive	
1233-502	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 340.A (PAINTED ROCK CG - EAST LOOP) 0.25-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.25 mi.	Substantive	
1233-503	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 340.AA (PAINTED ROCK CG - WEST LOOP) 0.2-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.2 mi.	Substantive	
1233-504	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 340.B (WHAT) 0.95-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.95 mi.	Substantive	
1233-505	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 341.A (MANITOU DESTRUCTOR) 1.75-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.01 mi.	Substantive	
1233-506	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 341.B (CHAIR) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.21 mi.	Substantive	
1233-507	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 343 (TURKEY TRACK) 3.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.4 mi. Intersection with Elk winter concentration area: 1.7 mi. Intersection with Mule deer critical winter habitat: 2.02 mi.	Substantive	
1233-508	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 343.B (TURKEY TRACK SPUR S.) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.5 mi.	Substantive	
1233-509	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 344 (FLAKE) 3.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.99 mi. Intersection with Elk winter concentration area: 0.41 mi.	Substantive	
1233-510	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 344.B (344.B) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.1 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-511	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 345 (LOWER JOHNS GULCH) 2.2-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 1.14 mi.	Substantive	
I233-512	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 345.A (EXPERIMENTAL FOR SERVICE) 0.34-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk winter concentration area: 0.34 mi.	Substantive	
I233-513	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 346 (HOTEL GULCH) 1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.36 mi.	Substantive	
I233-514	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 347 (MISSOURI GULCH) 5.24-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 5.2 mi.	Substantive	
I233-515	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 347.C (MARK) 1.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Mexican spotted owl USFWS Critical Habitat: 1.02 mi.	Substantive	
I233-516	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348 (LONG HOLLOW) 2.38-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.35 mi.	Substantive	
I233-517	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348 (LONG HOLLOW) 4.48-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.12 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 4.43 mi. Intersection with Elk winter concentration area: 1 mi.	Substantive	
I233-518	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348.B (OVERLOOK) 0.84-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.84 mi.	Substantive	
I233-519	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348.C (AROUND HILL) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.9 mi.	Substantive	
I233-520	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348.D (LOOKOUT) 0.15-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.15 mi.	Substantive	
I233-521	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348.E (HILL TOP) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.29 mi.	Substantive	
I233-522	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348.F: Relevant Data: TAP Low Value/High Risk. Alt D proposes decommissioning or conversion to admin use.	Substantive	
I233-523	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348.G (348.G) 0.26-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.25 mi. Intersection with Elk winter concentration area: 0.09 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-524	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 349 (DRURY) 0.38-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Tap Low Value/Low Risk. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.38 mi. Intersection with Elk winter concentration area: 0.38 mi.	Substantive	
I233-525	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 349 (DRURY) 0.97-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.97 mi. Intersection with Elk winter concentration area: 0.97 mi.	Substantive	
I233-526	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 350 (RAINBOW FALLS) 2.06-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 1.41 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.02 mi. Intersection with Elk winter concentration area: 2.02 mi.	Substantive	
I233-527	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 350.A (ILLINOIS GULCH) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.51 mi. Intersection with Elk winter concentration area: 0.39 mi.	Substantive	
I233-528	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 350.B (QUARRY) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.08 mi. Intersection with Elk winter concentration area: 0.38 mi.	Substantive	
I233-529	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 351 (FERN CREEK) 3.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.2 mi.	Substantive	
I233-530	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 352 (TROUT CREEK RANCH) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.38 mi. Intersection with Elk winter concentration area: 0.09 mi.	Substantive	
I233-531	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 354.A (RUT'S) 0.87-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-532	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 354.B (MINE SHAFT) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-533	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 356.C (FDT 717.A TRHD) 0.04-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk production area: 0.04 mi.	Substantive	
I233-534	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 356.D (RACE TRACK) 0.29-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.29 mi.	Substantive	
I233-535	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 357 (RULE RIDGE) 7.53-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.9 mi. Intersection with Elk production area: 0.5 mi. Intersection with Mule deer critical winter habitat: 1.58 mi.	Substantive	
I233-536	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 357.C (TRASH) 1.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Alt D proposes decommissioning or conversion to admin use.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-537	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 357.H (LEFT) 0.22-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-538	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 357.J (LOST) 0.81-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.81 mi. Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	
I233-539	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 357.K (ELVIS) 0.168-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.03 mi. Intersection with Mule deer critical winter habitat: 0.17 mi.	Substantive	
I233-540	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 357.L (CAMP) 0.037-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.04 mi.	Substantive	
I233-541	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 358 (BOULEVARD) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.56 mi.	Substantive	
I233-542	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 359.F (CEDAR CUT 2) 0.62-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-543	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 359.G (CEDAR CUT 3) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-544	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 364 (MANCHESTER) 9.267-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.8 mi. Intersection with Elk production area: 2.46 mi.	Substantive	
I233-545	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 365 (RIDEOUT) 1.75-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.65 mi.	Substantive	
I233-546	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 366 (NO NAME) 5.48-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.28 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.07 mi.	Substantive	
I233-547	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 368 (OLD STAGE) 0.249-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.25 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-548	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 368 (OLD STAGE) 0.643-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.64 mi.	Substantive	
I233-549	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 368 (OLD STAGE) 1.634-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.63 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.51 mi.	Substantive	
I233-550	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370 (GOLD CAMP) 8.54-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 8.54 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 7.81 mi. Intersection with Cutthroat Trout habitat: 0.17 mi.	Substantive	
I233-551	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370 (GOLD CAMP) 3.4-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.4 mi.	Substantive	
I233-552	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370 (GOLD CAMP) 2.4-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.4 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.52 mi.	Substantive	
I233-553	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370 (GOLD CAMP) 2.34-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.34 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.34 mi.	Substantive	
I233-554	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370 (GOLD CAMP) 0.9-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.9 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.14 mi. Intersection with Mule deer critical winter habitat: 0.31 mi.	Substantive	
I233-555	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.B (WYE CG) 0.5-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.54 mi.	Substantive	
I233-556	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.C (EAGLE ROCK) 2.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.24 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.3 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-557	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.D (SARAN WRAP) 0.86-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.87 mi.	Substantive	
1233-558	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.DA (370.DA) 0.99-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1 mi.	Substantive	
1233-559	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.F (BEAVER POND) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi.	Substantive	
1233-560	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.G (GOULD AQUADUCT) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.55 mi.	Substantive	
1233-561	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.H (CLYDE) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.14 mi. Intersection with Bighorn sheep winter range: 0.18 mi.	Substantive	
1233-562	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370.I (SHORT CUT) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.2 mi.	Substantive	
1233-563	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 371 (EMERALD VALLEY) 1.59-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.59 mi.	Substantive	
1233-564	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 371 (EMERALD VALLEY) 0.31-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.31 mi.	Substantive	
1233-565	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 372 (EAST BEAVER) 2.15-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.2 mi.	Substantive	
1233-566	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 374 (GOULD CREEK) 3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.93 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.06 mi. Intersection with Bighorn sheep winter range: 1.62 mi.	Substantive	
1233-567	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376 (SEVEN LAKES) 3.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.69 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.43 mi. Intersection with Cutthroat Trout habitat: 0.08 mi. Intersection with Bighorn sheep winter range: 1.24 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-568	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.B (376.B) 0.27-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.27 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-569	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.C (376.C) 0.12-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.12 mi. Intersection with Bighorn sheep winter range: 0.12 mi.	Substantive	
1233-570	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.D (376.D) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.06 mi. Intersection with Bighorn sheep winter range: 0.06 mi.	Substantive	
1233-571	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 379 (FROSTY PARK) 7.759-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 7.16 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 4.34 mi. Intersection with Cutthroat Trout habitat: 0.19 mi.	Substantive	
1233-572	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 379.C (ELK CAMP) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.1 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.1 mi.	Substantive	
1233-573	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 379.E (379.E) 0.44-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.45 mi.	Substantive	
1233-574	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 381 (MT. ROSA) 3.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.28 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.78 mi.	Substantive	
1233-575	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 381.A (WYE NORTH) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.09 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.06 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-576	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 381.AA (WYE NORTH SPUR) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.23 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.1 mi.	Substantive	
1233-577	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 381.B (PIT) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.53 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.17 mi.	Substantive	
1233-578	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383.B (383.B) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-579	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383.C (383.C) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-580	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383.D (383.D) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-581	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383.E (383.E) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-582	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383.F (383.F) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-583	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383.G (383.G) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-584	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 391 (SAWMILL) 1.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 1.1 mi.	Substantive	
1233-585	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 626 (FROSTY SHORTCUT) 1.4-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.01 mi.	Substantive	
1233-586	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 631 (FERN 3) 3.23-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.23 mi.	Substantive	
1233-587	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 633 (FERN 2) 2.14-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.14 mi.	Substantive	
1233-588	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 634 (FERN 1) 1.53-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.53 mi.	Substantive	
1233-589	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 650 (LONG HOLLOW) 2.07-MI SEG: Relevant Data: Colorado Roadless Area: 0.02 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.07 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-590	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 665 (PENROSE) 1.14-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.13 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.13 mi.	Substantive	
I233-591	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 667 (JONES PARK) 0.54-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.54 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-592	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 667 (JONES PARK) 0.12-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.12 mi. Intersection with Cutthroat Trout habitat: 0.12 mi.	Substantive	
I233-593	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 667 (JONES PARK) 0.88-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.88 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.53 mi. Intersection with Cutthroat Trout habitat: 0.38 mi.	Substantive	
I233-594	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 667 (JONES PARK) 2.33-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.33 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.33 mi. Intersection with Cutthroat Trout habitat: 0.45 mi.	Substantive	
I233-595	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 668 (PIPELINE) 2.48-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.43 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.43 mi. Intersection with Cutthroat Trout habitat: 1.86 mi.	Substantive	
I233-596	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 672 (NELSONS) 2.17-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.17 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.8 mi. Intersection with Cutthroat Trout habitat: 0.33 mi.	Substantive	
I233-597	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 701 (FORESTERS) 3.45-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.45 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.45 mi. Intersection with Cutthroat Trout habitat: 1.42 mi.	Substantive	
I233-598	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 717 (SIGNAL BUTTE MULTI USE) 22.1-MI SEG: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.33 mi. Intersection with Elk production area: 2.5 mi.		
I233-599	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 717.A (RULE SPUR) 10.46-MI SEG: Relevant Data: Intersection with Elk production area: 2.6 mi.	Substantive	
I233-600	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 717.B (PHANTOM SPUR) 10.14-MI SEG: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.27 mi.	Substantive	
I233-601	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 717.D (WEST CREEK SPUR) 3.8-MI SEG: Relevant Data: Intersection with Elk production area: 0.2 mi.	Substantive	
I233-602	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 720 (FORESTERS CUTOFF) 0.31-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.31 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.31 mi. Intersection with Cutthroat Trout habitat: 0.04 mi.	Substantive	
I233-603	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 901 (901) 0.058-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Intersection with Elk winter concentration area: 0.07 mi.	Substantive	
I233-604	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 902 (902) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.05 mi. Intersection with Elk winter concentration area: 0.05 mi.	Substantive	
I233-605	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 903 (903) 0.157-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.16 mi. Intersection with Elk winter concentration area: 0.16 mi.	Substantive	
I233-606	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 904 (904) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Elk winter concentration area: 0.03 mi.	Substantive	
I233-607	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 905 (905) 0.061-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi. Intersection with Elk winter concentration area: 0.06 mi.	Substantive	
I233-608	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 906 (906) 0.064-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Intersection with Elk winter concentration area: 0.07 mi.	Substantive	
I233-609	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 908 (908) 0.252-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.25 mi. Intersection with Elk winter concentration area: 0.09 mi.	Substantive	
I233-610	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 909 (909) 0.112-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.11 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-611	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 910 (910) 0.048-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.05 mi. Intersection with Elk winter concentration area: 0.05 mi.	Substantive	
1233-612	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 911 (911) 0.077-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi. Intersection with Elk winter concentration area: 0.08 mi.	Substantive	
1233-613	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 912 (912) 0.089-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.09 mi.	Substantive	
1233-614	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 913 (913) 0.024-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.02 mi.	Substantive	
1233-615	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 915 (915) 0.059-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi.	Substantive	
1233-616	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 916 (916) 0.034-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi.	Substantive	
1233-617	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 917 (917) 0.028-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi.	Substantive	
1233-618	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 918 (918) 0.075-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi.	Substantive	
1233-619	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 919 (919) 0.109-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-620	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 920 (920) 0.184-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-621	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 921 (921) 0.164-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.13 mi.	Substantive	
1233-622	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 923 (923) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-623	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 924 (924) 0.323-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-624	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 933 (933) 0.914-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-625	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 934 (934) 0.079-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-626	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 936 (936) 0.172-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-627	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 950 (950) 0.055-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.05 mi.	Substantive	
1233-628	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 951 (951) 0.265-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.26 mi.	Substantive	
1233-629	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 952 (952) 0.326-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.33 mi.	Substantive	
1233-630	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 957 (957) 0.221-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.19 mi.	Substantive	
1233-631	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 959 (959) 0.055-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.06 mi.	Substantive	
1233-632	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 965 (965) 0.028-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.03 mi.	Substantive	
1233-633	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 966 (966) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.05 mi.	Substantive	
1233-634	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 967 (967) 0.138-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.14 mi.	Substantive	
1233-635	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 968 (968) 0.029-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.03 mi.	Substantive	
1233-636	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 986 (986) 0.173-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.17 mi. Intersection with Elk winter concentration area: 0.17 mi.	Substantive	
1233-637	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 987 (987) 0.049-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.05 mi.	Substantive	
1233-638	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 988 (988) 0.029-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi.	Substantive	
1233-639	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 101.A (BEAR CREEK RIDGE) 1.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.59 mi.	Substantive	
1233-640	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1336 (RAINBOW) 53.641-MI SEG: Relevant Data: Colorado Roadless Area: 35.54 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				(Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 7.63 mi. Intersection with Cutthroat Trout habitat: 0.79 mi. Intersection with Elk production area: 9.23 mi. Intersection with Elk winter concentration area: 4.79 mi. Intersection with Mule deer critical winter habitat: 5.97 mi.		
1233-641	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1414 (1414) 2-MI SEG: Relevant Data: Intersection with Mule deer critical winter habitat: 2 mi.	Substantive	
1233-642	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1415 (1415) 0.6-MI SEG: Relevant Data: Intersection with Bighorn sheep winter range: 0.6 mi. Intersection with Mule deer critical winter habitat: 0.6 mi.	Substantive	
1233-643	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1423 (TRIAD RIDGE ATV) 4.56-MI SEG: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 4.56 mi.	Substantive	
1233-644	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1423.A (CHINAMANS GULCH/CARNAGE CANYON) 0.21-MI SEG: Relevant Data: Intersection with Bighorn sheep winter range: 0.2 mi.	Substantive	
1233-645	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1424 (TRIAD RIDGE ATV) 1.66-MI SEG: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 1.66 mi.	Substantive	
1233-646	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1425 (TRIAD RIDGE SINGLE TRACK) 6.26-MI SEG: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 6.28 mi.	Substantive	
1233-647	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1434 (1434) 0.5-MI SEG: Relevant Data: Colorado Roadless Area: 0.44 mi. Intersection with Bighorn sheep winter range: 0.5 mi. Intersection with Mule deer critical winter habitat: 0.5 mi.	Substantive	
1233-648	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1434 (1434) 5.295-MI SEG: Relevant Data: Colorado Roadless Area: 5.12 mi. Colorado Roadless Area Upper Tier: 0.24 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.72 mi. Intersection with Bighorn sheep production area: 4.05 mi. Intersection with Bighorn sheep winter range: 5.29 mi. Intersection with Mule deer critical winter habitat: 1.94 mi.	Substantive	
1233-649	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1434.A (1434.A) 2.015-MI SEG: Relevant Data: Colorado Roadless Area: 1.93 mi. Colorado Roadless Area Upper Tier: 0.14 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.27 mi. Intersection with Bighorn sheep production area: 0.15 mi. Intersection with Bighorn sheep winter range: 2.02 mi. Intersection with Mule deer critical winter habitat: 2.02 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-650	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1437 (POMEROY LAKES) 0.842-MI SEG: Relevant Data: Colorado Roadless Area: 0.73 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-651	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 174 (HERRING PARK) 6.547-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 2.51 mi.	Substantive	
I233-652	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 174.A (BULL GULCH CUTOFF) 1.76-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.24 mi.	Substantive	
I233-653	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 174.B (CABLE SPRING) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.67 mi.	Substantive	
I233-654	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 174.C (I-M RIDGE) 2.628-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 2.09 mi.	Substantive	
I233-655	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 180 (LOCO RIDGE) 0.93-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.93 mi. Intersection with Mule deer critical winter habitat: 0.93 mi.	Substantive	
I233-656	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 180 (LOCO RIDGE) 2.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 0.07 mi. Intersection with Bighorn sheep winter range: 1.22 mi. Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	
I233-657	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 180.A (LOCO RIDGE SPUR) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.07 mi.	Substantive	
I233-658	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185 (ASPEN RIDGE) 2.562-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.03 mi.	Substantive	
I233-659	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185 (ASPEN RIDGE) 1.011-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.39 mi.	Substantive	
I233-660	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185 (ASPEN RIDGE) 4.65-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 0.7 mi. Intersection with Bighorn sheep winter range: 3.7 mi. Intersection with Elk production area: 0.74 mi.	Substantive	
I233-661	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185 (ASPEN RIDGE) 1.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 1.05 mi. Intersection with Elk production area: 0.91 mi.	Substantive	
I233-662	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185.B (ELK MOUNTAIN RANCH) 0.556-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.03 mi.	Substantive	
I233-663	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185.C (FUTURITY GULCH) 1.2-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.91 mi.	Substantive	
I233-664	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185.C1 (185.C1) 0.857-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.86 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-665	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 185.D (LITTLE COTTONWOOD CREEK) 4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 0.88 mi. Intersection with Bighorn sheep winter range: 3.3 mi.	Substantive	
1233-666	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 186 (BULL GULCH) 3.321-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.79 mi.	Substantive	
1233-667	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 186 (BULL GULCH) 7.149-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 1.69 mi. Intersection with Elk production area: 5.45 mi.	Substantive	
1233-668	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 186.B (ELK TREE) 2.71-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.19 mi.	Substantive	
1233-669	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 186.C (CALF GULCH) 0.94-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.68 mi.	Substantive	
1233-670	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 189 (DRY LAKES) 4.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.34 mi. Intersection with Elk production area: 2.07 mi.	Substantive	
1233-671	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 200 (MARSHALL PASS) 1.883-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.47 mi. Intersection with Mule deer critical winter habitat: 1.88 mi.	Substantive	
1233-672	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 200 (MARSHALL PASS) 5.778-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 4.88 mi. Intersection with Elk winter concentration area: 0.89 mi. Intersection with Mule deer critical winter habitat: 2.24 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.75 mi.	Substantive	
1233-673	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 200.B (OURAY CREEK) 0.264-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.26 mi.	Substantive	
1233-674	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 200.C (HUTCHINSON CABIN) 0.109-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.12 mi.	Substantive	
1233-675	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 200.D (200.D) 0.047-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.04 mi. Intersection with Elk winter concentration area: 0.04 mi. Intersection with Mule deer critical winter habitat: 0.04 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-676	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 200.E (200.E) 0.048-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.05 mi.	Substantive	
I233-677	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 200.F (200.F) 0.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.13 mi.	Substantive	
I233-678	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201 (SILVER CREEK) 2.532-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 1.47 mi. Intersection with Mule deer critical winter habitat: 0.65 mi.	Substantive	
I233-679	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201 (SILVER CREEK) 1.123-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.08 mi. Intersection with Mule deer critical winter habitat: 1.12 mi.	Substantive	
I233-680	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201 (SILVER CREEK) 1.677-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.9 mi. Intersection with Mule deer critical winter habitat: 1.68 mi.	Substantive	
I233-681	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201.A (N CHRISTMAS TREE SPUR) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.1 mi.	Substantive	
I233-682	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201.AA (201.AA) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	
I233-683	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201.B (S CHRISTMAS TREE SPUR) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.2 mi.	Substantive	
I233-684	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201.CA (201.CA) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	
I233-685	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 201.CB (201.CB) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.07 mi.	Substantive	
I233-686	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 202.D (202.D) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.02 mi. Intersection with Mule deer critical winter habitat: 0.06 mi.	Substantive	
I233-687	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 203 (PONCHA CREEK) 7.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 3.12 mi. Intersection with Elk winter concentration area: 1.1 mi. Intersection with Mule deer critical winter habitat: 3.57 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.77 mi.	Substantive	
I233-688	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 203.B (203.B) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.08 mi. Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-689	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 203.C (203.C) 0.19-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.09 mi. Intersection with Mule deer critical winter habitat: 0.19 mi.	Substantive	
I233-690	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 204.A (DROZ CREEK SPUR) 1.14-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.15 mi. Intersection with Elk winter concentration area: 1.15 mi. Intersection with Mule deer critical winter habitat: 0.89 mi.	Substantive	
I233-691	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 204.B (204.B) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.05 mi. Intersection with Elk winter concentration area: 0.05 mi. Intersection with Mule deer critical winter habitat: 0.05 mi.	Substantive	
I233-692	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 204.C (204.C) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.06 mi. Intersection with Elk winter concentration area: 0.06 mi. Intersection with Mule deer critical winter habitat: 0.06 mi.	Substantive	
I233-693	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 204.D (204.D) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.04 mi. Intersection with Elk winter concentration area: 0.08 mi.	Substantive	
I233-694	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 204.E (204.E) 0.11-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.07 mi. Intersection with Elk winter concentration area: 0.12 mi.	Substantive	
I233-695	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 205 (UPPER PONCHA POWERLINE) 1.157-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Stem into Wilderness: A.Quiet use conflict. Intersection with Elk winter concentration area: 0.37 mi. Intersection with Mule deer critical winter habitat: 1.06 mi.	Substantive	
I233-696	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 212.A (BIG FIR) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.48 mi. Intersection with Elk production area: 0.19 mi. Intersection with Elk winter concentration area: 0.48 mi. Intersection with Mule deer critical winter habitat: 0.39 mi.	Substantive	
I233-697	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 212.B (PASS CR SPUR) 0.232-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.23 mi. Intersection with Elk production area: 0.23 mi. Intersection with Elk winter concentration area: 0.23 mi.		
1233-698	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.A (RIDGE RUN) 0.559-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.56 mi. Intersection with Elk production area: 0.19 mi. Intersection with Elk winter concentration area: 0.56 mi.	Substantive	
1233-699	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.AA (214.AA) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.07 mi. Intersection with Elk winter concentration area: 0.07 mi.	Substantive	
1233-700	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.C (SPRUCE CREEK SPUR) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.43 mi. Intersection with Elk production area: 0.43 mi. Intersection with Elk winter concentration area: 0.43 mi.	Substantive	
1233-701	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.F (214.F) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.06 mi. Intersection with Elk production area: 0.06 mi. Intersection with Elk winter concentration area: 0.06 mi.	Substantive	
1233-702	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 215 (CHIPETA RIDGE) 2.071-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.4 mi. Intersection with Elk production area: 2.06 mi. Intersection with Elk winter concentration area: 0.19 mi.	Substantive	
1233-703	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 218 (DRY LAKE) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 1.09 mi. Intersection with Mule deer critical winter habitat: 1.09 mi.	Substantive	
1233-704	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 218.A (DRY LAKE TIMBER) 0.7-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk winter concentration area: 0.68 mi. Intersection with Mule deer critical winter habitat: 0.68 mi.	Substantive	
1233-705	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 218.B (DRY LAKE SPUR) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.31 mi. Intersection with Mule deer critical winter habitat: 0.31 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-706	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 222.A (WILLOW CREEK BRANCH) 0.941-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.94 mi. Intersection with Bighorn sheep winter range: 0.29 mi. Intersection with Elk production area: 0.94 mi. Intersection with Elk winter concentration area: 0.94 mi.	Substantive	
1233-707	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 224 (LOST CREEK) 0.577-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.58 mi. Intersection with Mule deer critical winter habitat: 0.58 mi.	Substantive	
1233-708	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 225.B (POWERLINE SPUR) 0.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-709	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 225.C (FOOSES CREEK TRAILHEAD) 0.14-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-710	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 225.D (FOOSES CREEK SPUR D) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-711	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 228 (TAYLOR MOUNTAIN) 4.486-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.87 mi. Intersection with Elk winter concentration area: 2.35 mi. Intersection with Mule deer critical winter habitat: 1.79 mi.	Substantive	
1233-712	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 228 (TAYLOR MOUNTAIN) 2.254-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 2.17 mi.	Substantive	
1233-713	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 228 (TAYLOR MOUNTAIN) 3.243-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.25 mi.	Substantive	
1233-714	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 228.A (228.A) 0.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.13 mi. Intersection with Mule deer critical winter habitat: 0.13 mi.	Substantive	
1233-715	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 230 (MIDDLE FORK) 3.675-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 2.73 mi. Intersection with Bighorn sheep winter range: 0.73 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 2.84 mi.	Substantive	
1233-716	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 230.A (PRINCE ALBERT) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.12 mi. Intersection with Bighorn sheep winter range: 0.12 mi.	Substantive	
1233-717	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 237.B (237.B) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-718	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 238 (MONARCH BASIN SPUR) 0.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.3 mi.	Substantive	
1233-719	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240 (N FORK S ARKANSAS) 7.97-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 1.81 mi. Intersection with Elk production area: 0.24 mi. Intersection with Elk winter concentration area: 1.84 mi. Intersection with Mule deer critical winter habitat: 2.01 mi.	Substantive	
1233-720	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240.F (240.F) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.05 mi.	Substantive	
1233-721	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240.G (240.G) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-722	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240.H (240.H) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-723	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 250.AA (250.AA) 0.17-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk winter concentration area: 0.17 mi. Intersection with Mule deer critical winter habitat: 0.17 mi.	Substantive	
1233-724	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 250.B (250.B) 0.38-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk winter concentration area: 0.39 mi. Intersection with Mule deer critical winter habitat: 0.39 mi.	Substantive	
1233-725	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 251.B (N SQUAW CR SPUR) 0.95-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.16 mi. Intersection with Elk production area: 0.6 mi. Intersection with Elk winter concentration area: 0.93 mi. Intersection with Mule deer critical winter habitat: 0.34 mi.	Substantive	
1233-726	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 252.B (UPPER WELDON GULCH) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.81 mi. Intersection with Elk winter concentration area: 1 mi. Intersection with Mule deer critical winter habitat: 1 mi.	Substantive	
1233-727	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 254 (GOLD EAGLE MINE) 1.72-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.72 mi. Intersection with Elk winter concentration area: 0.4 mi. Intersection with Mule deer critical winter habitat: 0.25 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-728	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 255 (CEDAR GULCH) 2.483-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.4 mi. Intersection with Elk winter concentration area: 2.51 mi. Intersection with Mule deer critical winter habitat: 0.25 mi.	Substantive	
1233-729	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 267.A (POPLAR GULCH TRAILHEAD) 0.183-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-730	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 267.B (267.B) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-731	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 267.D (267.D) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-732	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 267.E (267.E) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-733	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 267.F (267.F) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.06 mi.	Substantive	
1233-734	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272 (BROWNS CREEK) 3.058-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 3.06 mi.	Substantive	
1233-735	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272.A (BROWNS CREEK SPUR) 1.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.08 mi. Intersection with Elk winter concentration area: 1.59 mi. Intersection with Mule deer critical winter habitat: 0.85 mi.	Substantive	
1233-736	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272.B (NORTH THREEMILE SPUR) 1.12-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.96 mi. Intersection with Elk winter concentration area: 1.14 mi. Intersection with Mule deer critical winter habitat: 0.23 mi.	Substantive	
1233-737	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272.D (EAST FOURMILE) 1.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 1.19 mi. Intersection with Mule deer critical winter habitat: 0.23 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-738	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272.E (WEST FOURMILE) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk winter concentration area: 0.46 mi.	Substantive	
I233-739	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272.F (272.F) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk winter concentration area: 0.05 mi.	Substantive	
I233-740	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272.G (272.G) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.04 mi.	Substantive	
I233-741	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274 (EDDY CREEK) 1.23-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 1.22 mi. Intersection with Mule deer critical winter habitat: 0.61 mi.	Substantive	
I233-742	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.A (NORTH EDDY CREEK) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 1.53 mi. Intersection with Mule deer critical winter habitat: 1.41 mi.	Substantive	
I233-743	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.B (274.B) 0.17-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.09 mi. Intersection with Mule deer critical winter habitat: 0.09 mi.	Substantive	
I233-744	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 277 (BALDWIN CREEK 4WD) 5.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Recommendation: Notes/comments: Convert to trail only if unauthorized route at the end of the road is properly closed to vehicles. Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk winter concentration area: 0.72 mi.	Substantive	
I233-745	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 278 (UPPER BROWNS CR 4WD) 6.779-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: 1429. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 2.75 mi.	Substantive	
I233-746	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 278.A (ANTERO 4WD) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 1.04 mi.	Substantive	
I233-747	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 278.B (MT WHITE 4WD) 1.456-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep production area: 0.03 mi. Intersection with Bighorn sheep winter range: 0.23 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-748	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 278.C (ANTERO/MT.WHITE CUTOFF) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 0.13 mi.	Substantive	
I233-749	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 279 (BOULDER MTN 4WD) 4.99-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-750	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 290.B (CHALK CREEK SMR HOMES) 0.306-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.31 mi. Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	
I233-751	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 292 (OLD CHALK CR) 2.47-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.11 mi. Intersection with Bighorn sheep production area: 0.32 mi. Intersection with Elk winter concentration area: 0.71 mi.	Substantive	
I233-752	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 292 (OLD CHALK CR) 1.445-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep production area: 0.46 mi. Intersection with Bighorn sheep winter range: 0.46 mi. Intersection with Elk winter concentration area: 1.44 mi. Intersection with Mule deer critical winter habitat: 1.44 mi.	Substantive	
I233-753	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 292 (OLD CHALK CR) 0.965-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.96 mi. Intersection with Mule deer critical winter habitat: 0.51 mi.	Substantive	
I233-754	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 292.A (ALPINE SPUR) 0.129-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.13 mi.	Substantive	
I233-755	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 295 (HANCOCK) 1.521-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.52 mi.	Substantive	
I233-756	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 298.A (WILLIAMS PASS 4WD) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.73 mi.	Substantive	
I233-757	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 299 (HANCOCK PASS) 2.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.19 mi.	Substantive	
I233-758	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300 (BALD MTN GULCH) 7.47-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 0.54 mi. Intersection with Bighorn sheep winter range: 7.42 mi. Intersection with Mule deer critical winter habitat: 1.95 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-759	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.A (ARNOLD GULCH) 2.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 2.27 mi.	Substantive	
I233-760	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.B (BALD MTN SPUR) 2.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 2.34 mi. Intersection with Mule deer critical winter habitat: 0.15 mi.	Substantive	
I233-761	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.B1 (300.B1) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.63 mi.	Substantive	
I233-762	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.C (300.C) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.53 mi. Intersection with Mule deer critical winter habitat: 0.53 mi.	Substantive	
I233-763	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 306.A (COLLEGIATE PEAKS CG) 0.65-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.65 mi.	Substantive	
I233-764	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 306.AA (COLLEGIATE PEAKS C.G. LOOP A) 0.133-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.13 mi.	Substantive	
I233-765	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 306.AB (COLLEGIATE PEAKS C.G. LOOP B) 0.166-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.17 mi.	Substantive	
I233-766	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 306.AC (COLLEGIATE PEAKS C.G. LOOP C) 0.145-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.15 mi.	Substantive	
I233-767	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 306.E (OUELLETTE) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.06 mi. Intersection with Bighorn sheep winter range: 0.06 mi. Intersection with Mule deer critical winter habitat: 0.05 mi.	Substantive	
I233-768	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308 (MUSHROOM GULCH) 2.413-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.82 mi. Intersection with Elk production area: 1.57 mi. Intersection with Mule deer critical winter habitat: 1.46 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-769	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308 (MUSHROOM GULCH) 0.25-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep production area: 0.02 mi. Intersection with Bighorn sheep winter range: 0.25 mi.	Substantive	
I233-770	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308 (MUSHROOM GULCH) 2.524-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep production area: 0.15 mi. Intersection with Bighorn sheep winter range: 1.69 mi. Intersection with Elk production area: 1.28 mi.	Substantive	
I233-771	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308.A (LUCKY JACK) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.05 mi. Intersection with Elk production area: 0.05 mi.	Substantive	
I233-772	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308.B2 (S. KAUFMAN RIDGE SPUR) 0.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.13 mi.	Substantive	
I233-773	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308.C (N. KAUFMAN RIDGE SPUR) 0.34-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.34 mi. Intersection with Mule deer critical winter habitat: 0.34 mi.	Substantive	
I233-774	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 309.A (WEST TROUT CREEK) 2.62-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.94 mi. Intersection with Elk winter concentration area: 1.92 mi.	Substantive	
I233-775	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 309.B (309.B) 0.223-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.22 mi.	Substantive	
I233-776	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311 (SEVENMILE CREEK) 5.377-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 3.2 mi. Intersection with Mule deer critical winter habitat: 0.13 mi.	Substantive	
I233-777	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311 (SEVENMILE CREEK) 3.163-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 3.16 mi.	Substantive	
I233-778	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311.B (311.B) 0.31-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.13 mi.	Substantive	
I233-779	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311.D (311.D) 0.51-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-780	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311.E (311.E) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.33 mi. Intersection with Mule deer critical winter habitat: 0.43 mi.	Substantive	
I233-781	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311.F (311.F) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.19 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-782	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311.G (311.G) 0.233-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.23 mi.	Substantive	
I233-783	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 315.A (315.A) 0.33-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-784	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 315.B (315.B) 0.12-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-785	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 315.C (315.C) 0.11-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-786	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 315.D (315.D) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-787	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 318 (BUCKRAKE DRIVE) 0.999-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-788	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 322 (MOUNT PRINCETON) 2.246-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-789	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 329.A (HARRISON SPUR) 0.15-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.14 mi.	Substantive	
I233-790	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 340.A (RED DEER) 1.73-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.55 mi. Intersection with Mule deer critical winter habitat: 1.29 mi.	Substantive	
I233-791	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 344.A (COTTONWOOD LAKE PG) 0.163-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.16 mi.	Substantive	
I233-792	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 344.B (COTTONWOOD LAKE CG) 0.598-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.6 mi.	Substantive	
I233-793	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 344.H (344.H) 0.14-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.12 mi.	Substantive	
I233-794	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 344.I (344.I) 0.21-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.21 mi.		
1233-795	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 346 (PTARMIGAN CREEK) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.05 mi.	Substantive	
1233-796	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 365.B (365.B) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.06 mi.	Substantive	
1233-797	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 365.C (365.C) 0.14-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Elk production area: 0.14 mi.	Substantive	
1233-798	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 373 (LITTLE FOURMILE) 4.301-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 1.8 mi. Intersection with Mule deer critical winter habitat: 4.29 mi.	Substantive	
1233-799	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 373.A (LITTLE FOURMILE SPUR) 0.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.53 mi. Intersection with Mule deer critical winter habitat: 0.34 mi.	Substantive	
1233-800	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375 (FOURMILE CREEK) 3.497-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 3.24 mi. Intersection with Mule deer critical winter habitat: 3.5 mi.	Substantive	
1233-801	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375 (FOURMILE CREEK) 1.765-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 1.77 mi. Intersection with Mule deer critical winter habitat: 0.46 mi.	Substantive	
1233-802	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375 (FOURMILE CREEK) 0.465-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.47 mi.	Substantive	
1233-803	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375.A (FOURMILE CUTOFF) 1.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 1.54 mi. Intersection with Mule deer critical winter habitat: 1.54 mi.	Substantive	
1233-804	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375.AA (375.AA) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.1 mi. Intersection with Mule deer critical winter habitat: 0.1 mi.	Substantive	
1233-805	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375.B (WAGNER) 0.16-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.15 mi. Intersection with Mule deer critical winter habitat: 0.15 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-806	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375.C (FOURMILE RANCH) 0.59-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.6 mi. Intersection with Mule deer critical winter habitat: 0.6 mi.	Substantive	
I233-807	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375.E (FOURMILE SPUR) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.29 mi. Intersection with Mule deer critical winter habitat: 0.29 mi.	Substantive	
I233-808	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376 (LENHARDY CUTOFF) 2.277-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.09 mi.	Substantive	
I233-809	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376 (LENHARDY CUTOFF) 1.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.18 mi.	Substantive	
I233-810	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376 (LENHARDY CUTOFF) 3.014-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 1.67 mi. Intersection with Elk production area: 0.88 mi. Intersection with Elk winter concentration area: 1.08 mi.	Substantive	
I233-811	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376 (LENHARDY CUTOFF) 0.228-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.12 mi. Intersection with Mule deer critical winter habitat: 0.23 mi.	Substantive	
I233-812	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.A (OLD MIDLAND CUTOFF) 2.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.71 mi.	Substantive	
I233-813	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.AA (376.AA) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-814	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.AB (376.AB) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-815	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.AC (376.AC) 0.35-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-816	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.B (SO FORK SEVENMILE) 2.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.16 mi.	Substantive	
I233-817	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.D (376.D) 0.11-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.11 mi.	Substantive	
I233-818	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.G (376.G) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-819	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376.I (376.I) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-820	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 377 (HOMESTAKE PIPELINE) 1.26-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 1.26 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-821	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 40 (BIG COTTONWOOD) 1.149-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.06 mi.	Substantive	
I233-822	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 6 (HAYDEN CREEK) 4.027-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Stem into Wilderness: 3 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.69 mi. Intersection with Bighorn sheep production area: 2.53 mi. Intersection with Bighorn sheep winter range: 2.53 mi.	Substantive	
I233-823	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 6.3C (S. PRONG HAYDEN CR) 0.91-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.91 mi. Intersection with Cutthroat Trout habitat: 0.91 mi.	Substantive	
I233-824	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 7243.3H (WINDY PEAK) 2.96-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 2.93 mi.	Substantive	
I233-825	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 119 (MUSIC PASS) 0.354-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.35 mi.	Substantive	
I233-826	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 119.A (119.A) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.07 mi.	Substantive	
I233-827	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1300 (INDIAN) 14-MI SEG: Relevant Data: Colorado Roadless Area: 12.21 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-828	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1300.A (SHORTCUT) 1.4-MI SEG: Relevant Data: Colorado Roadless Area: 1.27 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-829	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1300.B (1300.B) 0.36-MI SEG: Relevant Data: Colorado Roadless Area: 0.28 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-830	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1301 (BAKER CREEK) 3.05-MI SEG: Relevant Data: Colorado Roadless Area: 2.37 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-831	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1302 (DODGETON) 3.42-MI SEG: Relevant Data: Colorado Roadless Area: 2.42 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-832	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1302.A (1302.A) 2.51-MI SEG: Relevant Data: Colorado Roadless Area: 0.21 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-833	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1302.B (1302.B) 0.26-MI SEG: Relevant Data: Colorado Roadless Area: 0.26 mi.	Substantive	
I233-834	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1302.C (1302.C) 0.28-MI SEG: Relevant Data: Colorado Roadless Area: 0.28 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-835	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1314 (CISNEROS) 11.13-MI SEG: Relevant Data: Colorado Roadless Area: 6.67 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 11.05 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 5.71 mi.	Substantive	
I233-836	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1318 (SNOWSLIDE) 5.5-MI SEG: Relevant Data: Intersection with PSI Management Area 3A (non-motorized): 1.66 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 5.47 mi. Intersection with Elk production area: 1.41 mi.	Substantive	
I233-837	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1320 (SAN CARLOS) 2.2-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.18 mi. Intersection with Elk production area: 2.18 mi.	Substantive	
I233-838	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1322.A (SECOND MACE SPUR) 0.96-MI SEG: Relevant Data: Colorado Roadless Area: 0.87 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.96 mi. Intersection with Elk production area: 0.96 mi.	Substantive	
I233-839	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1326 (ST. CHARLES) 9.24-MI SEG: Relevant Data: Colorado Roadless Area: 7.77 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 9.24 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.91 mi.	Substantive	
I233-840	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1329 (LION CANYON) 2.43-MI SEG: Relevant Data: Colorado Roadless Area: 1.74 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.43 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.58 mi. Intersection with Elk production area: 0.15 mi.	Substantive	
I233-841	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1331 (LEWIS CREEK) 4.813-MI SEG: Relevant Data: Colorado Roadless Area: 4.31 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 4.41 mi. Intersection with Bighorn sheep winter range: 2.45 mi.	Substantive	
I233-842	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1333 (TANNER/EAST BEAR GULCH) 3.02-MI SEG: Relevant Data: Colorado Roadless Area: 2.83 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 3.02 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.02 mi.		
1233-843	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1333 (TANNER/EAST BEAR GULCH) 9.3-MI SEG: Relevant Data: Colorado Roadless Area: 8.83 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 8.56 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 6.92 mi.	Substantive	
1233-844	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1333.A (1333.A) 0.41-MI SEG: Relevant Data: Colorado Roadless Area: 0.41 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.41 mi. Intersection with lands include in CO Wilderness Act bill introduced in Congress in 2015: 0.25 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.41 mi.	Substantive	
1233-845	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1334 (STULTZ) 6.17-MI SEG: Relevant Data: Colorado Roadless Area: 6.01 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 6.17 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 6.17 mi.	Substantive	
1233-846	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1358 (1358) 0.23-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.23 mi. Intersection with Elk production area: 0.23 mi.	Substantive	
1233-847	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1365 (CISNEROS TO NFSR 352) 1.08-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.07 mi.	Substantive	
1233-848	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1386 (COUPLER) 0.57-MI SEG: Relevant Data: Colorado Roadless Area: 0.57 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.57 mi. Intersection with Elk production area: 0.57 mi.	Substantive	
1233-849	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1387 (DOME ROCK) 2.37-MI SEG: Relevant Data: Colorado Roadless Area: 2.37 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.37 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 2.37 mi.	Substantive	
1233-850	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1388 (MIDDLE CREEK) 2.4-MI SEG: Relevant Data: Colorado Roadless Area: 2.39 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.39 mi. Intersection with Elk production area: 2.39 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-851	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1396 (SNOWSLIDE ACCESS FROM FSR 371) 0.86-MI SEG: Relevant Data: Intersection with PSI Management Area 3A (non-motorized): 0.1 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.86 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.86 mi.	Substantive	
I233-852	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1397 (HORSE RANCH) 3.99-MI SEG: Relevant Data: Colorado Roadless Area: 3.15 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 3.87 mi.	Substantive	
I233-853	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1398 (POLE CREEK) 6.72-MI SEG: Relevant Data: Colorado Roadless Area: 4.48 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 6.43 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 2.41 mi.	Substantive	
I233-854	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 1399 (ST CHARLES ACCESS FROM 335) 0.14-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.13 mi.	Substantive	
I233-855	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 160 (HERMIT LAKE) 7.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Stem into Wilderness: edge 2. Dead End Quiet Trail Comment: 747 RGNF.	Substantive	
I233-856	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 160.A (160.A) 0.126-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-857	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 198 (LAKE CREEK) 7.584-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Colorado Roadless Area: 0.38 mi. Dead End Quiet Trail Comment: 1354/752. Intersection with Elk production area: 0.28 mi. Intersection with Elk winter concentration area: 0.37 mi.	Substantive	
I233-858	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 198 (LAKE CREEK) 0.562-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.56 mi.	Substantive	
I233-859	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 198.B (198.B) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-860	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 198.C (198.C) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Tap Low Value/Low Risk.	Substantive	
I233-861	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 198.D (198.D) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-862	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 198.F (198.F) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-863	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274 (LOCKE MTN) 0.95-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.03 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-864	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274 (LOCKE MTN) 5.44-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.66 mi. Intersection with Cutthroat Trout habitat: 1.15 mi.	Substantive	
I233-865	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274 (LOCKE MTN) 4.294-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.3 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.5 mi. Intersection with Elk production area: 1.25 mi.	Substantive	
I233-866	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.A (274.A) 0.152-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi.	Substantive	
I233-867	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.B (274.B) 0.195-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi.	Substantive	
I233-868	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.C (274.C) 0.121-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi.	Substantive	
I233-869	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.D (274.D) 0.112-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.12 mi.	Substantive	
I233-870	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.F (274.F) 0.34-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.27 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.34 mi. Intersection with Elk production area: 0.21 mi.	Substantive	
I233-871	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.H (274.H) 0.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.18 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.18 mi. Intersection with Elk production area: 0.16 mi.	Substantive	
I233-872	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.J (274.J) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Cutthroat Trout habitat: 0.07 mi.	Substantive	
I233-873	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.K (274.K) 0.16-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.16 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-874	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274.L (274.L) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.02 mi.	Substantive	
I233-875	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 287 (SMITH CREEK) 0.283-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.29 mi. Intersection with Bighorn sheep winter range: 0.29 mi. Intersection with Elk production area: 0.17 mi.	Substantive	
I233-876	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 287.A (287.A) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Bighorn sheep winter range: 0.03 mi. Intersection with Elk production area: 0.03 mi.	Substantive	
I233-877	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 287.B (287.B) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.02 mi. Intersection with Bighorn sheep winter range: 0.02 mi. Intersection with Elk production area: 0.02 mi.	Substantive	
I233-878	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 287.C (287.C) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-879	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 298 (298) 0.29-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.29 mi.	Substantive	
I233-880	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 298.A (298.A) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-881	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300 (LAKE CREEK CG) 0.351-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.35 mi.	Substantive	
I233-882	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 302 (GRAVEL PIT) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.21 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-883	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 303 (OAK CREEK CG) 0.599-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.6 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.47 mi.	Substantive	
I233-884	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 304 (BEAR GULCH) 3.45-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.83 mi. Intersection with Mule deer critical winter habitat: 0.85 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-885	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 304.A (304.A) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.04 mi. Intersection with Mule deer critical winter habitat: 0.04 mi.	Substantive	
I233-886	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 304.B (304.B) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.09 mi.	Substantive	
I233-887	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 304.C (304.C) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-888	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 304.D (304.D) 0.023-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.02 mi.	Substantive	
I233-889	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 307 (MAMMOTH) 0.45-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.4 mi.	Substantive	
I233-890	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 307.A (307.A) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.05 mi.	Substantive	
I233-891	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308 (TORNADO) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.2 mi. Intersection with Elk production area: 0.2 mi.	Substantive	
I233-892	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 308.A (308.A) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.09 mi. Intersection with Elk production area: 0.09 mi.	Substantive	
I233-893	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 310 (LEWIS CREEK) 0.42-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.11 mi.	Substantive	
I233-894	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 311 (RATTLESNAKE GULCH) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Intersection with Bighorn sheep winter range: 0.07 mi. Intersection with Elk production area: 0.07 mi.	Substantive	
I233-895	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 314 (BREECE CREEK) 1.38-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.38 mi.	Substantive	
I233-896	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 315 (HOLT MTN) 3.34-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.31 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-897	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 315.D (315.D) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-898	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 315.E (315.E) 0.17-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.17 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-899	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 315.F (315.F) 0.11-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.11 mi.	Substantive	
1233-900	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 316 (MEADE) 1.59-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.59 mi. Intersection with Elk production area: 1.59 mi.	Substantive	
1233-901	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 317 (OVERFLOW) 0.189-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.19 mi. Intersection with Elk production area: 0.19 mi.	Substantive	
1233-902	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 320 (SAN CARLOS) 3.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.01 mi. Intersection with Elk production area: 3.01 mi.	Substantive	
1233-903	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 320.D (320.D) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.09 mi. Intersection with Elk production area: 0.09 mi.	Substantive	
1233-904	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 320.E (320.E) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi. Intersection with Elk production area: 0.06 mi.	Substantive	
1233-905	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 321 (ROUNDTOP MTN) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.32 mi. Intersection with Elk production area: 1.66 mi.	Substantive	
1233-906	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 321.A (ROUNDTOP MTN SPUR) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.46 mi.	Substantive	
1233-907	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 323 (323) 0.07-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Cutthroat Trout habitat: 0.06 mi.	Substantive	
1233-908	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 324 (BIGELOW) 2.31-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1 mi. Intersection with Elk production area: 2.28 mi.	Substantive	
1233-909	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 324.A (BIGELOW SPUR) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.24 mi. Intersection with Elk production area: 0.39 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-910	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 325 (COUNTY LINE) 0.39-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.36 mi. Intersection with Elk production area: 0.21 mi.	Substantive	
I233-911	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 325.A (325.A) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-912	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332 (RITA) 0.17-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.17 mi.	Substantive	
I233-913	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 332.A (RITA SPUR) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.03 mi.	Substantive	
I233-914	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 333 (ALTA) 0.57-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-915	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 335 (BEAVER CREEK) 2.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.02 mi.	Substantive	
I233-916	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 336 (ADOBE PEAK) 3.32-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.39 mi. Intersection with Cutthroat Trout habitat: 0.21 mi.	Substantive	
I233-917	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 336.B (336.B) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-918	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337 (DUCKETT) 2.935-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.75 mi.	Substantive	
I233-919	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337 (DUCKETT) 0.758-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.1 mi.	Substantive	
I233-920	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337 (DUCKETT) 0.417-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 0.42 mi.	Substantive	
I233-921	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337.A (337.A) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-922	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337.B (337.B) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-923	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337.C (337.C) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-924	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 337.D (337.D) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-925	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 338 (STOVER) 1.27-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 1.13 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-926	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 339 (RED CREEK) 1.1-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk production area: 1.1 mi.	Substantive	
I233-927	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 339 (RED CREEK) 0.75-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk production area: 0.7 mi.	Substantive	
I233-928	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 34 (NORTH FORK) 2.987-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep production area: 2.28 mi. Intersection with Bighorn sheep winter range: 2.86 mi.	Substantive	
I233-929	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 34.A (PURGATOIRE C.G. LOOP A) 0.206-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep production area: 0.21 mi. Intersection with Bighorn sheep winter range: 0.21 mi.	Substantive	
I233-930	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 34.B (PURGATOIRE C.G. LOOP B) 0.258-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep production area: 0.25 mi. Intersection with Bighorn sheep winter range: 0.25 mi.	Substantive	
I233-931	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 34.C (34.C) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 0.03 mi. Intersection with Bighorn sheep winter range: 0.03 mi.	Substantive	
I233-932	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 343 (NEWLIN) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.2 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.2 mi. Intersection with Elk production area: 0.2 mi.	Substantive	
I233-933	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348 (RIDGE) 0.11-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.11 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.11 mi.	Substantive	
I233-934	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 349 (STRIP CUT) 0.17-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.17 mi. Intersection with Elk production area: 0.12 mi.	Substantive	
I233-935	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 350 (RANGE CAMP) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.14 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-936	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 352 (352) 0.175-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.17 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-937	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 353 (353) 1.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.08 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.79 mi.	Substantive	
I233-938	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 353.A (353.A) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.4 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.4 mi.	Substantive	
I233-939	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 356 (356) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.34 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.16 mi. Intersection with Elk production area: 0.14 mi.	Substantive	
I233-940	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 357 (357) 0.45-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.45 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.38 mi.	Substantive	
I233-941	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 358 (358) 0.93-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.93 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.93 mi. Intersection with Cutthroat Trout habitat: 0.06 mi.	Substantive	
I233-942	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 360 (OPHIR CREEK) 8.14-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4 mi. Intersection with Elk production area: 2.01 mi.	Substantive	
I233-943	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 360.B (360.B) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-944	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 360.C (360.C) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-945	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 360.D (360.D) 0.19-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-946	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 360.E (MINE) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-947	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 361 (OPHIR CREEK CG) 0.737-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-948	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 362 (362) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-949	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 366 (366) 0.34-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.32 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-950	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369 (GREENHORN MTN) 11.059-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 11.06 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.83 mi. Intersection with Bighorn sheep winter range: 0.05 mi. Intersection with Elk production area: 0.52 mi.	Substantive	
1233-951	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369 (GREENHORN MTN) 5.141-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 5.14 mi. Intersection with Elk production area: 1.35 mi.	Substantive	
1233-952	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369.A (369.A) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.02 mi. Intersection with Elk production area: 0.02 mi.	Substantive	
1233-953	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369.B (369.B) 0.15-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.16 mi. Intersection with Elk production area: 0.16 mi.	Substantive	
1233-954	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369.C (369.C) 0.87-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.83 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-955	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369.H (369.H) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.02 mi.	Substantive	
1233-956	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369.J (369.J) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi. Intersection with Elk production area: 0.06 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-957	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 369.Q (369.Q) 0.12-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi.	Substantive	
I233-958	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 370 (WASHOUT) 0.23-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.24 mi. Intersection with Bighorn sheep winter range: 0.24 mi. Intersection with Elk production area: 0.24 mi.	Substantive	
I233-959	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 371 (GANN LOOP) 1.91-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.91 mi. Intersection with Elk production area: 1.91 mi.	Substantive	
I233-960	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 372 (SOUTHSIDE) 0.209-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.21 mi. Intersection with Elk production area: 0.21 mi.	Substantive	
I233-961	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 373 (LA VISTA) 0.532-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.53 mi. Intersection with Elk production area: 0.53 mi.	Substantive	
I233-962	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 373.A (LA VISTA C.G. SPUR) 0.033-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Elk production area: 0.03 mi.	Substantive	
I233-963	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 374 (ST. CHARLES) 0.827-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.83 mi. Intersection with Elk production area: 0.31 mi.	Substantive	
I233-964	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 375 (ST. CHARLES CG) 0.263-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.26 mi. Intersection with Elk production area: 0.26 mi.	Substantive	
I233-965	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 376 (CISNEROS T.H.) 0.218-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.22 mi.	Substantive	
I233-966	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 377 (GOBBLERS KNOB) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-967	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 378 (378) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.2 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-968	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 380 (ORGANIZATION) 0.841-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.85 mi. Intersection with Elk production area: 0.85 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-969	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 382 (DAVENPORT CG) 1.508-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.52 mi. Intersection with Elk production area: 1.52 mi.	Substantive	
1233-970	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 382.B (SECOND MACE TRHD) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.1 mi. Intersection with Elk production area: 0.1 mi.	Substantive	
1233-971	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383 (DITCH CREEK) 0.644-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.64 mi.	Substantive	
1233-972	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383 (DITCH CREEK) 2.863-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.14 mi. Intersection with Elk production area: 2.86 mi.	Substantive	
1233-973	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 383.A (LEFTHAND FORK) 0.15-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.15 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.15 mi.	Substantive	
1233-974	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 386 (SOUTH HARDSCRABBLE) 3.784-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.78 mi. Intersection with Elk production area: 3.78 mi.	Substantive	
1233-975	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 386.A (386.A) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.02 mi. Intersection with Elk production area: 0.02 mi.	Substantive	
1233-976	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 386.B (386.B) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-977	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 386.C (386.C) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Elk production area: 0.03 mi.	Substantive	
1233-978	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 386.D (386.D) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-979	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 386.F (386.F) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-980	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 387 (NORTH CREEK) 0.09-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Elk production area: 0.09 mi.	Substantive	
1233-981	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 388 (BABCOCK HOLE) 1.064-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.07 mi.	Substantive	
1233-982	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 388 (BABCOCK HOLE) 0.4-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.4 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-983	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 388.A (BABCOCK SPUR) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.38 mi.	Substantive	
I233-984	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 389 (OLD PIT) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.1 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-985	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 390 (FIRST BLUE) 0.09-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.09 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-986	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 391 (SECOND BLUE) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi.	Substantive	
I233-987	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 392 (392) 0.386-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.39 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.05 mi.	Substantive	
I233-988	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 395 (BURN) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.06 mi.	Substantive	
I233-989	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 395.A (395.A) 0.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.25 mi.	Substantive	
I233-990	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 396 (LITTLE FROZE) 6.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.57 mi.	Substantive	
I233-991	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 396.B (396.B) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-992	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 397 (SNOWSLIDE) 0.2-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.2 mi. Intersection with Elk production area: 0.2 mi.	Substantive	
I233-993	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 397 (SNOWSLIDE) 0.9-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.9 mi. Intersection with Elk production area: 0.9 mi.	Substantive	
I233-994	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 397 (SNOWSLIDE) 1.6-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.6 mi. Intersection with Elk production area: 1.34 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-995	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 397 (SNOWSLIDE) 0.05-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.05 mi. Intersection with Elk production area: 0.05 mi.	Substantive	
I233-996	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 401 (DEER PEAK) 5.21-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.3 mi. Intersection with Elk production area: 4.72 mi.	Substantive	
I233-997	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 401.A (401.A) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.1 mi. Intersection with Elk production area: 0.1 mi.	Substantive	
I233-998	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 401.B (401.B) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.02 mi. Intersection with Elk production area: 0.02 mi.	Substantive	
I233-999	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 401.C (401.C) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.02 mi.	Substantive	
I233-1000	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 401.E (401.E) 0.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.2 mi.	Substantive	
I233-1001	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 401.G (401.G) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.04 mi.	Substantive	
I233-1002	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 401.H (401.H) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1003	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 402 (MEADOW DIVIDE) 8.876-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 6.54 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 3.66 mi.	Substantive	
I233-1004	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 402.A (MEADOW DIVIDE SPUR) 0.12-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.12 mi.	Substantive	
I233-1005	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 402.B (402.B) 0.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1006	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 403.A (403.A) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1007	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 403.B (403.B) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1008	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 403.C (403.C) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1009	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 407 (MOSCA PASS ELEC. SITE) 0.472-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.05 mi.	Substantive	
1233-1010	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 408 (SALT SPUR) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.64 mi. Intersection with Elk production area: 0.64 mi.	Substantive	
1233-1011	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 409 (SALT) 4.23-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.25 mi. Intersection with Elk production area: 4.07 mi.	Substantive	
1233-1012	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 409.A (409.A) 0.07-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.07 mi.	Substantive	
1233-1013	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 412 (MUDDY CREEK) 5.59-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.57 mi. Intersection with Elk production area: 5.42 mi. Intersection with Elk winter concentration area: 4.59 mi.	Substantive	
1233-1014	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 412.A (412.A) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.1 mi. Intersection with Elk winter concentration area: 0.1 mi.	Substantive	
1233-1015	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 413.A (413.A) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-1016	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 415.A (415.A) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Alt D proposes decommissioning or conversion to admin use.	Substantive	
1233-1017	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 416.B (416.B) 0.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-1018	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 419 (BEAR CREEK) 1.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.39 mi.	Substantive	
1233-1019	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 421.A (421.A) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-1020	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 421.C (421.C) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1021	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 423 (BONNETT CREEK) 0.19-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1022	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 423 (BONNETT CREEK) 0.38-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1023	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 423 (BONNETT CREEK) 2.88-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1024	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 425 (425) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.89 mi.	Substantive	
I233-1025	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 426 (426) 1.17-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.16 mi.	Substantive	
I233-1026	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 427 (BARTLETT) 1.6-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.32 mi.	Substantive	
I233-1027	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 427 (BARTLETT) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi.	Substantive	
I233-1028	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 428 (HORSE RANCH) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.6 mi.	Substantive	
I233-1029	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436 (TRINCHERA) 3.305-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 1.74 mi.	Substantive	
I233-1030	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436.A (436.A) 0.01-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 0.01 mi.	Substantive	
I233-1031	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436.C (436.C) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1032	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 437 (FAN DIKE) 2.95-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 2.95 mi. Intersection with Bighorn sheep winter range: 2.95 mi.	Substantive	
I233-1033	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 437.C (437.C) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep production area: 0.06 mi. Intersection with Bighorn sheep winter range: 0.06 mi.	Substantive	
I233-1034	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 440.B (440.B) 0.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1035	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 440.BA (440.BA) 0.28-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1036	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 440.C (440.C) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1037	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 456 (456) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1038	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 559 (MEDANO PASS) 7.357-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 5.74 mi. Intersection with Elk winter concentration area: 4.54 mi.	Substantive	
I233-1039	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 559 (MEDANO PASS) 1.844-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.76 mi.	Substantive	
I233-1040	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 559.A (MUDDY CREEK CG LOOP) 0.09-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.1 mi.	Substantive	
I233-1041	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 580.A (580.A) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.02 mi.	Substantive	
I233-1042	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 580.B (580.B) 0.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.02 mi.	Substantive	
I233-1043	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 580.C (580.C) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Stem into Wilderness: 0.02 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.06 mi.	Substantive	
I233-1044	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 583 (MOSCA PASS) 0.73-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.11 mi. Intersection with Elk winter concentration area: 0.55 mi.	Substantive	
I233-1045	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 583.A (583.A) 0.204-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.03 mi. Intersection with Elk winter concentration area: 0.03 mi.	Substantive	
I233-1046	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 6227 (GRAPE CREEK) 0.72-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.48 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.73 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1047	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 630.A (630.A) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1048	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 634 (GARDNER) 2.684-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.93 mi. Intersection with Elk production area: 2.68 mi.	Substantive	
I233-1049	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 634.A (634.A) 0.11-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1050	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 634.B (634.B) 0.14-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.14 mi. Intersection with Elk production area: 0.14 mi.	Substantive	
I233-1051	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 635.D (635.D) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1052	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 637 (TURKEY CREEK) 5.58-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.03 mi. Intersection with Elk production area: 2.9 mi.	Substantive	
I233-1053	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 78.A (78.A) 0.48-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.49 mi. Intersection with Elk production area: 0.49 mi.	Substantive	
I233-1054	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 78.B (78.B) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Elk production area: 0.03 mi.	Substantive	
I233-1055	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 78.C (78.C) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Elk production area: 0.03 mi.	Substantive	
I233-1056	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 78.D (78.D) 0.04-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.04 mi. Intersection with Elk production area: 0.04 mi.	Substantive	
I233-1057	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 78.E (78.E) 0.03-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Elk production area: 0.03 mi.	Substantive	
I233-1058	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 84 (CO RD 84) 0.23-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.23 mi.	Substantive	
I233-1059	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.A (96.A) 0.03-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi. Intersection with Bighorn sheep winter range: 0.03 mi. Intersection with Elk production area: 0.03 mi.	Substantive	
I233-1060	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.B (96.B) 0.06-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 0.06 mi. Intersection with Elk production area: 0.06 mi.		
I233-1061	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 10.A (HANGIN TREE) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.42 mi.	Substantive	
I233-1062	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 107 (PEASE SPRINGS) 5.8-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk winter concentration area: 1.18 mi.	Substantive	
I233-1063	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 108 (PARKER) 5.67-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 3.02 mi.	Substantive	
I233-1064	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 112.1A (HAPPY MEADOWS CG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Wild and Scenic eligible corridor: 0.1 mi.	Substantive	
I233-1065	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 129 (WEBER GULCH) 2.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.34 mi.	Substantive	
I233-1066	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 132 (MUD SPRINGS) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.52 mi.	Substantive	
I233-1067	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 134 (NORTH FORK) 3.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: 607/1776. Intersection with Bighorn sheep winter range: 3.9 mi. Intersection with Elk production area: 3.9 mi.	Substantive	
I233-1068	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 135 (ENGLEMANN) 3.4-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Bighorn sheep winter range: 3.4 mi. Intersection with Elk production area: 3.4 mi.	Substantive	
I233-1069	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 136 (VOLZ) 3.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.64 mi. Intersection with Elk production area: 0.6 mi. Intersection with Mule deer critical winter habitat: 2.98 mi.	Substantive	
I233-1070	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 136.1B (CUT BLOCK) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.88 mi.	Substantive	
I233-1071	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 136.1C (DINKY) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.1 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1072	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 140 (LONG) 3.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.97 mi. Intersection with Bighorn sheep winter range: 1.95 mi.	Substantive	
1233-1073	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 142 (CHALLENGE) 2.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 2.34 mi. Intersection with Mule deer critical winter habitat: 0.29 mi.	Substantive	
1233-1074	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 142.A (POTATO GULCH) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 1.02 mi. Intersection with Mule deer critical winter habitat: 0.13 mi.	Substantive	
1233-1075	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 142.A1 (PROMONTORY) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.22 mi.	Substantive	
1233-1076	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 145 (PAIGE) 1.15-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
1233-1077	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 155 (TRANSECT) 1.4-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.4 mi. Intersection with Elk winter concentration area: 1.4 mi. Intersection with Mule deer critical winter habitat: 0.35 mi.	Substantive	
1233-1078	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 156 (BUCK AND POLE) 3.4-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.19 mi. Intersection with Elk winter concentration area: 1.84 mi. Intersection with Mule deer critical winter habitat: 0.58 mi.	Substantive	
1233-1079	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 158.A (JUICE) 0.2-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.15 mi. Intersection with Elk production area: 0.15 mi. Intersection with Mule deer critical winter habitat: 0.15 mi.	Substantive	
1233-1080	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 159 (FJS) 2-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 0.14 mi. Intersection with Elk production area: 2 mi.	Substantive	
1233-1081	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 160 (SNAG) 0.6-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mule deer critical winter habitat: 0.57 mi.	Substantive	
1233-1082	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 163 (MIDDLE) 0.6-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mule deer critical winter habitat: 0.13 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1083	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 163.2A (EAST WILLOW) 0.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mule deer critical winter habitat: 0.05 mi.	Substantive	
I233-1084	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 164 (WILLOW CREEK) 1.1-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk production area: 0.28 mi. Intersection with Mule deer critical winter habitat: 0.66 mi.	Substantive	
I233-1085	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 166 (WATERSHED) 1-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk winter concentration area: 0.97 mi. Intersection with Mule deer critical winter habitat: 0.14 mi.	Substantive	
I233-1086	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 167 (BUG TREE) 2-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk winter concentration area: 1.78 mi. Intersection with Mule deer critical winter habitat: 0.34 mi.	Substantive	
I233-1087	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 170 (FENCE) 0.5-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mule deer critical winter habitat: 0.09 mi.	Substantive	
I233-1088	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 171 (GUTBUSTER) 1.4-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.3 mi.	Substantive	
I233-1089	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 172 (ELKHIDE) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.05 mi.	Substantive	
I233-1090	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 175 (BREAKNECK PASS) 0.9-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.15 mi. Intersection with Elk production area: 0.9 mi.	Substantive	
I233-1091	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 179 (HI CREEK) 1.69-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.86 mi. Intersection with Mule deer critical winter habitat: 1.7 mi.	Substantive	
I233-1092	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 18.2A (HORSESHOE CG) 0.6-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.61 mi. Intersection with Mule deer critical winter habitat: 0.3 mi.	Substantive	
I233-1093	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 18.2B (HORSESHOE) 1.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential	Substantive	

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				Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.8 mi. Intersection with Mule deer critical winter habitat: 0.27 mi.		
1233-1094	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 18.2C (FOURMILE CG) 0.24-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.25 mi. Intersection with Mule deer critical winter habitat: 0.25 mi.	Substantive	
1233-1095	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 184 (RIDGE) 2.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.46 mi. Intersection with Elk production area: 2.61 mi.	Substantive	
1233-1096	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 188 (COLUMBINE) 1.5-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.28 mi.	Substantive	
1233-1097	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 191 (LITTLE FRENCH) 1.5-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.42 mi.	Substantive	
1233-1098	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 192 (TABOR) 2.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.18 mi. Intersection with Mule deer critical winter habitat: 2.05 mi.	Substantive	
1233-1099	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 193 (ROBINSON) 1.7-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.7 mi. Intersection with Mule deer critical winter habitat: 0.24 mi.	Substantive	
1233-1100	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 194 (TROUT CREEK) 4.99-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Potential. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.76 mi. Intersection with Bighorn sheep winter range: 0.56 mi. Intersection with Elk production area: 2.2 mi. Intersection with Mule deer critical winter habitat: 3.31 mi.	Substantive	
1233-1101	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 196 (SILVERHEELS CRK) 1.5-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.75 mi. Intersection with Mule deer critical winter habitat: 0.6 mi.	Substantive	

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I233-1102	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 2 (LING) 1.18-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.18 mi.	Substantive	
I233-1103	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 205 (BLADDER BAG) 1.38-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1104	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 205.B (LIKELY) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1105	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 206 (HARBOUR) 2.354-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.57 mi.	Substantive	
I233-1106	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 206.A (MIKE) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.75 mi.	Substantive	
I233-1107	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 211.A (STAGE STOP) 0.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.52 mi.	Substantive	
I233-1108	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 211.B (LENTINUS) 0.11-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.11 mi.	Substantive	
I233-1109	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 211.C (DECEPTIVE) 1.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Mule deer critical winter habitat: 1.4 mi.	Substantive	
I233-1110	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 211.E (MAGGIE DIP) 0.05-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1111	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 211.F (IRIS) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1112	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 213 (MARKSBURY) 2.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 1.9 mi.	Substantive	
I233-1113	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214 (SPRING GULCH) 2.38-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.3 mi.	Substantive	
I233-1114	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 214.C (WHITE OBJECT) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1115	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 216 (BOOMER) 2.16-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 2.16 mi.	Substantive	
I233-1116	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 220 (HACKETT) 0.75-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Wild and Scenic eligible corridor: 0.26 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1117	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 220 (HACKETT) 0.84-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Wild and Scenic eligible corridor: 0.68 mi.	Substantive	
I233-1118	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 220.A (CROSSOVER) 1.2-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Wild and Scenic eligible corridor: 0.55 mi. Intersection with Mule deer critical winter habitat: 0.31 mi.	Substantive	
I233-1119	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 220.B (WIDOW MAKER) 0.8-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Wild and Scenic eligible corridor: 0.8 mi. Intersection with Mule deer critical winter habitat: 0.41 mi.	Substantive	
I233-1120	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 223 (BRANSLEY) 3.33-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 3.33 mi.	Substantive	
I233-1121	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 224 (BADGER GULCH) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 1.8 mi.	Substantive	
I233-1122	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 227.1A (LINCOLN) 0.96-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.08 mi.	Substantive	
I233-1123	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 227.1B (NO HURRY) 1-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Pronghorn winter range: 0.59 mi.	Substantive	
I233-1124	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 234 (RIMROCK) 1.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.5 mi.	Substantive	
I233-1125	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 234.A (BIG DOUG) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.34 mi.	Substantive	
I233-1126	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 238 (STEELE) 2.47-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.05 mi.	Substantive	
I233-1127	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 238.A (DRY LAKE EAST) 0.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1128	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 238.B (DRY LAKE WEST) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1129	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 24.1A (WILKERSON PASS OVERLOOK) 0.175-MI SEG, OP MAINT LEVEL 5 - HIGH DEGREE OF USER COMFORT: Relevant Data: Intersection with Pronghorn winter range: 0.18 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1130	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 240 (DOG HUNT) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.5 mi.	Substantive	
I233-1131	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 242 (BURMA SHAVE) 1.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.32 mi.	Substantive	
I233-1132	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 243 (SLEDGE HAMMER) 3.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 3.6 mi.	Substantive	
I233-1133	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 243.1A (GOOSE CHASE LOOP) 1.38-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.37 mi.	Substantive	
I233-1134	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 243.2A (SPAGHETTI LIGHTNING) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.37 mi.	Substantive	
I233-1135	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 243.2B (CRASH & BURN) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.36 mi.	Substantive	
I233-1136	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 244 (MISTLETOE) 1.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.68 mi. Intersection with Mule deer critical winter habitat: 1.51 mi.	Substantive	
I233-1137	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 244.A (NICE CAMP) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.39 mi. Intersection with Mule deer critical winter habitat: 0.94 mi.	Substantive	
I233-1138	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 244.B (S.T.I.T.) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.51 mi.	Substantive	
I233-1139	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 244.C (LAZY) 0.274-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.27 mi. Intersection with Mule deer critical winter habitat: 0.27 mi.	Substantive	
I233-1140	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 244.D (GENUINE) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.79 mi.	Substantive	
I233-1141	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 244.E (DUTCH'S HAIR) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.92 mi. Intersection with Mule deer critical winter habitat: 0.92 mi.	Substantive	
I233-1142	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 245 (GREAT VIEW) 1.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.85 mi.	Substantive	
I233-1143	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 246 (SPRINGER GULCH) 3.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 3.39 mi.	Substantive	
I233-1144	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 246.A (SLOT DOZING) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.04 mi.	Substantive	
I233-1145	RI-TAC	Alison Gallensky	Rocky Mountain	RD 246.A1 (BILL'S DREAM) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE	Substantive	

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			Wild	VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.81 mi.		
I233-1146	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 247 (CONFIRMED) 3.24-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 1.38 mi.	Substantive	
I233-1147	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 247.A (UNBEKNOWN) 0.42-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1148	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 247.B (BACKYARD) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1149	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 247.C (R-COASTER) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1150	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 249 (BY-PASS) 1.28-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.9 mi.	Substantive	
I233-1151	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 250 (ADAMANS CREEK) 1.603-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Colorado Roadless Area: 0.05 mi. Intersection with Mule deer critical winter habitat: 1.6 mi.	Substantive	
I233-1152	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 250.A (JENNY'S SMOKE) 0.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.63 mi.	Substantive	
I233-1153	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 251 (MESSENGER) 3.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 3.65 mi.	Substantive	
I233-1154	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 251.1A (ORIGINAL) 1.75-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.81 mi.	Substantive	
I233-1155	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 251.1B (HATHAWAY) 1.23-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.23 mi.	Substantive	
I233-1156	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 255 (NEVER) 1.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 1.4 mi.	Substantive	
I233-1157	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 255.A (ZAPPABLE) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.16 mi.	Substantive	
I233-1158	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 258 (THREEMILE) 5.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 4.84 mi.	Substantive	
I233-1159	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 258.A (WINDMILL) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.82 mi.	Substantive	
I233-1160	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 259.A (SMOKESTACK) 0.44-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1161	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 259.B (R.I.M.) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1162	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 259.D (3 SECTIONS) 0.32-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1163	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 259.E (ALL TERRAIN VEHICLE) 0.25-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1164	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 260 (CORRAL) 1.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.31 mi. Intersection with Mule deer critical winter habitat: 0.67 mi.	Substantive	
I233-1165	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 260.A (WALKER) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.16 mi. Intersection with Mule deer critical winter habitat: 0.16 mi.	Substantive	
I233-1166	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 261 (DICKS PEAK) 3.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 2.33 mi.	Substantive	
I233-1167	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 261.A (HILL TOP) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.23 mi.	Substantive	
I233-1168	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 261.B (SPRING) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.57 mi.	Substantive	
I233-1169	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 262 (SORE FOOT) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.99 mi.	Substantive	
I233-1170	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 267 (LELAND) 1.46-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 1.14 mi. Intersection with Elk winter concentration area: 0.91 mi.	Substantive	
I233-1171	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 268 (RYE SLOUGH) 4.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.41 mi. Intersection with Elk winter concentration area: 1.85 mi.	Substantive	
I233-1172	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 269 (BLACK) 2.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.67 mi. Intersection with Elk winter concentration area: 2.14 mi.	Substantive	
I233-1173	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 270 (UNION) 5.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.32 mi. Intersection with Elk production area: 3.44 mi. Intersection with Mule deer critical winter habitat: 4.96 mi. Intersection with Pronghorn winter range: 5.08 mi.	Substantive	
I233-1174	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 270.A (LOTS O' NINES) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.28 mi. Intersection with Mule deer critical winter habitat: 0.28 mi. Intersection with Pronghorn winter range: 0.28 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1175	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 271 (STAR) 2.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 2.91 mi.	Substantive	
I233-1176	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 272 (GRIZZLY) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 1.13 mi.	Substantive	
I233-1177	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 274 (GOETHITE) 3.08-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Wild and Scenic eligible corridor: 0.21 mi.	Substantive	
I233-1178	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 275 (STARGAZERS) 0.68-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.73 mi.	Substantive	
I233-1179	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 276 (RATCLIFF) 1.8-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Cutthroat Trout habitat: 0.62 mi. Intersection with Bighorn sheep winter range: 1.61 mi.	Substantive	
I233-1180	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 284 (MEAL-READY TO EAT) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.33 mi.	Substantive	
I233-1181	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 287 (QUIST) 2.44-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 2.44 mi.	Substantive	
I233-1182	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 287.A (TENNESSEE) 0.63-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.63 mi.	Substantive	
I233-1183	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 288 (MORNING STAR) 0.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.7 mi.	Substantive	
I233-1184	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 290 (SIXTEENER) 2.68-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 2.58 mi.	Substantive	
I233-1185	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 290.A (GILLEY) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.59 mi.	Substantive	
I233-1186	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 290.B (ROCK CLIMB) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.22 mi.	Substantive	
I233-1187	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 291 (QUARTZ ROCK) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 1.12 mi.	Substantive	
I233-1188	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 291.A (PICNIC) 0.95-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.99 mi.	Substantive	
I233-1189	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 292 (TAPPAN) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.74 mi.	Substantive	

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I233-1190	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 292.A (LOOKOUT) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.48 mi.	Substantive	
I233-1191	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 292.B (LUCKY BOY) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.37 mi.	Substantive	
I233-1192	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 293 (PERKINS) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.02 mi.	Substantive	
I233-1193	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 33 (BOREAS PASS) 7.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.24 mi. Intersection with Elk production area: 1.07 mi. Intersection with Mule deer critical winter habitat: 2.1 mi.	Substantive	
I233-1194	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 33 (BOREAS PASS) 2.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.28 mi. Intersection with Elk production area: 0.67 mi. Intersection with Mule deer critical winter habitat: 1.25 mi.	Substantive	
I233-1195	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 33.3A (SELKIRK) 1.25-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.24 mi. Intersection with Mule deer critical winter habitat: 0.42 mi.	Substantive	
I233-1196	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 360.2E (QUARTZ) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1197	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 37 (JEFFERSON LAKE) 2.73-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.83 mi. Intersection with Mule deer critical winter habitat: 1.09 mi.	Substantive	
I233-1198	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 37 (JEFFERSON LAKE) 1.36-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.23 mi. Intersection with Mule deer critical winter habitat: 1.36 mi.	Substantive	
I233-1199	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 37.2B (JEFFERSON BOUNDARY PG) 0.05-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.14 mi.	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1200	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 37.2C (LOGEPOLE CG) 0.4-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.49 mi.	Substantive	
I233-1201	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 37.2D (ASPEN CG) 0.2-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.36 mi.	Substantive	
I233-1202	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 37.2E (BEAVER PONDS PG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.13 mi. Intersection with Mule deer critical winter habitat: 0.07 mi.	Substantive	
I233-1203	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 37.2F (JEFFERSON CREEK CG) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.29 mi. Intersection with Mule deer critical winter habitat: 0.29 mi.	Substantive	
I233-1204	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 37.2G (JEFFERSON LAKE PG) 0.2-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.2 mi.	Substantive	
I233-1205	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 39 (ROCK CREEK HILLS) 5.11-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Cutthroat Trout habitat: 0.34 mi.	Substantive	
I233-1206	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 39.2A (EAST BRANCH) 2.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.3 mi.	Substantive	
I233-1207	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 39.2C (TILDEN) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.24 mi.	Substantive	
I233-1208	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393 (WAGON TONGUE) 4.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 4.9 mi.	Substantive	
I233-1209	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393.1B (GOOD CLIFFS) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.46 mi.	Substantive	
I233-1210	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393.2B (HEELER) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.11 mi.	Substantive	
I233-1211	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393.2D (TOMPKINS) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.56 mi.	Substantive	
I233-1212	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393.2E (CALF) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.43 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1213	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 393.2F (GULCH TO RIMROCK) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.46 mi.	Substantive	
I233-1214	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 407 (HOOSIER PASS OVERLOOK) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.07 mi.	Substantive	
I233-1215	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 408 (WHEELER LAKE) 3.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.55 mi.	Substantive	
I233-1216	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 423 (THOMPSON PARK) 3.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.11 mi. Intersection with Mule deer critical winter habitat: 1.73 mi.	Substantive	
I233-1217	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 430 (CRITERION) 2.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.19 mi.	Substantive	
I233-1218	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 431 (BUFFALO PEAKS) 8.738-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Colorado Roadless Area: 0.09 mi. Colorado Roadless Area Upper Tier: 0.09 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.75 mi. Intersection with Bald Eagle Winter Roost: 0.17 mi. Intersection with Elk production area: 2.4 mi. Intersection with Elk winter concentration area: 2.71 mi. Intersection with Mule deer critical winter habitat: 0.81 mi.	Substantive	
I233-1219	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 431 (BUFFALO PEAKS) 0.14-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bald Eagle Winter Roost: 0.10 mi. Intersection with Elk winter concentration area: 0.14 mi.	Substantive	
I233-1220	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 431.2C (DEER CAMP) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Elk winter concentration area: 0.23 mi.	Substantive	
I233-1221	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 431.2E (BEAN) 0.9-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Stem into Wilderness: 0.02 mi. Intersection with Elk production area: 0.82 mi. Intersection with Mule deer critical winter habitat: 0.5 mi.	Substantive	
I233-1222	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 432 (LONG PARK) 2.74-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.32 mi. Intersection with Mule deer critical winter habitat: 1.76 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1223	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 433 (PONY PARK) 6.334-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.32 mi. Intersection with Elk winter concentration area: 2.09 mi. Intersection with Mule deer critical winter habitat: 0.75 mi.	Substantive	
1233-1224	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 433 (PONY PARK) 1.212-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.21 mi. Intersection with Elk winter concentration area: 1.21 mi.	Substantive	
1233-1225	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 433.2B (PONY CREEK) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1 mi. Intersection with Mule deer critical winter habitat: 0.1 mi.	Substantive	
1233-1226	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 435 (SALT CREEK) 6.6-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Dead End Quiet Trail Potential. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.46 mi. Intersection with Mule deer critical winter habitat: 3.94 mi.	Substantive	
1233-1227	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 435.4A (BATTLEGROUND) 0.6-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.54 mi. Intersection with Mule deer critical winter habitat: 0.55 mi.	Substantive	
1233-1228	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436 (SOUTH SALT CREEK) 1.26-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.04 mi. Intersection with Elk production area: 0.03 mi. Intersection with Mule deer critical winter habitat: 1.26 mi.	Substantive	
1233-1229	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 436.2C (WILD) 1.7-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 1.57 mi.	Substantive	
1233-1230	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 437 (MT. LINCOLN) 2.74-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.19 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1231	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 437 (MT. LINCOLN) 1.06-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.82 mi.	Substantive	
1233-1232	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 44 (PUMA) 6.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.21 mi. Intersection with Elk production area: 1.18 mi.	Substantive	
1233-1233	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 44.2A (POWERLINE) 1.72-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.54 mi. Intersection with Pronghorn winter range: 1.28 mi.	Substantive	
1233-1234	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 44.2B (SPRING) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.27 mi. Intersection with Pronghorn winter range: 0.53 mi.	Substantive	
1233-1235	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 44.2C (DEAD MINE) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.1 mi. Intersection with Pronghorn winter range: 0.1 mi.	Substantive	
1233-1236	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 441 (HIGH PARK) 4.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 1.85 mi.	Substantive	
1233-1237	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 446 (TOPAZ MOUNTAIN) 7.77-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 2.33 mi. Intersection with Elk production area: 7.78 mi.	Substantive	
1233-1238	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 447 (PROSPECT) 0.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.3 mi.	Substantive	
1233-1239	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 449 (NARROW GAUGE) 2.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.03 mi. Intersection with Elk production area: 0.46 mi. Intersection with Mule deer critical winter habitat: 0.55 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1240	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 449.A (DRAKE) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Elk production area: 0.1 mi. Intersection with Mule deer critical winter habitat: 0.1 mi.	Substantive	
1233-1241	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 452 (COONEY LAKE) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.19 mi.	Substantive	
1233-1242	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 452 (COONEY LAKE) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.28 mi. Intersection with Elk production area: 0.28 mi.	Substantive	
1233-1243	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 453 (TOMBSTONE) 1.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.47 mi.	Substantive	
1233-1244	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 5.2C (WESTON PASS CG) 0.27-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-1245	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 54 (MICHIGAN CREEK) 7.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.56 mi. Intersection with Elk production area: 5.92 mi. Intersection with Mule deer critical winter habitat: 3.03 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.21 mi.	Substantive	
1233-1246	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 54.3D (MICHIGAN CREEK CG) 0.5-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.35 mi. Intersection with Elk production area: 0.11 mi. Intersection with Mule deer critical winter habitat: 0.35 mi.	Substantive	
1233-1247	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 56 (LOST PARK) 3.44-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.42 mi. Intersection with Bighorn sheep winter range: 1.79 mi. Intersection with Elk production area: 3.44 mi.	Substantive	
1233-1248	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 56 (LOST PARK) 6.38-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with PSI Management Area 3A (non-motorized): 0.78 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.99 mi. Intersection with Cutthroat Trout habitat: 3.4 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Intersection with Bighorn sheep winter range: 0.35 mi. Intersection with Elk winter concentration area: 0.86 mi.		
I233-1249	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 56 (LOST PARK) 7.84-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with PSI Management Area 3A (non-motorized): 1.05 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.45 mi. Intersection with Cutthroat Trout habitat: 3.85 mi. Intersection with Bighorn sheep winter range: 7.58 mi. Intersection with Elk production area: 6.47 mi.	Substantive	
I233-1250	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 56.3A (LOST PARK CG) 0.56-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.41 mi. Intersection with Bighorn sheep winter range: 0.41 mi. Intersection with Elk production area: 0.41 mi.	Substantive	
I233-1251	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 56.3B (56.3B) 0.18-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.18 mi. Intersection with Bighorn sheep winter range: 0.18 mi. Intersection with Elk production area: 0.18 mi.	Substantive	
I233-1252	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 603 (PEERLESS MTN) 1.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.91 mi. Intersection with Bighorn sheep winter range: 0.84 mi.	Substantive	
I233-1253	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 61.A (BLUE MOUNTAIN CG) 0.6-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.57 mi. Intersection with Mule deer critical winter habitat: 0.57 mi.	Substantive	
I233-1254	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 659 (W BEAVER CREEK) 3.72-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.6 mi. Intersection with Elk production area: 0.62 mi. Intersection with Mule deer critical winter habitat: 0.24 mi.	Substantive	
I233-1255	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 659 (W BEAVER CREEK) 1.4-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.4 mi. Intersection with Elk production area: 1.4 mi. Intersection with Mule deer critical winter habitat: 0.7 mi.	Substantive	
I233-1256	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 659 (W BEAVER CREEK) 2.18-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				Significance and B2--Very High Biodiversity Significance): 3.27 mi. Intersection with Elk production area: 2.17 mi.		
I233-1257	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 660 (LOUIE'S LOOP) 2.9-MI SEG: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.9 mi. Intersection with Mule deer critical winter habitat: 0.09 mi.	Substantive	
I233-1258	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 669 (CROOKED CREEK) 3.81-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.58 mi. Intersection with Mule deer critical winter habitat: 3.5 mi.	Substantive	
I233-1259	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 689 (ALMGREN) 0.584-MI SEG: Relevant Data: Intersection with Mule deer critical winter habitat: 0.28 mi.	Substantive	
I233-1260	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 689 (ALMGREN) 1.4-MI SEG: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.89 mi. Intersection with Mule deer critical winter habitat: 0.43 mi.	Substantive	
I233-1261	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 701 (NORTHUP) 3-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Bighorn sheep winter range: 2.83 mi. Intersection with Elk production area: 2.83 mi.	Substantive	
I233-1262	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 702 (D TAPE) 1-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Bighorn sheep winter range: 1 mi. Intersection with Elk production area: 1 mi.	Substantive	
I233-1263	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 704 (LOOKOUT HILL) 2.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.03 mi. Intersection with Pronghorn winter range: 2.98 mi.	Substantive	
I233-1264	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 704.B (ST. JOE) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 0.24 mi.	Substantive	
I233-1265	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 706 (WEDGED) 1.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.17 mi.	Substantive	
I233-1266	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 732 (BEAVER CREEK) 4.44-MI SEG: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1267	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 734 (RIDGE) 2.3-MI SEG: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1268	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 736 (NONAME) 1.5-MI SEG: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1269	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 737 (737) 2.21-MI SEG: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1270	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 739 (BROWNS PASS) 1-MI SEG: Relevant Data: Intersection with Elk production area: 0.64 mi.	Substantive	
I233-1271	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 740 (SHEEP MNT INTERCONNECT) 1.5-MI SEG: Relevant Data: Intersection with Mule deer critical winter habitat: 0.43 mi.	Substantive	
I233-1272	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 750 (AMAZONSTONE) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1273	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 751 (CRYSTAL CABIN) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1274	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 752 (SMOKEY QUARTZ) 1.45-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1275	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 752.A (4 POINT) 0.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1276	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 753 (CARR) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1277	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 754 (OUT BACK) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1278	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 755 (SKIRMISH) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1279	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 756 (BATTLE) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1280	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 77.A (SPRUCE GROVE CG) 0.45-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.47 mi.	Substantive	
I233-1281	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 77.B (TWIN EAGLES CG/TH) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.3 mi. Intersection with Mule deer critical winter habitat: 0.3 mi.	Substantive	
I233-1282	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 8 (BUCKSKIN) 0.83-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.83 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1283	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 801.A (SELKIRK CG) 0.33-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.13 mi. Intersection with Mule deer critical winter habitat: 0.31 mi.	Substantive	
1233-1284	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 801.A1 (WATERWORKS) 1.1-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.12 mi.	Substantive	
1233-1285	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 802 (HAMM) 1.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.15 mi.	Substantive	
1233-1286	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 803 (ANTELOPE) 2-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.65 mi. Intersection with Elk production area: 2 mi. Intersection with Mule deer critical winter habitat: 1.09 mi.	Substantive	
1233-1287	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 804 (FRENCH CREEK) 1.7-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.5 mi. Intersection with Elk production area: 1.46 mi.	Substantive	
1233-1288	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 805 (LIQUOZONE) 1-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 1 mi.	Substantive	
1233-1289	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 806 (PEACOCK IRON) 2-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk production area: 0.08 mi.	Substantive	
1233-1290	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 811 (T-PIT) 0.66-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.13 mi. Intersection with Mule deer critical winter habitat: 0.66 mi.	Substantive	
1233-1291	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 811.A (FOREIGN) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.33 mi. Intersection with Mule deer critical winter habitat: 0.27 mi.	Substantive	
1233-1292	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 814 (JOHNSON GULCH) 2.2-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Alt D proposes conversion to admin use. Intersection	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				with PSI Management Area 3A (non-motorized): 0.5 mi. Intersection with Cutthroat Trout habitat: 1.7 mi.		
1233-1293	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 817 (HOOPER) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.13 mi. Intersection with Cutthroat Trout habitat: 0.13 mi. Intersection with Bighorn sheep winter range: 0.13 mi. Intersection with Elk production area: 0.13 mi.	Substantive	
1233-1294	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 820 (LINE FENCE) 0.6-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.24 mi.	Substantive	
1233-1295	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 823 (RIPPER) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.73 mi.	Substantive	
1233-1296	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 824 (TREE DIGGER) 1.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 1.42 mi.	Substantive	
1233-1297	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 826 (EXCLOSURE) 2.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.39 mi.	Substantive	
1233-1298	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 832 (BAKER) 0.4-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk.	Substantive	
1233-1299	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 833 (WILLOW) 0.6-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk.	Substantive	
1233-1300	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 844 (REESE) 3.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Cutthroat Trout habitat: 0.28 mi. Intersection with Bighorn sheep winter range: 0.88 mi.	Substantive	
1233-1301	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 848 (WOOD THIEF) 1.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Cutthroat Trout habitat: 0.89 mi. Intersection with Bighorn sheep winter range: 1.23 mi.	Substantive	
1233-1302	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 850 (CHOKER) 3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Bighorn sheep winter range: 0.18 mi. Intersection with Elk production area: 3 mi.	Substantive	
1233-1303	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 851 (NORTHRUP) 1.35-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with Bighorn sheep winter range: 1.35 mi. Intersection with Elk production area: 1.35 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1304	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 854 (WALLACE GULCH) 3.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Elk production area: 3.63 mi.	Substantive	
I233-1305	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 857 (SWITCHBACK) 0.85-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.85 mi.	Substantive	
I233-1306	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 857.A (KEOUGH) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.2 mi.	Substantive	
I233-1307	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 857.B (CRESKILL) 0.44-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.44 mi.	Substantive	
I233-1308	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 860 (GUNBARREL) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Elk winter concentration area: 0.15 mi. Intersection with Mule deer critical winter habitat: 1.29 mi. Intersection with Pronghorn winter range: 0.5 mi.	Substantive	
I233-1309	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 860.A (HARD DIGGING) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.07 mi. Intersection with Mule deer critical winter habitat: 0.41 mi. Intersection with Pronghorn winter range: 0.63 mi.	Substantive	
I233-1310	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 860.B (REC VEHICLES) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.08 mi. Intersection with Pronghorn winter range: 0.08 mi.	Substantive	
I233-1311	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 860.C (KIDS TRUCK) 0.61-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.61 mi.	Substantive	
I233-1312	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 860.D (MIKE'S DISCOVERY) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.18 mi.	Substantive	
I233-1313	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 861 (HUMPS) 1.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.46 mi. Intersection with Pronghorn winter range: 0.32 mi.	Substantive	
I233-1314	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 861.A (ALTHEA) 1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk winter concentration area: 0.1 mi. Intersection with Mule deer critical winter habitat: 0.9 mi. Intersection with Pronghorn winter range: 0.93 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1315	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 861.B (PARALLEL) 1.02-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.05 mi.	Substantive	
I233-1316	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 861.C (THE DIP) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.74 mi. Intersection with Pronghorn winter range: 0.49 mi.	Substantive	
I233-1317	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 862 (WARLING) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.7 mi.	Substantive	
I233-1318	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 863 (EGORE IV) 0.96-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.96 mi.	Substantive	
I233-1319	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 865 (OLD COUNTY SHOP) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.71 mi.	Substantive	
I233-1320	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 870.1A (OHLER LAKES) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.43 mi. Intersection with Elk production area: 0.49 mi.	Substantive	
I233-1321	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 871 (COUNTRY SONG) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.23 mi. Intersection with Mule deer critical winter habitat: 0.23 mi. Intersection with Pronghorn winter range: 0.23 mi.	Substantive	
I233-1322	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 873 ("Y") 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.41 mi. Intersection with Mule deer critical winter habitat: 0.41 mi.	Substantive	
I233-1323	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 873.A (FAKE FIRE) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.11 mi. Intersection with Mule deer critical winter habitat: 0.11 mi.	Substantive	
I233-1324	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 873.B ("Y" SPUR NW) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.23 mi. Intersection with Mule deer critical winter habitat: 0.23 mi.	Substantive	
I233-1325	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 873.C ("Y" SPUR SE) 0.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.16 mi. Intersection with Mule deer critical winter habitat: 0.16 mi.	Substantive	
I233-1326	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 874 (CANE HILL) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.3 mi. Intersection with Mule deer critical winter habitat: 0.3 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1327	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 875 (BOLETES) 2.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.42 mi. Intersection with Mule deer critical winter habitat: 1.99 mi.	Substantive	
I233-1328	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 875.A (COHONINA) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.14 mi.	Substantive	
I233-1329	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 876 (3 BEARS) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.02 mi. Intersection with Mule deer critical winter habitat: 1.01 mi.	Substantive	
I233-1330	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 876.A (BUFORD'S MISTAKE) 0.9-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 1.01 mi.	Substantive	
I233-1331	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 876.B (BORROW PIT) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.05 mi. Intersection with Mule deer critical winter habitat: 0.52 mi.	Substantive	
I233-1332	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 877 (FISH CREEK) 2.56-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 2.51 mi.	Substantive	
I233-1333	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 878 (FOREST GLEN) 0.94-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.86 mi.	Substantive	
I233-1334	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 879 (CANE) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.25 mi. Intersection with Mule deer critical winter habitat: 0.25 mi.	Substantive	
I233-1335	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 881 (HUNTERS) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.58 mi.	Substantive	
I233-1336	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 882 (OVERLOOK) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.41 mi. Intersection with Pronghorn winter range: 0.41 mi.	Substantive	
I233-1337	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 882.A (CINQUEFOIL) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.21 mi. Intersection with Pronghorn winter range: 0.21 mi.	Substantive	
I233-1338	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 883 (CHIRBY) 0.8-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.81 mi. Intersection with Pronghorn winter range: 0.81 mi.	Substantive	
I233-1339	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 883.A (COWS) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.31 mi. Intersection with Pronghorn winter range: 0.31 mi.	Substantive	
I233-1340	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 884 (WAGON) 2.16-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 2.15 mi. Intersection with Pronghorn winter range: 0.84 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1341	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 884.B (TOUGH TRAP) 0.4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.36 mi. Intersection with Pronghorn winter range: 0.36 mi.	Substantive	
I233-1342	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 884.C (AQUEDUCT TIE-IN) 0.54-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.33 mi.	Substantive	
I233-1343	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 885 (HOMESTAKE) 1.4-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mule deer critical winter habitat: 1.4 mi. Intersection with Pronghorn winter range: 1.4 mi.	Substantive	
I233-1344	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 886 (CAMPBELL) 0.6-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.33 mi.	Substantive	
I233-1345	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 886.A (UPTOWN) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.21 mi.	Substantive	
I233-1346	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 887 (NATURAL) 0.63-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Elk production area: 0.12 mi. Intersection with Pronghorn winter range: 0.63 mi.	Substantive	
I233-1347	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 888 (RANGER) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 0.44 mi. Intersection with Pronghorn winter range: 0.11 mi.	Substantive	
I233-1348	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 889 (COORS CANS) 0.55-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Elk production area: 0.49 mi. Intersection with Pronghorn winter range: 0.08 mi.	Substantive	
I233-1349	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 890 (DRY GULCH) 4.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Elk production area: 1.63 mi. Intersection with Mule deer critical winter habitat: 2.39 mi. Intersection with Pronghorn winter range: 3.3 mi.	Substantive	
I233-1350	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 891 (CARNIVAL) 2.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 2.42 mi.	Substantive	
I233-1351	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 891.A (SIDE SHOW) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.18 mi.	Substantive	
I233-1352	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 892 (CIRCUS) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.47 mi.	Substantive	
I233-1353	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 893 (CLOWN) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.36 mi.	Substantive	
I233-1354	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 895 (PREDATOR) 2.198-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1355	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 896 (MILL) 2.56-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Pronghorn winter range: 2.32 mi.	Substantive	
I233-1356	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 896.A (BOOMERANG) 1.1-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Bighorn sheep winter range: 0.28 mi. Intersection with Pronghorn winter range: 0.92 mi.	Substantive	
I233-1357	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 90.1A (PIPE SPRINGS CG) 0.7-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.44 mi. Intersection with Pronghorn winter range: 0.03 mi.	Substantive	
I233-1358	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96 (ELEVENMILE CANYON) 8.7-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Wild and Scenic eligible corridor: 0.63 mi. Intersection with Elk production area: 0.59 mi. Intersection with Mule deer critical winter habitat: 8.72 mi.	Substantive	
I233-1359	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.A (RIVERSIDE CG) 0.15-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Elk production area: 0.09 mi. Intersection with Mule deer critical winter habitat: 0.12 mi.	Substantive	
I233-1360	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.B (O BRIEN PG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.06 mi.	Substantive	
I233-1361	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.C (ELEVENMILE CANYON PG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.05 mi.	Substantive	
I233-1362	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.D (MESSENGER GULCH PG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.06 mi.	Substantive	
I233-1363	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.E (SPRINGER GULCH CG) 0.5-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.45 mi.	Substantive	
I233-1364	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.G (COVE CG) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.22 mi.	Substantive	
I233-1365	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.H (IDLEWILDE PG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 0.1 mi.	Substantive	
I233-1366	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.I (SPILLWAY CG) 0.6-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.38 mi.	Substantive	
I233-1367	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 96.J (ELEVENMILE FISHING) 0.12-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: TAP Low Value/High Risk. Intersection with Wild and Scenic eligible corridor: 0.13 mi. Intersection with Elk production area: 0.13 mi. Intersection with Mule deer critical winter habitat: 0.13 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1368	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 98.A (BIG MOUTH) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mule deer critical winter habitat: 0.27 mi.	Substantive	
I233-1369	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 100.A (DEER CREEK CG) 0.198-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.2 mi.	Substantive	
I233-1370	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 100.B (ROYAL) 0.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Bighorn sheep winter range: 0.03 mi.	Substantive	
I233-1371	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 102.A (CAMP ROSALIE) 0.14-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data:	Substantive	
I233-1372	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 105 (SLAUGHTERHOUSE) 4.442-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: TAP Low Value/High Risk. Intersection with Mule deer critical winter habitat: 1.54 mi.	Substantive	
I233-1373	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 107 (LIMBER PINE) 0.8334-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1374	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 108 (HARRIS PARK) 3.6869-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1375	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 109.A (LESLIE DEAL) 0.2-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mule deer critical winter habitat: 0.16 mi.	Substantive	
I233-1376	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 109.B (BROOKSIDE/PAYNE GULCH TH) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	
I233-1377	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 114 (WILLOW CREEK) 1.383-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Mule deer critical winter habitat: 1.38 mi.	Substantive	
I233-1378	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 115.A (AG RANCH SPUR) 0.24-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mule deer critical winter habitat: 0.02 mi.	Substantive	
I233-1379	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 118.A (GENEVA CREEK PG) 0.068-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.03 mi. Intersection with Mule deer critical winter habitat: 0.07 mi.	Substantive	
I233-1380	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 118.B (WHITESIDE PG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.1 mi.	Substantive	
I233-1381	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 118.C (THREEMILE CR TRHD) 0.02-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data:	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1382	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 118.D (BURNING BEAR CG) 0.289-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.08 mi.	Substantive	
I233-1383	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 119 (UPPER GENEVA) 6.79-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.78 mi.	Substantive	
I233-1384	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 119 (UPPER GENEVA) 0.4-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.34 mi.	Substantive	
I233-1385	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 120 (HALL VALLEY) 1.44-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.58 mi.	Substantive	
I233-1386	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 120.C (UPPER HALL VALLEY) 0.15-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.15 mi.	Substantive	
I233-1387	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 120.C (UPPER HALL VALLEY) 3.911-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.57 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.24 mi.	Substantive	
I233-1388	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 121 (HANDCART GULCH) 5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 5.87 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 1.45 mi.	Substantive	
I233-1389	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125 (TIMBER LINE) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.3 mi. Intersection with Mule deer critical winter habitat: 0.3 mi.	Substantive	
I233-1390	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 125.A (TIMBER LINE CG) 0.235-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.25 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1391	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 126.C (KENOSHA CREEK SPUR) 0.13-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data:	Substantive	
I233-1392	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 157 (SUGAR CREEK T.S.) 3.5632-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.56 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1393	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 211 (MATUKAT) 15.85-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.55 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 3.84 mi. Intersection with Mule deer critical winter habitat: 4.32 mi.	Substantive	
I233-1394	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 211.O (CHEESMAN) 0.08-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.08 mi. Intersection with Mule deer critical winter habitat: 0.08 mi.	Substantive	
I233-1395	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 221 (LONGWATER) 0.7-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Wild and Scenic eligible corridor: 0.5 mi.	Substantive	
I233-1396	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300 (RAMPART RANGE) 18.367-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 18.37 mi.	Substantive	
I233-1397	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.M (TOPAZ POINT PG) 0.05-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi.	Substantive	
I233-1398	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.O (DEVILS HEAD TH/CG) 0.65-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.64 mi.	Substantive	
I233-1399	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.P (DEVILS HEAD CG) 0.38-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.35 mi.	Substantive	
I233-1400	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.PA (DEVILS HEAD CG SPUR) 0.027-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi.	Substantive	

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I233-1401	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.Q (DEVILS HEAD CG) 0.2-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.21 mi.	Substantive	
I233-1402	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.R (CABIN RIDGE PG) 0.25-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.26 mi.	Substantive	
I233-1403	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.S (FLAT ROCKS OVERLOOK) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi.	Substantive	
I233-1404	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.T (FLAT ROCK CG) 0.55-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.58 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1405	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 300.U (SUNSET POINT) 0.06-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.1 mi.	Substantive	
I233-1406	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348 (LONG HOLLOW) 2.82-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.79 mi.	Substantive	
I233-1407	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 348.H (LONG HOLLOW SPUR) 0.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi.	Substantive	
I233-1408	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 47.A (MERIDIAN CG) 0.46-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Bighorn sheep winter range: 0.06 mi.	Substantive	
I233-1409	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 47.B (MERIDIAN T.S.) 0.55-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Bighorn sheep winter range: 0.44 mi.	Substantive	
I233-1410	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 502 (JACKSON CREEK SOUTH) 4-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.98 mi.	Substantive	
I233-1411	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 502.2 (JACKSON CREEK NORTH) 0.93-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.93 mi.	Substantive	
I233-1412	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 502.B (JACKSON CREEK CG) 0.3-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.25 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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1233-1413	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 503 (WATSON PARK) 2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.99 mi.	Substantive	
1233-1414	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 506 (DUTCH FRED) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.2 mi.	Substantive	
1233-1415	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 507 (RIM) 2.02-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.01 mi.	Substantive	
1233-1416	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 509 (SHELIN) 0.7758-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.78 mi.	Substantive	
1233-1417	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 510 (ELEPHANT ROCK) 1.2-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Alt D proposes decommissioning or conversion to admin use. Intersection with Mexican spotted owl USFWS Critical Habitat: 1.2 mi.	Substantive	
1233-1418	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 511 (ROXBOROUGH) 0.1-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.1 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Elk winter concentration area: 0.1 mi.	Substantive	
1233-1419	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 512.A (STEVENS GULCH) 0.3-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.3 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-1420	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 512.B (POWERLINE) 1.024-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.02 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-1421	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 513 (INDIAN CREEK CG) 0.4-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.38 mi.	Substantive	
1233-1422	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 513.A (INDIAN CREEK EQUESTRIAN) 0.393-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.39 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-1423	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 514 (RUSSELL RIDGE) 0.5-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.51 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1424	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 514 (RUSSELL RIDGE) 3.4094-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.41 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Mule deer critical winter habitat: 0.3 mi.	Substantive	
1233-1425	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 516 (ARCHERY RANGE) 0.5-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.5 mi.	Substantive	
1233-1426	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 516 (ARCHERY RANGE) 0.3-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.3 mi.	Substantive	
1233-1427	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 518.B (NODDLE) 2-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.07 mi.	Substantive	
1233-1428	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 520 (NORTH RAINBOW FALLS) 0.733-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.74 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.74 mi.	Substantive	
1233-1429	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 523 (NINE-J) 4.799-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.73 mi.	Substantive	
1233-1430	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 528.A (LONE ROCK CG) 0.32-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.35 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.35 mi. Intersection with Gold Medal Waters: 0.17 mi.	Substantive	
1233-1431	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 528.B (CHEESMAN TH) 0.1-MI SEG, OP MAINT LEVEL 4 - MODERATE DEGREE OF USER COMFORT: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.07 mi. Intersection with Mule deer critical winter habitat: 0.07 mi.	Substantive	
1233-1432	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 528.C (SIXMILE) 0.61-MI SEG, OP MAINT LEVEL I - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.61 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1433	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 528.D (KELSEY CG) 0.3-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.32 mi.	Substantive	
I233-1434	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 528.E (GUNBARREL WEST) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.21 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1435	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 528.F (GUNBARREL EAST) 0.2-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.2 mi.	Substantive	
I233-1436	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 528.G (KELSEY GRAVEL PIT) 0.11-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.04 mi.	Substantive	
I233-1437	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.B (BRIDGE CROSSING PG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.12 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.12 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.12 mi. Intersection with Gold Medal Waters: 0.12 mi.	Substantive	
I233-1438	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.C (PLATTE RIVER CG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.07 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.07 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.07 mi. Intersection with Gold Medal Waters: 0.07 mi.	Substantive	
I233-1439	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.D (OUZEL CG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.08 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.08 mi. Intersection with Gold Medal Waters: 0.06 mi.	Substantive	
I233-1440	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.E (SCRAGGY VIEW PG) 0.05-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.04 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.04 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.04 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1441	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.F (WILLOW BEND PG) 0.05-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.05 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.05 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.05 mi.	Substantive	
1233-1442	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.G (OSPREY CG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.06 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.06 mi.	Substantive	
1233-1443	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.I (CHUTES PARKING) 0.05-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.08 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.08 mi.	Substantive	
1233-1444	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.J (COLORADO TRAIL PRKNG) 0.1-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.11 mi.	Substantive	
1233-1445	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 533.K (UPPER PLATTE CANYON) 1.4-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.4 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.09 mi. Intersection with Bighorn sheep production area: 0.18 mi.	Substantive	
1233-1446	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 534 (FLAT SALOON) 1.06-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.06 mi.	Substantive	
1233-1447	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 537 (WAGON ROAD) 1.13-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.13 mi.	Substantive	
1233-1448	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 541 (FLYING J) 1.36-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mule deer critical winter habitat: 0.3 mi.	Substantive	
1233-1449	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 543 (WELLINGTON LAKE) 2.7-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.19 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.28 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1450	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 543.F (MEADOWS GROUP CG) 0.55-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.55 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.28 mi.	Substantive	
I233-1451	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 543.G (GREEN MTN CG) 0.15-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.13 mi.	Substantive	
I233-1452	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 543.H (ROLLING CREEK TRHD) 1.602-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Alt D proposes decommissioning or conversion to admin use.	Substantive	
I233-1453	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 547 (MORRISON CREEK SH) 0.21-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.21 mi.	Substantive	
I233-1454	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550 (REDSKIN) 5.75-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 3.55 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 2.76 mi.	Substantive	
I233-1455	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550 (REDSKIN) 0.03-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.03 mi.	Substantive	
I233-1456	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550 (REDSKIN) 2.22-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.22 mi.	Substantive	
I233-1457	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550 (REDSKIN) 0.15-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.15 mi.	Substantive	
I233-1458	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550.A (WAGON TONGUE) 1.2-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.2 mi.	Substantive	
I233-1459	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550.B (BUFFALO CREEK CG) 0.5-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.49 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.42 mi.	Substantive	

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Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1460	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550.C (RIFLE RANGE) 1.343-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.4 mi.	Substantive	
1233-1461	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550.D (GASHOUSE) 0.416-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.23 mi. Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.3 mi.	Substantive	
1233-1462	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 550.H (LITTLE SCRAGGY TH) 0.2-MI SEG, OP MAINT LEVEL 3 - SUITABLE FOR PASSENGER CARS: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.2 mi.	Substantive	
1233-1463	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 552 (CROSSONS) 0.92-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Dead End Quiet Trail Comment: 552.	Substantive	
1233-1464	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 552 (CROSSONS) 2.45-MI SEG, OP MAINT LEVEL 1 - BASIC CUSTODIAL CARE (CLOSED): Relevant Data: TAP Low Value/High Risk.	Substantive	
1233-1465	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 560 (STONEY PASS) 10.63-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.08 mi. Intersection with Mule deer critical winter habitat: 1.82 mi.	Substantive	
1233-1466	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 563 (DAKAN MTN) 7.7759-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 7.8 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Mule deer critical winter habitat: 1.45 mi.	Substantive	
1233-1467	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 565 (RED CONE) 0.069-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.07 mi.	Substantive	
1233-1468	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 565 (RED CONE) 5.554-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.32 mi. Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.43 mi.	Substantive	
1233-1469	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 565 (RED CONE) 0.083-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.08 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1470	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 565 (RED CONE) 0.374-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with 0.25-mile buffer of the Continental Divide National Scenic Trail: 0.37 mi.	Substantive	
I233-1471	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 627 (BEGINNER) 9.04-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 9.03 mi.	Substantive	
I233-1472	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 646 (ARROWHEAD) 1.196-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.2 mi.	Substantive	
I233-1473	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 649 (TROUT CREEK) 1.82-MI SEG: Relevant Data: Colorado Roadless Area: 1.76 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 1.82 mi.	Substantive	
I233-1474	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 649 (TROUT CREEK) 0.9-MI SEG: Relevant Data: Colorado Roadless Area: 0.76 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.9 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1475	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 649.A (TROUT CREEK CONNECTION) 1.83-MI SEG: Relevant Data: Colorado Roadless Area: 0.76 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 1.83 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1476	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 650 (LONG HOLLOW) 9.85-MI SEG: Relevant Data: Colorado Roadless Area: 6.39 mi. Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.17 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 9.85 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1477	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 650 (LONG HOLLOW) 0.38-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.37 mi.	Substantive	
I233-1478	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 653 (ROI TAN) 1.02-MI SEG: Relevant Data: Colorado Roadless Area: 1.02 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 1.02 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1479	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 657 (GRAMPS) 2.704-MI SEG: Relevant Data: Colorado Roadless Area: 2.13 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.7 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1480	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 662 (662) 2.69-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.69 mi.	Substantive	
I233-1481	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 673 (BARR) 3.465-MI SEG: Relevant Data: Colorado Roadless Area: 2.3 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 3.46 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1482	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 673.A (673.A) 0.37-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.38 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1483	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 674 (FLATROCK) 3.635-MI SEG: Relevant Data: Colorado Roadless Area: 3.37 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 3.63 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1484	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 674.B (SPUR B) 1.6-MI SEG: Relevant Data: Colorado Roadless Area: 0.75 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.75 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1485	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 675 (CABIN RIDGE) 4-MI SEG: Relevant Data: Colorado Roadless Area: 3.29 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 3.95 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1486	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 677 (NODDLE) 12.25-MI SEG: Relevant Data: Colorado Roadless Area: 2.1 mi. Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.18 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 12.25 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal). Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.35 mi.	Substantive	
I233-1487	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 679 (DUTCH FRED) 4.46-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.46 mi.	Substantive	
I233-1488	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 679.A (DEVILS HEAD SPUR) 1.076-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 1.07 mi.	Substantive	
I233-1489	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 680 (LOOP) 0.472-MI SEG: Relevant Data: Colorado Roadless Area: 0.15 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.39 mi.	Substantive	
I233-1490	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 681 (SCOTTYS) 4.231-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.21 mi.	Substantive	
I233-1491	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 681.B (681.B) 0.09-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.09 mi.	Substantive	
I233-1492	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 681.C (681.C) 0.059-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi.	Substantive	
I233-1493	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 681.E (681.E) 0.065-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.06 mi.	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I233-1494	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 682 (OVERLOOK) 2.91-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 2.91 mi.	Substantive	
I233-1495	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 682.A (OVERLOOK CUTOFF) 0.47-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.48 mi.	Substantive	
I233-1496	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 682.AA (682.AA) 0.05-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.04 mi.	Substantive	
I233-1497	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 683 (FERN) 0.93-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.93 mi.	Substantive	
I233-1498	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 685 (TOMAHAWK) 2.72-MI SEG: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.36 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.72 mi.	Substantive	
I233-1499	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 686 (GARBER) 2.49-MI SEG: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.47 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 2.49 mi.	Substantive	
I233-1500	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 686.A (GARBER CUTOFF) 0.53-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.53 mi.	Substantive	
I233-1501	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 688 (BEAVER) 0.89-MI SEG: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.42 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 0.86 mi.	Substantive	
I233-1502	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 690 (POWERLINE) 0.386-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.39 mi.	Substantive	
I233-1503	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 690 (POWERLINE) 6.78-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 6.77 mi.	Substantive	
I233-1504	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 693 (RUSSELL GULCH) 4.1-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 4.1 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
I233-1505	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 767 (UPPER DUTCH) 0.177-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.18 mi.	Substantive	
I233-1506	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 767.A (LIGHTFOOT LOOP) 0.55-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.55 mi.	Substantive	
I233-1507	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 770 (TURTLE MOUNTAIN) 40.97-MI SEG: Relevant Data: Colorado Roadless Area: 38.58 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 40.97 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	

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Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
1233-1508	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 787 (787) 7.87-MI SEG: Relevant Data: Colorado Roadless Area: 1.21 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 7.87 mi. Located in Citizen Conservation Area (Wild Eleven, Wild Connections Conservation Plan proposed roadless or wilderness, or Rampart East area proposal).	Substantive	
1233-1509	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 787.A (787.A) 0.31-MI SEG: Relevant Data: Intersection with Mexican spotted owl USFWS Critical Habitat: 0.31 mi.	Substantive	
1233-1510	RI-TAC	Alison Gallensky	Rocky Mountain Wild	TR 788 (788) 3.301-MI SEG: Relevant Data: Intersection with Preble Meadow Jumping Mouse USFWS Critical Habitat: 0.1 mi. Intersection with Mexican spotted owl USFWS Critical Habitat: 3.27 mi.	Substantive	
1233-1511	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 810 (GUERNSEY) 1.85-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.4 mi. Intersection with Mule deer critical winter habitat: 1.55 mi.	Substantive	
1233-1512	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 811 (T-PIT) 1.54-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.54 mi. Intersection with Mule deer critical winter habitat: 1.54 mi.	Substantive	
1233-1513	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 811.A (LININGER DITCH) 0.97-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 0.97 mi. Intersection with Mule deer critical winter habitat: 0.97 mi.	Substantive	
1233-1514	RI-TAC	Alison Gallensky	Rocky Mountain Wild	RD 811.B (LININGER CUTOFF) 1.396-MI SEG, OP MAINT LEVEL 2 - HIGH CLEARANCE VEHICLES: Relevant Data: Intersection with Colorado Natural Heritage Program Potential Conservation Areas (Biodiversity Significance B1--Outstanding Biodiversity Significance and B2--Very High Biodiversity Significance): 1.4 mi. Intersection with Mule deer critical winter habitat: 1.4 mi.	Substantive	
1234-1	GEN	Andy Hough	South Platte Enhancement Board	The South Platte Enhancement Board (SPEB) was created by the South Platte Protection Plan. SPEB was established to support projects that enhance and preserve the values within portions of the South Platte River and the North Fork of the South Platte River. Those values include: fisheries, geologic, historic cultural resources, recreational, scenic. Among other functions, SPEB determines distributions from an endowment fund. A number of these grants are distributed for recreation, fisheries, wildlife and general study and enhancement of vegetation or the ecosystem related to the rivers mentioned and their adjacent lands. Much of our charge occurs within the area of the Pike National Forest affected by this NEPA process. Our Board membership consists of representatives from many interest groups and stakeholders, including people knowledgeable in fisheries, wildlife and ecosystem values; motorized recreation; non-motorized recreation; water recreation;	Non-substantive	

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				the affected counties; water providers; a property owner from the affected region; grazing interests; timber interests and at-large members. SPEB voted to send a brief comment letter regarding the NEPA process for changes to the Travel Management Plans of the Pike & San Isabel National Forests.		
1234-2	GEN REG	Andy Hough	South Platte Enhancement Board	In general, SPEB is complimentary and supportive of the process and the work the US Forest Service has done to manage the complex issue of planning, implementation and maintenance of motorized travel and recreation in the National Forest. We request that the USFS, as part of the EIS, consider the impacts of alternatives to these Outstandingly Remarkable Values (ORVs) as described in the South Platte Protection Plan.	Substantive	
1234-3	GEN	Andy Hough	South Platte Enhancement Board	Our member organizations have stayed abreast of changes to the various travel management plans in the area. One of our members is a representative of the motorized recreation community, and SPEB has made tours to the area specifically related to motorized recreational access in recent years. Not all of our member organizations are in full agreement on all of these comments, and may submit comments of their own.	Non-substantive	
1234-4	GEN	Andy Hough	South Platte Enhancement Board	At this scoping phase, SPEB prefers Alternatives A, C and D as described in the NEPA documents. As mentioned, we believe the USFS has done great work through the years and consequently, we would conceptually support the 'no action' alternative (A). Similarly, SPEB is supportive of the Travel Analysis Process (TAP) the Forest Service uses to evaluate its road and trail systems and by which to recommend rational changes to those plans. Alternatives C & D allow for current infrastructure plus urgent (Alt. C) or urgent & non-urgent (Alt. D) changes recommended by the USFS TAP. We feel that these three alternatives provide a logical, well-balanced approach to managing motorized travel in the Forests that incorporates both public input from a diverse set of stakeholders and interests as well as required environmental review.	Non-substantive	
1234-5	GEN	Andy Hough	South Platte Enhancement Board	Alternative B raises a number of concerns. First, it seems to reflect the interests of a narrow interest group. Second, this Board is concerned about the potential closure of nearly 800 miles of roads and motorized trails that serve a broad spectrum of interests without a much more thorough analysis and public process.	Non-substantive	
1234-6	RI-WAT	Andy Hough	South Platte Enhancement Board	Some of the interests represented in our Board membership would be damaged by the pervasive road and trail decommissioning outlined in Alternative B. Our grants, the work we commission and participate in, including monitoring and baseline documentation of the Platte River area, and the interests SPEB is commissioned to oversee, could be hampered by the broad-spectrum closures proposed in Alternative B.	Substantive	
1235-1	GEN	Deborah Zahn-Hamilton		We are residents of Maysville and could be deeply affected by the Travel Management Plan proposed change in ordinances for our area. We are also deeply concerned! According to the TMP proposal, we as seniors, homeowners and taxpayers would not be able to drive the roads that are right here in our neighborhood. Most importantly, emergency vehicles would not have access! Astounding! The proposal designates our home areas as wilderness. Rural it is, but HOME it is also. We would have no access to our back roads to enjoy but the roads would be closed to all but hikers! I can perhaps appreciate some type of memorandum that limits some recreational vehicles, but road vehicles? And emergency	Substantive	

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				vehicles? We are already paying a premium on fire insurance, so now this proposal leads to no access for these emergency vehicles! And what if someone is ill or hurt up these trails and vehicles are inhibited on rescuing in our community.		
1235-2	RI-FR	Deborah Zahn-Hamilton		Wildfire protection is of utmost importance here in this area and this proposal seems in direct conflict to the Firewise Community plan (Wildfire Protection plan) that we are diligently involved in. We do not want this 'going dark' for 3 years while plans are made outside of our community. We also would request an active participation in this process.	Substantive	
1238-1	RI-TAC	Stephen Bonowski		Forest Route 787 (South Park District) traverses the Windy Peak bristlecone area on the east slopes of Mount Bross outside of Alma, CO. The road does show on the MVUM, but apparently as a county road, despite having a forest number?? Route 787 shows as ending as the boundary of private property, but in reality, it traverses the private property to near the top of Mount Bross. In addition, Forest Roads 857, 857B, 288, 285 in the same general area show as official routes. But they also lead back to 787 thus leading to further potential private property violations. These latter routes should be closed to all motor vehicles. If 787 is a forest road, it should be closed to all but administrative access above the Windy Ridge area. Said access is needed to service a cell tower on federal property.	Substantive	
1238-2	RI-TAC	Stephen Bonowski		Forest Route 437 (South Park District) from the Quartzville and Roberts Roads up into Cameron Amphitheater should be closed to all but administrative access, which allows access to the Russia Mine site by the property owners. This route traverses both federal and private land and has not been a recognized route for ascents of Mt. Lincoln. Note that this route shows on the MVUM, but is not signed as such.	Substantive	
1238-4	RI-TAC	Stephen Bonowski		Forest Route 126 (South Platte District): this route goes to the top of North Twin Cone Peak, where there is a communication structure on top. This route has received severe damage from motorized use, but does not seem to be generally known to the motorized community. During two different weekend trips in July and August, I saw a total of two jeeps, couple dirt bikes, and one ATV, while hiking to the tops of the Cones and Mount Blaine, and while recording damage on the 2nd trip. This route should be closed to all motorized access other than administrative access for the infrequent access to the tower. The first three pictures; taken on August 7, 2016 by me; show severe trail braiding and erosional damage on 126 at tree line. The 4th picture from Sept. 11, 2016, also taken by me, shows the junction of 787, going right, and 857, going left, where there is a fallen over carbonite directional sign. There is little sign of use on 857.	Substantive	
1238-	RI-TAC	Stephen Bonowski		Forest Route 691 (South Park District) ascends to near the summit of Sheep Mountain from Browns Pass. This road is presently open to single track motorized use, with a barrier at the beginning of the trail. I have walked this trail several times to ascend Sheep Mountain. The trail, such as it is, is on a thin veneer of shale rock from just below tree line and continuing. This route does not have the sustainable soils needed to support extensive motorized use. When I last ascended Sheep Mountain in 2015, there was no sign of any motorized use on this trail. Thus, I am requesting closure of 691 to motorized use.	Substantive	
1239-1	RI-SOI	Kenneth Scott		Green Timber Gulch/ Poplar Gulch - There is severe erosion on the Green Timber Gulch side of this trail, which my wife and I hiked recently. We witnessed dirt bikes spinning their	Substantive	

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				tires at high speed while trying to get up the steep grade and over certain obstacles such as large tree roots across the trail. This caused visible loosening of the rocks and soil on the trail, which was already seriously degraded from this type of use. I am not sure what kind of trail maintenance could fix this problem, because there were so many loose rocks that it would be virtually impossible to remove them, and the trail was so loose and torn up that it made it difficult and certainly not enjoyable to hike on. I see this as being a problem on many trails in which dirt bikes are allowed, especially in the steeper parts of the trails. Rather than dismount and walk their motorcycles over problem areas, many riders apparently see these obstacles as a challenge to be overcome by more speed and power, which results in significant trail damage.		
1239-2	RI-TAC	Kenneth Scott		I also would support the closure of the Pass Creek Lake trail to motorized use for the same reasons. Pass Creek is a very popular hiking trail which sees little motorized use anyway.	Substantive	
1239-3	RI-FWV	Kenneth Scott		In general, I think it is very important that the new PSI plan take the approach that wildlife and resource protection is paramount, while also trying to weigh and balance the interests of various user groups. Rewarding illegal trail creation by inclusion of such trails in the new plan should not be allowed!	Non-substantive	
1239-4	RI-TAC	Kenneth Scott		My wife and I are avid cross-country and backcountry skiers, and we therefore support the notion of winter closures of certain Forest Service Roads to allow for a quiet, natural experience of skiing in the National Forest. Certainly not all Forest Roads need to be open to snowmobile use.	Non-substantive	
1239-5	RI-TAC	Kenneth Scott		Other areas where I have seen problems resulting from motorized use/overuse include Grizzly Lake near St. Elmo, and Turret Road 184 near the Brown's Canyon National Monument. These areas should be considered for closure, and I also suggest that mitigation needs to be undertaken on many of the motorized trails in the area.	Substantive	
1239-6	RI-TAC	Kenneth Scott		Erosion and trail damage issues on many local motorized trails have resulted in the trails becoming wider and filled with alternate detour routes, due to the inadvertent creation of impassable areas by damage to trails. Motorized groups need to be responsible for repairing the damage to these routes to make them passable, not just creating more alternate routes to bypass the damaged areas. Areas that cannot be repaired adequately should be considered for closure.	Substantive	
1239-7	GEN	Kenneth Scott		Finally, law enforcement to protect against illegal use and abuse of our Forest and trail system has been woefully inadequate over the years. The Forest Service must give a much higher priority to protection through law enforcement, as a significant number of motorized users will disregard signage and engage in behaviors that are destructive to the forest and stream beds, disruptive to wildlife, and which conflict with the desires of non-motorized users to have a quiet, natural experience in our National Forest.	Non-substantive	
1240-1	RI-FR	Kent Maxwell		As founder and president of Colorado Firecamp, a 501(c)(3) non-profit wildland firefighter school, I am writing provide comments for Pike-San Isabel National Forest Travel Management EIS. I am currently the facilitator for the group updating the Maysville-	substantive	

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				Monarch Community Wildfire Protection Plan (CWPP). During multiple public meetings in the last several months, consensus has emerged to encourage active management on public lands for forest health and wildland fire mitigation. Generally, any road closures as proposed by the alternatives on the Salida Ranger District in the Maysville - North Fork - Fooses Creek - Monarch Pass area is counter to the objective of actively managing wildfire risk and creating a Firewise and Fire Adapted Community. Additionally, official recognition of a looped travel access north of US Highway 50 will enable more aggressive fire suppression to protect Maysville and the Weldon Creek subdivision.		
I240-2	RI-TAC	Kent Maxwell		Forest Service road 219 should be extended east of Chaffee County Road 240 through T50N R7E section 27 (connecting with the BLM roads) and section 22 to connect with Forest Road 252. This two-track roadway of nearly a mile of length is clearly visible in the current Google Earth satellite imagery dated October 13, 2015. Numerous USFS and fire vehicles are seen along this road participating in the prescribed fire being conducted to the northwest on that date.	Substantive	
I241-1	RI-LRSD	Denny Claveau		My wife and I have lived full time in Chalk Creek Canyon for 28 years and have seen the upper regions of the Canyon, through the years, become over run by motorized recreation. With the exception of a few major closers under the leadership of district Ranger Charlie Medina the area in and around St. Elmo has since been gravely neglected and in the words of a local Forest Service employee " treated like a sacrifice zone" by the USFS. A visit to St. Elmo on practically any summer weekend is all one has to experience to understand the problem. There was a time when the FS could have been pro-active but failed to do so. It is time for action and the closing of The Poplar Gulch, Grizzly Gulch, Pomeroy Lakes road to Personal Motorized Recreational Vehicles (PMRVs) would reduce the impact of PMRVs on the area substantially. Lets begin to bring one of the Crown Jewels of Chaffee county (The St Elmo area) back to some respectability.	Substantive	
I243-1	GEN	Rosalind McClellan	Rocky Mountain Recreation Initiative	I want to thank you for undertaking this effort to down-size the PSI National Forest's road and motorized trail system closer to what is economically and ecologically sustainable. The TMP represents an important opportunity to restore some of the primitive remote backcountry in this forest that has been lost in recent years to unmanaged motorized trail development. The plan will hopefully result not only in significant road and trail closures but also provide for more robust visitor management, through signs, physical closures, and stronger measures to ensure user compliance and keep motorized use from spreading off designated roads and trails.	Non-substantive	
I243-2	RI-LRSD	Rosalind McClellan	Rocky Mountain Recreation Initiative	Do not open 3A Management Prescription Areas to motorized recreation. From the quiet use perspective above, I believe there should be no modifications of the forest plan to permit designated motorized routes in forest plan 3A semi primitive non-motorized management prescription areas. As a hiker and frequent visitor to the forest, I count on being able to enjoy the uncrowded, less developed, nonmotorized and less motorized recreational settings these 3A areas provide, for the essential hiking experiences I seek. I enjoy moving through the land with a sense of quiet immersion in nature, the ability to contemplate views and nature, and the mental and physical restoration those experiences	Substantive	

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				provide. Aside from 3A areas, there are very few such areas left in the PSINF outside of Wilderness, where quiet recreationists such as myself can enjoy these desired experiences in a non-motorized environment. I have been noticing how many of these 3A areas of peace and quiet have been downgraded by motorized and mountain bike use in recent years.		
1243-3	RI-LRSD	Rosalind McClellan	Rocky Mountain Recreation Initiative	Do Not Reopen Roads crossing the South Platte River in Wildcat Canyon. This area needs many more years to properly recover from the Hayman fire, and is an important area for wildlife, and quiet recreationists. As an Eligible Wild and Scenic River segment it will be difficult to accommodate increasing levels of motorized use and recreation in this area while preserving values for that area. Vehicles crossing the river in a ford will have negative impacts on water quality. Bridges will be incredibly expensive and will significantly modify the character of the area from its condition when it was originally determined to be eligible for Wild and Scenic designation.	Substantive	
1243-4	RI-HS	Rosalind McClellan	Rocky Mountain Recreation Initiative	DO eliminate mixed OHV use on roads. I support eliminating mixed use on roads for important safety, management and resource reasons. I support analysis evaluating the suitability for permitting mixed use on all ML-3 r and above roads.	Substantive	
1243-5	RI-TAC	Rosalind McClellan	Rocky Mountain Recreation Initiative	Do not retain high risk roads as part of the designated system...Or at the very least a full analysis and explanation must done to justify and document how those risks will be eliminated or mitigated. The analysis must take into account current and future expected funding requirements necessary for management, monitoring and implementation of necessary actions.	Substantive	
1243-6	RI-FW	Rosalind McClellan	Rocky Mountain Recreation Initiative	Expand and enforce seasonal closures of roads and motorized trails for wildlife. Such closures are essential to protect critical habitat that serves important life cycle functions of big game such as calving, fawning and lambing and that maintains healthy big game herds for hunters. Many other ecosystem values are protected by putting backcountry areas off-limits to motorized (and mechanized) recreation for part of the year.	Substantive	
1243-7	RI-FW	Rosalind McClellan	Rocky Mountain Recreation Initiative	Spring time closures are important not only to wildlife viability but to protect wet soil and vegetation and to protect route tread surface from costly damage and rutting.	Substantive	
1243-8	RI-TAC	Rosalind McClellan	Rocky Mountain Recreation Initiative	Do not downgrade roads to full-sized motorized trails. Such down grades may result in less maintenance, more environmental damage, increases in motorized use, etc. Problems associated with these routes will not go away simply by relabeling them in a different category. And do not count on maintenance funding from the State OHV Program even if they are trails.	Substantive	
1243-9	RI-LRSD	Rosalind McClellan	Rocky Mountain Recreation Initiative	No motorized use in Management Prescription 3A SPNM. The TMP should comply with Forest Plan direction that Management Areas 3A be managed to protect and safeguard nonmotorized recreation settings from motorized use. 3A areas are intended in the forest plan to maintain relatively uncrowded, primitive recreational settings. The forest plan specifies maximum of 30 encounters with other users per day, 11 encounters with other users per mile of route, and 8 encounters with other users per acre. Do not reduce 3A	Substantive	

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				management area boundaries. Instead, existing motorized intrusions should be closed and boundaries maintained.		
I243-10	RI-TAC	Rosalind McClellan	Rocky Mountain Recreation Initiative	Close roads in conformance with the Travel Analysis Report. I recommend complying with the TAP Travel Analysis Report (TAR), which requires closing and decommissioning unneeded roads, which I submit should include in most cases even roads proposed for conversion to motorized trails. Such roads, once they are converted to motorized trails, will require even more management than they do as system roads. While the hope may be that the State OHV Grants Program will help cover management costs, the reality is that the grant criteria emphasize motorized trail maintenance and construction, not management and enforcement with the result that the Forest Service is usually left with newly opened, maintained, or constructed trails (funded by trail grants) that it does not have the funds to manage and that lead to even more human impact.	Substantive	
I243-11	GEN REG	Rosalind McClellan	Rocky Mountain Recreation Initiative	It is sometimes claimed that decommissioning requires NEPA as a 'ground-breaking' activity. However, converting open roads to nonsystem roads requires nothing more than a written decision, along with physical closures and signing. Restoration can come later under the CE#20 policy.	Substantive	
I243-12	RI-TAC	Rosalind McClellan	Rocky Mountain Recreation Initiative	Limit off-road dispersed camping to one vehicle length, 30 feet. The TMP should continue this Forest Order of 11 years ago limiting off road parking for dispersed camping--- and prohibit use of spurs except designated ones---and not allow exceptions. Forest resources are valuable and irreplaceable and the road and motorized footprint on the land has already expanded to a point of causing unacceptable resource damage. Keeping the Forest Order in place will keep the footprint within reasonable limits but still allow visitors to access the forest from a road on foot.	Substantive	
I243-13	OS NR	Rosalind McClellan	Rocky Mountain Recreation Initiative	No off-road game retrieval. Same as above. The Forest Order benefits traditional non-motorized hunting values and practices.	Non-substantive	
I243-14	RI-NOI	Rosalind McClellan	Rocky Mountain Recreation Initiative	Follow the MVUM. I support leaving an adequate land base for hiking and quiet uses, in accordance with preponderance of these uses over motorized uses based on the recent MVUM.	Non-substantive	
I243-15	OS NR	Rosalind McClellan	Rocky Mountain Recreation Initiative	Need for Travel Planning for Unmanaged Mountain Bike Use. While I understand and support the reason for limiting this TMP to motorized recreation not mountain bikes, I urge the forest to turn next to what is now the biggest agent of landscape change on the forest, the unmanaged expansion mountain bicycle trails, which are outpacing even motorized recreation in their ability to rapidly introduce human disturbance into untrammeled places. The need to limit mountain bike use to designated trails throughout the Forest, while daunting, is urgent. Some of the work and analysis going into this TMP will be applicable, as mountain bike trail systems, like motorized trails systems, impact large tracts of land by long distance mileages required by advancing trail technologies, which in turn translates into greater landscape and habitat fragmentation.	Non-substantive	

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I243-16	GEN	Rosalind McClellan	Rocky Mountain Recreation Initiative	Public Input Process: It is important to set public expectations at the outset of the decision process that the process will be an interdisciplinary one, with recreation balanced with other resources such as soils, water, wildlife habitat and other elements of the forest's natural heritage; as well making it clear that motorized recreation is only one of multiple recreation user groups, and less numerous than many others.	Substantive	
I243-17	RI-FW	Rosalind McClellan	Rocky Mountain Recreation Initiative	Additional recommendations: No new roads in wildlife management Rx 5B.	Non-substantive	
I243-18	RI-TAC	Rosalind McClellan	Rocky Mountain Recreation Initiative	Closing duplicative, unnecessary spurs and short route segments, to consolidate human impacts onto a smaller route network.	Substantive	
I244-1	GEN	Tom Sobal		This letter supplements the scoping comment letter submitted to the U.S. Forest Service by The Wilderness Society, Quiet Use Coalition, Rocky Mountain Wild and several other conservation and recreation organizations on September 8, 2016. This letter provides additional information that supports the route specific management recommendations that we offered in Appendix 6 to the aforementioned scoping letter. I am submitting this supplemental letter on behalf of the organizations that signed the original letter. The groups that signed on to the original scoping letter jointly identified priority areas across the Pike - San Isabel National Forests (PSI) that we urge the Forest Service to protect from motorized designations in the travel planning process. These priority areas include important fish and wildlife habitat; wilderness, Colorado Roadless, and citizen proposed wilderness areas; areas identified by the Colorado Natural Heritage Program as containing important biological resources; and areas that are important for quiet, non-motorized recreation such as the Continental Divide National Scenic Trail. Using GIS, we determined which roads and trails on the PSI cross into these areas that, if designated for public motorized use, would cause impacts. The results of this analysis were captured in an Excel spreadsheet and provided as Appendix 6 to our original scoping letter.	Non-substantive	
I244-2	RI-TAC	Tom Sobal		I Since we submitted our September 8th scoping letter, we revised the recommendations for five routes in Appendix 6 of our letter; these changes are due to further analysis that was conducted since our original submission. You received a supplemental letter from Alison Gallensky wherein she provided an amended Appendix 6; please refer to the amended Appendix 6 in her letter instead of the version that was provided in our September 8th letter.	Non-substantive	
I244-3	RI-TAC	Tom Sobal		Based on this analysis and included in the spreadsheet, we offered management recommendations (e.g., permanent closures, seasonal closures, administrative use only) for several routes across the forest. An additional piece of information that we are submitting with this supplemental scoping letter is the preliminary results from a field inventory where we are documenting the condition of several routes on the PSI that are a priority to our organizations. We provide photographs and field notes that provide further explanation supporting our route recommendations. See Appendix A to this letter. While the survey will continue until the end of the field season, we are taking this opportunity to	Substantive	

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				send along some samples of the data that we have collected so far. We will provide the full results from the survey later this fall.		
I244-4	PO ALT	Tom Sobal		We request that the Forest Service consider the information in Appendix A to this letter in its impacts analysis. We also reiterate the request in our original scoping letter that the agency analyze our route specific recommendations in at least one alternative, including the preferred alternative.	Substantive	
I244-5	RI-TAC	Tom Sobal		I10.J (see attachments for explanation)	Substantive	
I244-6	RI-TAC	Tom Sobal		I18.E (see attachments for explanation)	Substantive	
I244-7	RI-TAC	Tom Sobal		T1325 (see attachments for explanation)	Substantive	
I244-8	RI-TAC	Tom Sobal		381 (see attachments for explanation)	Substantive	
I245-1	GEN	Shawn Gillis		I prefer alternatives C or D.	Non-substantive	
I245-2	RI-LRSD	Shawn Gillis		There is a recent category of transportation called E-Bikes which is between motorized and non-motorized. It is a bicycle with an electronic motor that emits no noise yet yet has a motor. There are a few areas where this usage should be considered, one being the Alpine Tunnel road #298 all the way to Tin Cup Pass road. Please look at their use on a trail by trail allowance rather than just a motorized category. The E-Bikes still need pedaling power to allow them to go forward.	Substantive	
I248-1	RI-TAC	Rikki Swedhin		CR 340.A. Too much abuse of the closed roads. It needs either more aggressive signage/fencing at closures or it needs to be closed entirely. Put a locked swing gate at the bottom for emergency use.	Substantive	
I252-1	RI-HS	Melissa Lee		I have lived in this area for almost 30 years, and have frequently walked, hiked and run on these routes. While I respect the desire of people to drive jeeps and other motor vehicles, multiple use does not work. When motorized use reaches a certain low level, the safety and desired experiences of people on foot is significantly compromised.	Non-substantive	
I252-2	GEN	Melissa Lee		As population and use is only increasing, the Forest Service must focus more energy toward separating user groups. There are thousands of miles of roads and trails open to motorized use on the forest. It seems like there are many little-used dead-end rough roads on the forest which require a specialized motor vehicle to use them as a road. These roads serve no significant purpose, but require limited time and money to manage and maintain. Closing a few motorized routes to protect wildlife and natural resources, improve non-motorized recreation experiences, and save taxpayer dollars would not significantly impact motorized recreational opportunities.	Substantive	
I252-3	RI-TAC	Melissa Lee		FR 398 Lost Canyon at the top (last couple miles where it begins to get steep) should be closed to public motor vehicle use. This is in a non-motorized management area according to the forest plan. It used to be designated Roadless land. I used to hike up there, but lately I avoid it because unmanaged OHV use has become out of control. There are numerous unauthorized motorized routes branching off all over the tundra. I expect non-	Substantive	

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				motorized areas to be safe and quiet, but this is not. The end of this road used to be a narrow little used twotrack but the US forest service or someone improved it. Many people I know ride bicycles up there as its part of the LT 100 course, but they agree motorized use is conflicting with the quiet peaceful experience we seek. This location could be used a national example of how unmanaged and mismanaged motorized recreation is ruining an area officially set aside for non-motorized recreation. This, and any other route in a non-motorized management area must prohibit public motorized use.		
1252-4	RI-TAC	Melissa Lee		FR 124 Sand Gulch This road receives very little motorized use, and is narrow and eroding. Part of the road is on roadless land. I have seen elk and bobcat in this area. Especially with the creation of the Double Rainbow Trail on BLM land, this road is getting many more non-motorized recreationists on it. This road should be closed to motorized use. It would be nice to have a non-motorized connection to the Rainbow trail, as almost all the other connections permit motorized use.	Substantive	
1252-5	RI-TAC	Melissa Lee		Trail 1412 Greens Creek. This trail should be closed to motorcycle use. This trail was never planned as a motorized trail and increasing motorcycle use on it is ripping it up. The majority of trail users on this route are not motorcyclists, and the narrow nature of this trail limits visibility and makes motorcycle use unsafe, especially at the high speeds riders travel at while on it. Also this trail transitions directly onto the Continental Divide Trail. The purpose of that trail is to provide a primitive opportunity for hikers and horseriders. Motorcycle use interferes with that purpose, to the extent that hikers and horseriders are now avoiding using that and the Greens creek trail.	Substantive	
1252-6	RI-TAC	Melissa Lee		Pass Creek trail 1411. This trail should be closed to motorcycle use. I have never seen a motorcycle on this trail and I doubt anyone could ride the rough and steep upper section. Since this trail does not connect to any other legal motorcycle route and is relatively short, motorcycle riders must not think it is worth the effort to trailer their bikes up there. This is a nice narrow undeveloped primitive trail which should not be widened or improved to accommodate motorized or mechanized use.	Substantive	
1252-7	RI-FW	Melissa Lee		FR 422 sawmill area. I have hiked and snowshoed on this road. It receives very little use and there are numerous damaging and illegally used motorized routes forking off it, including all the way up into the Wilderness to the east. This is great elk habitat and I have seen large herds of elk in that area including many baby elk. The segment of this road opened to motorized use should end at a point where the road enters the trees to eliminate impacts on elk.	Substantive	
1252-8	RI-LRSD	Melissa Lee		Road 381 Cloyses. This road crosses 2 streams in the first half mile, and these crossings are not safe for most vehicles. It seems like the vast majority of people that use this road to access the Wilderness and Wilderness trails beyond park and hike this road after parking near the Winfield road. It can't be good for water quality to have vehicles going through long stretches of the stream. The only reason this road was excluded from Wilderness was because of the private land and cabin at the end. Both of those no longer exist. Close this road before the stream to minimize impacts on the Wilderness area and those who hike the trails, including the two 14er trails.	Substantive	

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1254-1	RI-TES	Chris Canipe	Conservation Colorado	I volunteer by working with birds of prey, enjoy wildlife photography, and hold the solitude of wild places sacred. Given all of the above, I'm writing in reference to Road 332.A and Trails 1321 and 1384. All three go through or are adjacent to critical habitat for the Mexican spotted owl—a threatened species. Please permanently close and decommission these roads and trails. Habitat loss poses the greatest threat to wildlife—endangered, threatened, or otherwise—and we humans have myriad opportunities for motorized recreation elsewhere.	Substantive	
1255-1	RI-TAC	Bill Pasczyk	Conservation Colorado	Main Route to the top of Mount Antero. While hiking these routes to the top of Mount Antero, I had to hike on the same rail as ATVs and jeeps. Hiking on the same road as these motorized vehicles was a serious threat as there was very little room for a hiker to move aside to give yield to these motorized vehicles. Also having these vehicles on the same trail took away from the value of the experience of hiking a 14er by having to dodge out of the way of these vehicles. Since this is the main route to the top of Mount Antero, this will affect many hikers attempting the same route and have to give yield to ATVs and jeeps. It is only a single lane road/trail.	Substantive	
1256-1	RI-TAC	Deborah Metzger	Conservation Colorado	FR 126 Twin Cones Road (South Platte District): I have been hiking this area since I moved to Colorado in 1982. It is a beautiful hike close to Denver. I never used to see traffic going up to the radio repeater on the top of North Twin Cones Peak. This very small road was intended for infrequent administrative use only. Now there are high levels of motorized use which is very disturbing to my peaceful hike and to the wildlife in the area. I think this road should be closed to public motorized use for a couple of reasons. One is that this road was never intended to accommodate high levels of motorized use causing extreme erosion. Also the noise and pollution has increased over the years to an intolerable level. This is such a beautiful and serene area it would be a shame if the little service road turns into a mountain highway.	Substantive	
1257-1	RI-FW	Glenn DeRussy	Conservation Colorado	I enjoy wildlife viewing within the Great Sand Dunes National Park and Preserve, Sangre de Cristo Wilderness area, and the adjacent roadless area. Motorized use on and off FR 406, Hudson Ditch (San Carlos District) disturbs important habitat for bighorn sheep and elk. This is a rough, steep and unmaintained road. It must be closed to public motorized use.	Substantive	
1258-1	RI-LRSD	Karl Ford	Conservation Colorado	I am a hiker of the Continental Divide Trail and I support closure of FR 248.2G to separate dirt bike users from hikers on the CDT.	Substantive	
1258-2	RI-FW	Karl Ford	Conservation Colorado	I also support closure of FR 184 in the bighorn sheep habitat. I did a Bioblitz in 2016 with the USFS here and did not see any sheep despite walking through habitat during the Bioblitz.	Substantive	
1258-3	RI-LRSD	Karl Ford	Conservation Colorado	Much of this road penetrates wilderness study areas and should be closed, especially the section just before FR 184 enters Green Gulch.	Substantive	
1258-4	RI-TAC	Karl Ford	Conservation Colorado	Close FR 133 beyond intersection with the Colorado Trail. Much of this road is illegally extended into the Lost Creek Wilderness and non-motorized management areas.	Substantive	

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I258-5	RI-LRSD	Karl Ford	Conservation Colorado	FR 381, 2.5 miles in Collegiate Peaks Wilderness area is (should be) illegal and has no use since the private inholding has been acquired.	Substantive	
I258-6	RI-TAC	Karl Ford	Conservation Colorado	FR 110J Keep it closed. Shame on you for reneging!	Non-substantive	
I258-7	GEN	Karl Ford	Conservation Colorado	I support Alternative B. I dislike the summary language in Alts C & D of "safe, affordable...efficient travel." More illegal roads in environmentally sensitive areas do not make the Forest safer or more efficient. Most of the illegal or motorized recreation use is just that—illegal recreation that degrades the environment and conflicts with quiet use recreation.	Non-substantive	
I258-8	RI-LRSD	Karl Ford	Conservation Colorado	FR 327 is within the "Rampart Range Wildlands" that CMC has recommended as non-motorized and cherry-stems into their larger area. It dead ends and crosses wetlands and is unnecessary.	Substantive	
I259-1	GEN	Kimberly Morrow	Conservation Colorado	While I am a new resident to the State of Colorado, I already understand how important the Pike/San Isabel National Forest areas are to the state. All of the biggest wilderness attractions to Colorado sit in this area. Pikes Peak, the Sand Dunes, Browns Canyon, and small tourist towns all exist here.	Non-substantive	
I259-2	RI-FW	Kimberly Morrow	Conservation Colorado	I have visited the Buena Vista area several times including Browns Canyon, and though the beauty impressed me, I was concerned about the roads and trail areas that I encountered. Many were eroding and I also found that large trucks with 4-wheelers would come roaring through the area. In my time there, I did not encounter much wildlife and wondered if this was due to this traffic (however little). This is the area containing FR 184 [illegible] where Bighorn sheep and elk depend on it for habitat. I would love to come back to this area to sometime experience the wildlife that I'm sure is there, but is drive away by noise pollution. I hope that consideration will be taken to limit unauthorized motor vehicle presence in this area.	Substantive	
I260-1	RI-TAC	Phil Anonymous	Conservation Colorado	Map Sheet 1 of 5. Rampart Range area. FR 300—keep low clearance.	Substantive	
I260-2	RI-FW	Phil Anonymous	Conservation Colorado	Close 300.C & CA, CB—wildlife value.	Substantive	
I260-3	RI-FW	Phil Anonymous	Conservation Colorado	Close all 327 after Stark Creek to the public—Admin use only. Wildlife area and potential for solitude.	Substantive	
I261-1	RI-FW	Anonymous	Conservation Colorado	I'm a hiker who is concerned about certain PSI priority routes. My first concern is FR 386 (Cloyes Lake Road). I've hiked in this area before and there is no reason this road needs to remain open to vehicles. This wilderness is some of the most beautiful I have seen and I'm concerned that continued access to this road would have environmental impacts on wildlife and migratory patterns as well as cause erosion issues that could impacts this area. Please consider turning this road into a quiet use trail.	Substantive	
I261-2	RI-NOI	Anonymous	Conservation Colorado	FR 110J, South Halfmoon Road. I'm concerned about motorized vehicle use in this area. This area should be protected as a wilderness because of the environmental features in	Substantive	

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				this area. The accessibility of motorized vehicles in this area presents a nuisance to an otherwise quiet area. It should be closed to motorized vehicles.		
I261-3	RI-NOI	Anonymous	Conservation Colorado	FR 133, the Rock Creek Road, beyond the intersection with the Colorado Trail. This road is unnecessary in this area and impacts hiking trails in the noise created by the vehicle. The road goes nowhere and trash impacts the area because the animals take it into the woods.	Substantive	
I261-4	RI-TAC	Anonymous	Conservation Colorado	FR 126—Twin Cones Road—this area is notoriously busy and the vehicles impact hiking quality. This area is a favorite for aspen viewing and many people access this area by car. The auditory and physical impacts of vehicles in this area is intense. Please consider closing it to public motorized use.	Substantive	
I262-1	RI-TAC	Stan Moore	Conservation Colorado	FR 126—Twin Cones Rd. should be closed to public motorized use. It was not designed for such use and is braided and washed out due to overuse.	Substantive	
I262-2	RI-TAC	Stan Moore	Conservation Colorado	Trail 091—Sheep Mtn—should be designated non-motorized/non motorcycle. It was not designed for anything but foot traffic.	Substantive	
I263-1	RI-TAC	Jeremy Goldsmith	Conservation Colorado	Route #580 Huerfano River/Lilly Lake Trail Area: Please follow the conservation community's recommendation for #580 near Blanca Peak. Please close #580 to motorized use at the edge forest and wilderness area.	Substantive	
I264-1	GEN	Noah Hamilton		I have been riding atvs And dirtbikes in the rainbow falls area for about twelve years now. It would really ruin alot of fun for me on weekend. I think we need to enforce more laws on trash and respecting the land.	Non-substantive	
I265-1	GEN	Bill Miller		Whenever an issue like this arises there are two extremes. In this case those who would like to prohibit absolutely all motorized travel and those who feel they should be able to ride wherever the darn well please. Somewhere in the middle is where you find reasonable people like myself. Motorized use is a very fast growing type of use in our forests and it's not going away. If all the trails on the alternate B were closed that would force all those users onto a smaller area. Further congesting and damaging those areas that are open. The anti motorized groups like to find areas of damage and point to them as evidence that motorized travel should be limited and trails closed. OF course that exists but the same can be found in non motorized use areas. Many non moto trails have been rerouted due to damage from foot/horse/bike use. The forests are huge, the number of trails within them is minuscule compared to the entirety of them. More trails to lessen the impact and disperse users is what is really needed. In my local area we have an area called four mile, it is huge and there is a tiny handful of motorized trails. You could double or triple the number of trails and still have a very wide open travel management area.	Substantive	
I266-1	GEN	Andrea Storrs		I have been a resident of Divide for 25 years and enjoy hiking, skiing, cycling and horseback riding on several of the trail systems currently considered for decommissioning from motor vehicle access (specifically those located just north of Divide). I am in favor of Alternative B because of the significant changes I've seen in this area over the last 2 decades because of overuse. Easy forest access to vehicles off Cedar Mountain Road (Teller Co. Rd 51) and Teller Co. Rd 5 has resulted in this forest area becoming a dump, a shooting range, a neighborhood of long term make shift homes/camps (complete with unattended camp	Substantive	

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				fires) and an area for clandestine pot growing endeavors. My neighbors and I have found poached elk, destroyed riparian areas and many, many "ghost trails" leading off the main trail to adventure up a challenging hillside which ultimately results in significant erosion.		
1266-2	RI-LG	Andrea Storrs		There is a grazing lease on which several roads in question are located (those off Teller Co Rd 511), I know there have been problems with gates left open while cattle are on pasture, which can and has resulted in some obvious problems.	Non-substantive	
1266-3	GEN	Andrea Storrs		Basically this is a wildland forest and to have access to such one should have to put forth some effort. I realize we are all tax payors and want equal access to forest land, I have no problem with OHV and automobiles having access to restricted areas, it does seem they have taken over what was once a peaceful trail system.	Non-substantive	
1266-4	RI-FR	Andrea Storrs		Residents here feel strongly it is only a matter of time before we have another devastating forest fire because of a spark from a dirt bike or careless campfire management. Please limit vehicle access by choosing Alternative B.	Non-substantive	
1267-1	RI-LRSD	Thomas Worley		I am a resident who lives very close to an entry point to the Pike National Forest. I am swamped with out of area ATV/dirt bike operators each weekend. I love to walk and ride my bicycle in the forest, but am not able to from Friday until Tuesday due to all of the aggressive atv/dirt bike operators. I have neighbors who ride horses in the forest, but again are not able because of all the aggressive (some down right dangerous) atv/dirt bikers. The forest has now become the exclusive playground for the off road vehicles operators. ANY limitation will be greatly appreciated. It is time that enjoyment of the forest be given back to all of the people, not just a select group.	Substantive	
1268-1	GEN	John Cameron		It is important to preserve our remaining and limited natural areas with a greater regard for quite use and limited motorized activity. Access for motor vehicles should not be expanded in the new management plan. If any change is made to the 1984 travel management plan it should be a reduction in the number of roads and trails designated for motor vehicle use.	Non-substantive	
1269-1	GEN	Katya Jolly		I have three generations of mushroomers and birders in my history. I have seen many of our spots decimated -- destroyed by littering, pollution, overuse, fire, and also development of roads and logging (some of which may be necessary) - and motorized recreation that has trampled areas, some of it illegally. I have had my peace and quiet taken away, both by motorized traffic (ATVs and dirt bikes) and by gunfire. I have had my clean air taken away by exhaust fumes. It's come to the point where I am often afraid or too upset to be in the forest. Especially alone. This didn't use to be the case.	Substantive	
1269-2	RI-TAC	Katya Jolly		I have been devastated, especially lately, by the disrespectful and destructive nature of motorized use in the forest. Just a few weekends ago I snapped a photo on top of Marshall Pass. The Continental Divide sign has illegal ATV tracks behind it, where riders drove up and down the hill (an activity I believe they call "high pointing"). In addition to such bad behavior, it seems that we don't have the personnel to uphold the rules as they stand. (See attached photo.)	Substantive	

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1269-3	GEN	Katya Jolly		I feel like I can't take a walk or ride my bicycle safely. I've become very sad and upset by the rudeness and the destruction. It affects not only me but others like me, those who tend to be more quiet, reflective, and love nature. We live in a world of noise and destruction already. There is very little natural landscape left. I firmly believe we need to take the effort and responsibility to preserve and respect what we do have left. My husband and I can't get away from the motorized nonsense, whether walking, hiking, biking, or cross- country skiing. The forest is not an amusement park. We have race tracks. Why do we need to destroy our natural landscape? The forest is not a trampoline park, it's not a waterslide park, it's not a shooting range, and it's not a go-kart track. There needs to be space for others - not just the RVers and the ATV and dirt-bike enthusiasts. There needs to be space for the mushroomers, hikers, bikers, cross-country skiers, and birders - and the bears, Columbines, Indian paintbrushes, eagles, hawks, and wildlife. Space for what the forest is for -- nature -- not for trampling and destruction. For future generations. Please - it's time to ban motorized traffic in our National Forests. Enough is enough. Motorized traffic destroys and pollutes more than the roads - it destroys habitat, and it destroys the soul of people like me. It's time to do what's right and not just what may (or may not) be popular. Allowing motorized recreation destroys the very beauty that people come here for.	Non-substantive	
1270-1	GEN	Patrick Perry		I agree to ban the motorized traffic in the Pike National Forest. I am a frequent user, three to six times a week, of the Pike National Forest. Primarily, I use the national forest as a hiker and runner. I also use the national forest as a mountain biker.	Non-substantive	
1270-2	RI-FW	Patrick Perry		I feel that many times that I am out biking or running that motorized vehicles disturb the animals that live in this forest. I will be hiking quietly and patiently viewing some deer. Then I see the deer's ears become alert! I know what that means, it can hear something I can't. Then some jeeps, or ATVs come by and scare the deer into the forest. It is amazing how often I see this.	Non-substantive	
1270-3	GEN	Patrick Perry		Do we want people to enjoy Pike National Forest? Do we want them to do that from the back of a loud vehicle? OR do we want them to peacefully engage with the forest by being quiet viewer? My opinion is for the quiet viewers, and I think that more people will come to Pike National Forest to see how majestic it really is when there are less motorized vehicles in it.	Non-substantive	
1271-1	GEN	Rob Jolly		I am Rob Jolly, Director of The Nature Place - a residential nature center where we provide 6-day natural- history programs for groups from all over the country. We use public lands periodically to educate participants on the geology, ornithology, botany, entomology and human history of central Colorado. I also personally use National Forests for hiking, climbing peaks and rock, cross-country skiing, camping, and mountain biking. This decision will affect my work and personal life directly in where I choose to go for different activities. I will not go to places that are too overused by mechanical traffic or places that are too loud with motors. My use of these lands are for exploration and reflection - and motors don't mix well with my purposes. I have found that those 4-wheeling or using their loud and smelly ATVs on Forest lands are typically going way too	Substantive	

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				fast and are rude - they are not considerate of those hiking with binoculars in hand. I have typically experienced a disrespectful culture in the ATV and dirt-bike crowd. I will also choose to not go to places that have been torn up by the excessive erosion caused by these motorized vehicles. The lack of respect for nature is appalling when this culture litters, which has been my experience with them.		
1271-2	RI-FW	Rob Jolly		Their noise is excessive and is disrespectful and damaging to wildlife.	Non-substantive	
1271-3	GEN	Rob Jolly		Please - keep the motors in the city, where they belong. Keep the forest for peace and quiet, as it should be. We need to protect what we have left. Much has been overused, burned, or otherwise destroyed. Please do what you can to limit motorized traffic where possible on the National Forest that you manage.	Non-substantive	
1272-1	RI-TAC	Mike Adler		There are many examples of maintained roads that provide proper access to areas within the National Forests that I would support. These roads are well graded, mitigate the effects of erosion, and typically provide the only access point to an area of land. The roads and motorized use trails that increase the effects of erosion and impact on the surrounding environment are ones that see no maintenance. Especially this is the case when a road becomes too eroded, or rutted out from recreation vehicles, that a passenger car cannot use that road, or when trying to work around a natural obstacle like a boulder or fallen tree, and a parallel road starts to form just next to the existing road. In these cases there isn't a sustainable solution to providing motorized access, and these roads should be decommissioned in favor of more established, well-built roads. I have seen evidence that motorized vehicle recreationist impact unestablished areas far beyond the foot-traveler, and often result in an increase in poorly built fire rings, parking areas, and gathered wood use. With these considerations in mind I am in favor of decreasing the amount of land available for motorized vehicle recreation, but allowing existing, well-built roads with the ability for maintenance to continue to provide access.	Substantive	
1273-1	GEN	Kristin Skoog		I am an advocate for wildlands conservation and biodiversity, and a member of the board of Wild Connections. I have performed route inventories in the San Carlos District for this process, on behalf of the Quiet Use Coalition. I travel in this forest during all four seasons; my primary activities are hiking, backpacking, cross-country skiing, hut skiing, resort skiing, snowshoeing, and camping. Like most visitors to the forest, I favor fresh air and quiet, natural spaces, with opportunities to observe wildlife and undisturbed scenery. I encourage you to adopt a plan similar to Alternative D. The final plan should focus on crafting a sustainable road network that balances motorized and non-motorized use.	Non-substantive	
1273-2	RI-TAC	Kristin Skoog		Routes that threaten sensitive areas should be closed. The overall motorized network of roads should be trimmed to cut expenses and discourage motorized intrusion into roadless areas. Rather than expanding motorized routes, the emphasis should be on fixing areas where problems already exist.	Substantive	
1273-3	RI-NOI	Kristin Skoog		On a calm winter day, I can hear a snowmobile from miles away. And the stench of the exhaust hangs over the trail long after the machine has roared by.	Non-substantive	

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1273-4	GEN	Kristin Skoog		<p>Like most visitors to the forest, I value fresh air and quiet, natural spaces. Please adopt a plan that protects these values and sustains forest resources for future generations.</p> <p>Together with my colleagues at Wild Connections, we look forward to working with the USFS to implement positive changes, and to collaborating on initiatives which support biodiversity and conservation of large, connected road-less areas.</p>	Substantive	
1274-1	GEN	Brian Brown		<p>Closing these roads is unnecessary and is being pushed by a very small, self interest group of people looking to push their personal agendas on a majority of the population. By closing these roads we restrict the free use by tax paying citizens of our national and state forests.</p>	Non-substantive	
1274-2	RI-SOC	Brian Brown		<p>The closures especially impact our physically impaired citizens who have no other practical means of visiting the enjoying the beauty of our remote forests than by motorized vehicles. Are we going to deny them of their rights?</p>	Substantive	
1274-3	GEN	Brian Brown		<p>And if we are going to look at the impact that "motorized" vehicles have upon the land, then I would submit that the impact of any "wheeled mechanical vehicle" should be investigated. If we are so inclined as to restrict these roads due to erosion concerns, then any "vehicle" should be restricted. This includes any vehicle or conveyance with wheels; cars, bicycles, motorcycles, "Segway" type vehicles, etc. It's the wheel that disturbs the terrain and potentially causes erosion. To close these roads to appease a special interest group who's goal of the lawsuit is so they can have these roads to themselves is WRONG. To date, the citizens using these roads have been good stewards. The use of these roads, in a manner that best fits their person, is a right of all citizens. No further intrusion by government on these rights is necessary at this time. It would only result in restricting access to a very small, but vocal minority, thereby depriving the opportunity for ALL of use to enjoy the beauty of our State of Colorado.</p>	Non-substantive	
1275-1	GEN	John Sztukowski		<p>It's great that the forest service is taking the opportunity to assess its road system. It's important to not only assess for ecological impacts and redundancy, but to also ensure a fiscally sustainable route system that also incorporates enforcement.</p>	Non-substantive	
1275-2	RI-FW	John Sztukowski		<p>USFS should take the opportunity to close and decommission routes that adversely affect the environment - particularly routes that extend into roadless areas, wildlife habitat and connectivity corridors. Seasonal closures should also be considered in areas that have key or sensitive species' range and migration corridors.</p>	Substantive	
1275-3	RI-TAC	John Sztukowski		<p>In addition to a proper environmental analysis of the road system, it is important that the USFS properly close illegal routes, as well as assess other routes for closure of redundant routes and short spur routes. For these reasons, I propose that the USFS adopt a plan similar to Alternative D, ensuring a sustainable route network that takes into account both motorized and non-motorized recreation, as well as the other resources that the USFS manages for, including wildlife habitat and other sensitive species.</p>	Non-substantive	
1275-4	RI-LRSD	John Sztukowski		<p>A focus of the TMP planning should be on the quality of the experience - properly maintaining current routes for motorized recreation and access routes for hiking and hunting and other quiet recreational opportunities. I personally recreate on many of the</p>	Non-substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				districts of the PSI and look forward to the next steps of this TMP process and working with the USFS to create a balanced approach to recreation, while also keeping in mind the other resources and important species' habitat and range that the USFS manages for.		
1276-1	GEN	Scott Braden		Thank you for the opportunity to submit feedback on the Pike-San Isabel travel management planning process. I, like so many others, have spent countless days and nights in the forest, climbing, backpacking, hiking, and camping. I use the road system to access recreation on the forest, so appreciate the care the PSI takes in balancing access with protecting resources. I hope that PSI will carefully safeguard our watersheds as well as opportunities for quiet recreation.	Non-substantive	
1276-2	RI-LRSD	Scott Braden		I hope that PSI will protect wilderness and the roadless areas that many of us hope will have a chance to become recommended as future additions to the National Wilderness Preservation System.	Substantive	
1276-3	GEN	Scott Braden		I hope that PSI will prioritize right-sizing its road system to create a financially sustainable system that protects wildlife, prevents erosion and honors other uses in the forest.	Non-substantive	
1276-4	RI-TAC	Scott Braden		A few specific comments that I hope the PSI will consider in planning: FR 184 (Turret Trail) - I have hiked this route many times and find the Aspen Ridge roadless area to be a superb wilderness experience. This area is now contained within Browns Canyon National Monument, designated to protect the land as well as recreational opportunities and cultural resources. The route is a dead-end at the BLM VSA, which allows for no further motorized or mechanized access. The PSI should consider closing FR 184 to motorized access to help protect the quiet user experience of this rich area. Sounds and sites from motorized use along this road negatively impact the overall wilderness experience that is otherwise well-protected in the new national monument. FR 184 is difficult to manage and a high-risk route for damage to a world class area.	Substantive	
1276-5	RI-TAC	Scott Braden		Trail 1333 (Tanner/East Bear Gulch) and Trail 1334 (Stultz) - These motorized trails are in proposed wilderness, the Grape Creek Wilderness, which includes the Tanner Peak roadless area and the adjacent BLM Grape Creek VSA. This area is proposed for wilderness designation in a bill currently pending before Congress, H.R. 3336, the Colorado Wilderness Act of 2015. I have hiked in Grape Creek and believe this area to be worthy of wilderness protection, and the proposed area would add a unique landscape to Colorado's wilderness areas, characterized by middle elevation canyon and riparian areas. The Tanner Peak roadless area is contiguous and an important part of the overall wildlands complex. The PSI should not foreclose on the opportunity to designate wilderness by permanently establishing motorized uses within this roadless area.	Substantive	
1277-1	GEN	Hunter Kunkel		I support revision of the outdated travel management plan and thank you for considering my comments. I am a part time resident on County Road 101 outside of Salida in Fremont County. My primary use of the land surrounding County Road 101 is hiking.	Non-substantive	
1277-2	RI-TAC	Hunter Kunkel		However, the proposed action will primarily affect use of County Road 101 if alternative B is chosen as the preferred alternative, as this alternative proposes to decommission County Road 101 A. However, I support alternatives C and D and recommend that the	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				decommission of County Road 101 A be included within these alternatives. Due to the recent restoration/construction of the Columbine Trail, which is accessed primarily from County Road 101, indirect adverse effects are occurring to FR 101, FR 101A and adjacent habitat through increased amounts of dispersed mountain biker camping. The USFS did not analyze potential effects as a result of the trail restoration/construction as USFS determined the project would be categorically excluded from the NEPA process. However, as the local USFS office can verify, dispersed camping along County Road 101 is exponentially higher since constructing the Columbine Trail. Indirect effects to the USFS lands surrounding County Road 101 due to constructing the trail include increased amount of trash and human waste, increased amounts of traffic along County Road 101, and increased amounts of campers utilizing area adjacent to the County Road 101 and 101 a roadways. By decommissioning County Road 101 A, this would potentially decrease adverse affects along 101 A and centralize effects to the lower portion of County Road 101. I do not have verifiable information or data from reputable sources to support my argument other than my own observations, however, I would presume the local USFS office has access to the aforementioned data. Additionally, if such data is not available to the USFS, I would presume anecdotal/subjective observations from Salida USFS personnel would support my observations.		
1278-1	GEN	Jimmie Porter		I support Alternative D.	Non-substantive	
1278-2	RI-TAC	Jimmie Porter		In addition I would believe that the South Colony Road and Trail 1339 plus Lily Lake Road and Trail 1308 should be open to Motorcycle use.	Non-substantive	
1278-3	RI-TAC	Jimmie Porter		In addition there are snowmobile trails closed to motorcycle use in the summer months, could these trails be shared?	Substantive	
1279-1	GEN	Bill Koerner	Trails and Open Space Coalition	The following comments are provided in response to the Notice of Intent to prepare an environmental impact statement (EIS) for travel management in the Pike/San Isabel (PSI) National Forests, Colorado, published on 25 July 2016. These comments were developed by Tom Mowle, Pikes Peak Group (PPG) of the Colorado Mountain Club (CMC). TOSC concurs with the CMC comments on the areas in El Paso, Teller and Park Counties within our Mission Area.	Non-substantive	
1279-2	RI-TAC	Bill Koerner	Trails and Open Space Coalition	Pikes Peak Area: These comments apply to the entire Pikes Peak RD south of US Highway 24, and are joined by Friends of the Peak. In the Crags area, we fully agree with the proposals to either close or administratively restrict FR 385, and convert the spurs off FR 383 into parking areas. We do not agree with the proposal in Alternative B to close most of the network of motorcycle trails north of Frosty Park into the North Cheyenne Creek and Bear Creek watersheds. These are the only routes dedicated to trail riding in the PSI close to Colorado Springs. We also do not agree with Alternative B's proposal to close all of the motorized routes north of Gold Camp Road (FR370) except the South Slope reservoir access, FR 376.	Non-substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
I279-3	RI-TAC	Bill Koerner	Trails and Open Space Coalition	On the other hand, we also do not agree with Alternative C's proposal to leave all these routes as they are, except for a seasonal closure to 376.A, Bull Park, and conversion of 370.C and .D into motorized trails; nor with Alternative D's slight variation on C. A more nuanced look at this area would be best:	Non-substantive	
I279-4	RI-FW	Bill Koerner	Trails and Open Space Coalition	We believe that FR 376.A, a long dead-end that leads to critical bighorn sheep habitat, should be closed in its entirety, or at least at a point 0.43 miles from FR 376, where Alternative D proposes a seasonal closure.	Substantive	
I279-5	RI-TAC	Bill Koerner	Trails and Open Space Coalition	The loop created by FR 379, joining FR 370 and FR 376, is an adventurous and scenic trip. However, the western extreme of FR 379 has deteriorated to the point of near-impassibility. To minimize resource damage, we recommend making this part of FR 379 one-way downhill, westward-bound, and also putting up signage altering people of the difficulty of the route. Because of this, we recommend retaining FR 370.C as a road, rather than an OHV trail, to provide a shorter and simpler alternative to the west end of FR 379. While FR 370.0 itself could be either an OHV trail or retained as a road, we recommend closing the dead-end FR 370.DA and the end of FR 381, beyond Trail 672.	Substantive	
I279-6	RI-TAC	Bill Koerner	Trails and Open Space Coalition	We have no view on the proposals to convert FR 374 into a motorized trail, and allow FR 372 to deteriorate into a high-clearance road.	Non-substantive	
I279-7	RI-TAC	Bill Koerner	Trails and Open Space Coalition	Southern Rampart Range: These comments apply to the parts of the Pikes Peak RD south of FR 322 and east of Rampart Range Road, including both sides of Rampart Range Road south of Woodland Park. In this area, as in the rest of the Rampart Range, we support the conversion of most 300.x spurs into being open to highway legal vehicles only, rather than being closed (except where you are II recommending closure across the board) or open to OHVs. We are not convinced that I converting 300.U and 300.V into motorized trails makes sense, but do not have strong feelings on that point.	Substantive	
I279-8	RI-TAC	Bill Koerner	Trails and Open Space Coalition	We object to the proposal in Alternatives C and D to allow FR 320, Mount Herman Road, to I deteriorate from category 2 to category 3, making it a high-clearance road. We also object to its seasonal closure in its entirety. Our primary concern is access to the popular Mt Herman Trail I 716 and Limbaugh Canyon. Your proposal would seriously reduce access to the only official trails in this area that are easily accessible from the urban corridor - both West Monument I Creek and Stanley Canyon are subject to Air Force Academy policies. These trails are also I popular in the winter. So we ask FR 320 be left as is, or at a minimum left in the current condition and accessible up to those trailheads year-round.	Substantive	
I279-9	RI-TAC	Bill Koerner	Trails and Open Space Coalition	We would also like to see further restrictions on other routes in this area, blocking them from OHV use with a goal of managing this area, like the Wildlands to the north, for non-motorized recreation. We are referring here to FRs 302, 307, 311, 313, 314, 315, 318, 319 and their .A and .B spurs. While these are longer routes than those north of FR 320, with both FRs 320 and FR 300 off-limits to OHVs, they all are dead-ends that with the exception of the loop at the end of FR 307 do not present the opportunity for long rides unless the dead-ends are linked by user-created routes that could not be legally used by motor vehicles. It would reduce conflict between different types of recreational users, and	Substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				allow better management of this area that is so close to the urban interface, if it were devoted only to all forms of non-motorized recreation.		
1279-10	RI-TAC	Bill Koerner	Trails and Open Space Coalition	Rampart East Wildland: These comments apply to the area north of FR 322 and east of FR 563 and Rampart Range Road, including those routes. We are signing on to the comments provided by the Rampart Range Wildlands Project, which are attached to our own below. In short, we would like all routes in this area to be limited to highway vehicles only, and advocate for the closure (or conversion to administrative status) of FRs 324.B, 327, 300.D, 300.E, 300.C, 300.CA, and 300.CB. The network of roads around Saylor Park should remain open, including the end of FR 323, but again these routes should not have OHV traffic for the reasons described by the Wildlands Project: in a great number of documented locations, OHV use has departed the legal routes and infiltrated into the designated roadless area and the road less lands that adjoin it. It is far simpler to manage motorized recreation if OHV use is legal in many areas west of Rampart Range Road, but not in areas east of it. This also minimizes conflict between OHV recreation and quiet use recreation, including biking, hunting, hiking, rockclimbing, and equestrian activities.	Substantive	
1279-11	RI-TAC	Bill Koerner	Trails and Open Space Coalition	It has also come to our attention that the Town of Palmer Lake may prefer that FR 322, which provides access to Upper Palmer Reservoir, should be closed in part or all the way back to FR 300. Various types of vehicles have been bypassing or breaking the gate into their watershed and causing damage to their resources. We are not ourselves calling for the closure of that route, but do want it limited to highway vehicles only and would support any position taken by the Town.	Substantive	
1279-12	RI-TAC	Bill Koerner	Trails and Open Space Coalition	Rainbow Falls Area, South to Woodland Park: These comments apply to the parts of the Pikes Peak RD that are east of Route 67 and west of Rampart Range Road. Most of this is in the Rainbow Falls area, but it includes other routes to its south, towards Woodland Park. Much of this area will continue to be an area devoted to motorized recreation. We will defer to advocates for those forms of recreation regarding this area, but want to point out a few thoughts about the alternatives.	Substantive	
1279-13	RI-TAC	Bill Koerner	Trails and Open Space Coalition	Alternative B would shut down most of this well-established recreation area. We do not think that would be a good result. However these routes were created, they exist and are very popular. Shutting them down would destroy a high proportion of the OHV opportunities in the Pikes Peak area, leading to even more demand for new areas to be established. Far better to retain what we have than start anew. A small number of these routes are proposed for decommissioning in all alternatives; we assume that perhaps there is a good reason for this but again defer to those who know better.	Non-substantive	
1279-14	RI-TAC	Bill Koerner	Trails and Open Space Coalition	We support the proposal in Alternatives C and D to limit many of the 9xx spurs off Rampart Range Road to highway vehicles only. These routes should remain open as campsites, but not used by OHVs.	Non-substantive	
1279-15	RI-TAC	Bill Koerner	Trails and Open Space Coalition	These comments apply to the parts of the Pikes Peak RD that are west of Route 67 and north of U.S. 24, as well as a small part of the South Park RD east of the South Platte River. Most of this is collectively considered the North Divide motorized recreation area, and it will continue to be an area devoted to motorized recreation. We will defer to	Non-substantive	

Table D-3
Unique Comments by Process and Resource Categories

Submittal-Comment No.	Process-Resource Code	Commenter Name	Organization	Comment	Type	Form Letter
				advocates for those forms of recreation regarding this area, but as with the Rainbow Falls area to its east, Alternative B would shut down a large portion of it. We do not think that would be a good result. However these routes were created, they exist and are very popular. Once again, shutting them down would destroy a high proportion of the OHV opportunities in the Pikes Peak area, leading to even more demand for new areas to be established.		
1279-16	RI-TAC	Bill Koerner	Trails and Open Space Coalition	Tarryall Valley: These comments apply to the parts of the South Park RD that are north of Route 77, as far west as FR39. Generally speaking, we prefer Alternative C in this area. We strongly encourage that, as proposed in Alternative C, FR 133 (Rock Creek Road) and FR 817 be restricted to highway vehicles, as they depart from a non-OHV route and end after a fairly short distance at the Lost Creek Wilderness. We think the same restriction should be added to FR 134, for the same reason. We also note that there are many routes on the ground around FR 39 that are not included in the MVUM. We are not convinced that all the full and seasonal closures proposed in the rest of this area in one plan or another are warranted, but will defer to others who can better judge the region.	Substantive	
1280-1	GEN	Erv and Arlene Harmon		We have lived in the Woodland Park/Divide area for many years and have always enjoyed the outdoors. We feel that the trails in the Pike and San Isabel National Forests as well as the Rainbow Falls area that the Forest Service is considering closing would not be in the interest of the public. People need to have a place to ride their off-road dirt bikes and four wheelers and enjoy the outdoors with their families. We understand some environmental protection is necessary but still consider people far more important than the owls and the mice.	Non-substantive	

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Appendix E

List of Commenters

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APPENDIX E

LIST OF COMMENTERS

Table E-1 lists those who provided written submittals to the PSI for the public motor vehicle use EIS as part of the public scoping process. Affiliations were assigned based on self-identifying information in the submittal. Commenters who submitted comments on business, agency, or organization letterhead or who signed using their official agency title were considered to represent that organization.

Submittals on the PSI comment form provided at the scoping meetings were assigned the affiliation that commenters noted on the form. All other letters were considered unaffiliated individuals. All comments received or postmarked on or before September 23, 2016, were included in this scoping report. The commenters are listed in alphabetical order by last name.

Table E-1
Commenters

First Name	Last Name	Affiliation
Christopher	Aamot	Citizen
Kris	Aaron	Citizen
Jim	Abbey	Citizen
Doug	Abelin	Capital Trail Vehicle Association
Greg	Abernathy	Citizen
Joshua	Acosta	Citizen
Cole	Adam	Citizen
Jasmine	Adams	Citizen
Karin	Adams	Citizen
Sharon	Adamski	Citizen
J. C.	Adamson	Citizen
Mike	Adler	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Stephanie	Aguilar	Citizen
Charlotte	Alexandre	Citizen
Jim	Allard	Citizen
Diane	Allen	Citizen
Gary	Allen	Mile Hi Jeep Club
Gary	Allen	Citizen
Melissa	Allen	Citizen
Shane	Allen	Mile Hi Jeep Club
Dianne	Alpern	Citizen
Catherine	Alsafi	Citizen
William	Alspach	Colorado Trails Preservation Alliance and Colorado Off Highway Vehicle Coalition
Karen	Alstead	Citizen
Jose	Alvarado	Citizen
Carl	Andersen	Citizen
Kristen	Andersen	Citizen
Dianna	Anderson	Mile Hi Jeep Club
Kenneth	Anderson	Citizen
Meredith	Anderson	Citizen
Sharolyn	Anderson	Citizen
Krister	Andersson	Citizen
MaryJo	Andrews	Citizen
Paul	Angelino	Citizen
James	Angerer	Citizen
Jim	Anker	Citizen
Leigh	Ann Evans	Citizen
Marissa	Anne	Mile Hi Jeep Club
Aaron	Anonymous	Citizen
Paul	Anonymous	Citizen
Phil	Anonymous	Conservation Colorado
Alan	Apt	Citizen
William	Arblaster	Citizen
Cecilia	Arce-Appell	Citizen
Steve	Archibald	Citizen
Sheryl	Archuleta	Citizen
Maria	Arefieva	Citizen
Chris	Arend	Citizen
James	Arensen	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Crystal	Arp	Citizen
Leah	Arthur	Citizen
Robert	Arvidson	Citizen
Sam	Ayars	Big Horn 4 x 4 Club
Tracy	Ayars	Citizen
Linda	Azzi	Citizen
Shana	B.	Citizen
Reb	Babcock	Citizen
William	Bacher	Citizen
John	Backlund	Citizen
Joe	Baggett	Citizen
Lynn	Baily	Citizen
Heather	Baines	Citizen
Maria	Baker	Citizen
Sharon	Baker	Citizen
Kevin	Baldwin	Citizen
Nanina	Baldwin	Citizen
Judith	Balice	Citizen
Bob	Ballard	Citizen
Misi	Ballard	Citizen
Marcia	Barber	Citizen
Justin	Barnett	Citizen
Carlos	Barradas	Citizen
Joe	Barrera	Citizen
William	Barrett	Citizen
Robert	Basker	Citizen
Tyler	Baskfield	Trout Unlimited
Linda	Batlin	Citizen
Bruce	Batting	Citizen
Kevin	Bauman	Citizen
Margaret	Baxter	Citizen
Carole	Bayer	Citizen
John	Beach	Citizen
Donald	Beaver	Citizen
Monte	Beaver	Citizen
Alexandria	Beck	Citizen
Rilla	Beck	Citizen
Carol	Beckman	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Jesse	Beckton	Mile Hi Jeep Club
Deborah	Beeter	Citizen
Carla	Behrens	Citizen
Jack	Belchinsky	Citizen
Jim	Bensberg	Colorado Motorcycle Trails Riders Association
Deborah	Bernhardt	Citizen
Ray	Bernhardt	Citizen
Dennis	Berry	Mile Hi Jeep Club
Lyndon	Berry	Citizen
Lindsay	Bess	Citizen
Ariel	Bickel	Citizen
Jayci	Birkey	Citizen
Christian	Bjornnes	Citizen
Jake	Black	Citizen
Karina	Black	Citizen
Mandy	Black	Mile Hi Jeep Club
Arvin	Blakeney	Citizen
Margaret	Blakley	Citizen
Sheryl	Blodick	Citizen
Merry	Blomquist	Citizen
Jo	Boaatright	Citizen
John	Boak	Citizen
Lily	Board	Citizen
Rene	Bobo	Citizen
Josh	Bock	Citizen
Kirk	Bode	Colorado Springs Christian 4 Wheelers
Kirk	Bode	Citizen
Greg	Bok	Citizen
Bruce	Bolander	Citizen
Morgan	Boldrin	Mile Hi Jeep Club
Morgan	Boldrin	Citizen
Stephen	Bonowski	Citizen
Tracy	Booher	Citizen
Remko	Boot	Mile Hi Jeep Club
Maureen Olivier	Borquez	Citizen
Mike	Borum	Citizen
Ryan	Boudreau	Mile Hi Jeep Club
Ryan	Boudreau	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Larry	Bourgeois	Citizen
Caley	Bovee	Citizen
Carol	Bowker	Citizen
Donna L.	Bowman	Citizen
Phillip	Bowman	Citizen
Brandon	Boyd	Citizen
Cindy	Brabander	Citizen
Scott	Braden	Citizen
Rollie	Bradford	Citizen
David	Brahinsky	Citizen
Theresa	Brands	Citizen
Betty	Branum	Citizen
Elisabeth	Braun	Citizen
Greg	Braun	Citizen
Diane	Bray	Citizen
Olin	Bray	Citizen
Wade	Bredemeier	Citizen
DeLane	Bredvik	Citizen
Margaret	Breece	Citizen
Bayard	Breeding	Citizen
Brianna	Brennan	Citizen
Don	Brenneman	Citizen
Rachel	Brett	Citizen
Betty	Brewer	Citizen
Lila	Briggs	Citizen
Sally	Briggs	Citizen
Fionna	Bright	Citizen
Rochelle I.	Briscoe	Citizen
Monica	Brisse	Citizen
Eleanor	Bristol	Citizen
Tim	Brizzolara	Citizen
Brett	Brogdon	Citizen
Michael	Brohman	Citizen
Bill	Brokaw	Citizen
Mike	Brondun	Citizen
C. T.	Bronzan	Citizen
Jennifer	Brookstone	Citizen
Aaron	Brown	Mile Hi Jeep Club

Table E-1
Commenters

First Name	Last Name	Affiliation
Brian	Brown	Citizen
Judy	Brown	Citizen
Leslie	Brown	Citizen
Marshall	Brown	Aurora Water
Nancy	Brown	Citizen
Susan	Brown	Citizen
Lisa	Browning	Citizen
Scott	Brunmeier	Citizen
Elaine	Brunson	Citizen
Stan	Bryant	Citizen
Brian	Buechle	Citizen
Jan	Buitron	Citizen
David	Buncmy	Citizen
Jane	Bunin	Citizen
Jason	Burke	Mile Hi Jeep Club
Michael	Burke	Mile Hi Jeep Club
David	Burns	Citizen
Pamela	Burns	Citizen
Susan	Burns	Citizen
Lori	Burris	Citizen
Barry	Burt	Citizen
Chuck	Burton	Citizen
Michele	Busch	Central Colorado Mountain Riders
Amy	Bushnell	Citizen
Ralph	Cadwallader	Citizen
David	Cain	Citizen
Jeff	Calog	Mile Hi Jeep Club
John	Cameron	Citizen
Lynn	Camp	Citizen
Dru	Campbell	Douglas County
Alan	Canfield	Citizen
Chris	Canipe	Conservation Colorado
Tim	Canterbury	Citizen
Ben	Capelin	Citizen
Corky	Capps	Citizen
Brad	Carey	Citizen
Frank	Carlson	Citizen
Sahna	Carmona	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Chris	Carnahan	Mile Hi Jeep Club
Carl	Carnein	Citizen
Helena	Carpenter	Citizen
Robert	Carper	Citizen
Jim	Carr	Citizen
Shannon	Carranza	Citizen
Claire	Carren	Citizen
Joan	Carter	Citizen
Rob	Carter	Citizen
Amy	Carter-Kemp	Citizen
Christopher	Case	Citizen
Laurie	Cassidy	Citizen
Myrna	Castaline	Citizen
Jed	Caswall	Citizen
Andrew	Caudill	Mile Hi Jeep Club
Andrew	Caudill	Citizen
Joyce	Caufman	Citizen
Doug	Cecere	Citizen
Isabella	Cerrone	Citizen
Suzanne	Challinor	Citizen
LeLand	Chambers	Citizen
Cary	Chapin	Citizen
Jennifer	Chapin	Mile Hi Jeep Club
Chris	Chapman	Citizen
Kate	Chasson	Citizen
Jen	Chavez	Citizen
Kathy	Chenaille	Citizen
Rose	Chilcoat	Citizen
Ty	Childers	Citizen
Chuck	Chitwood	Citizen
Bill	Chockla	Citizen
Matt	Chojnowski	Citizen
Robert	Christiansen	Citizen
Angela	Clark	Citizen
James	Clark	Citizen
Nancy	Clark	Citizen
Rata	Clarke	Citizen
Denny	Claveau	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Brad	Cleavenger	Citizen
Mike	Clements	Mile Hi Jeep Club
Elizabeth	Cliff	Citizen
Chas	Clifton	Wetmore Volunteer Fire Department
Chas	Clifton	Citizen
Thomas	Clinger	Citizen
Elliot	Clymer	Citizen
Ann	Cockrell	Citizen
Kevin	Coleman	Citizen
Teresa	Collins	Citizen
Doug	Collum	Citizen
Doug	Colville	Citizen
Sharon	Condron	Citizen
Robert	Conkey	Citizen
Chris	Connell	Citizen
Clay	Conner	Citizen
Roz	Connor	Citizen
Leah	Conroe-Luzius	Citizen
David	Cook	Citizen
Stephen	Cook	Citizen
Michael	Cooper	Citizen
Linda	Cope	Citizen
Stephanie	Copeland	Citizen
Rick	Cordova	Citizen
Jasmin	Cori	Citizen
Harry	Corsover	Citizen
Ruth	Cortese	Citizen
Cody	Costa	Citizen
Diane	Cote	Citizen
Roger	Cox	Citizen
Steven	Cozzi	Citizen
J. Rentfleish	Crabapple	Citizen
Bruce	Cratty	Citizen
Jamey	Crawford	Citizen
Richard	Creswell	Citizen
Barbara	Crittendon	Citizen
Jerry	Cronk	Mile Hi Jeep Club
Barbara	Crosman	Citizen

Table E-I
Commenters

First Name	Last Name	Affiliation
Lawrence	Crowley	Citizen
Robert	Cruder	Citizen
Shannon	D.	Mile Hi Jeep Club
Bernie	Dahlen	Citizen
Diane	Danby	Citizen
Bill	David	Mile Hi Jeep Club
Chad	Davidson	Citizen
Denali	Davidson	Citizen
Ashlee	Davis	Citizen
Bill	Davis	Citizen
Brett	Davis	Mile Hi Jeep Club
Connie	Davis	Citizen
Lincoln	Davis	Citizen
Marie	Davis-Green	Citizen
Annie	Dawid	Citizen
Denise	Dawson	Citizen
Luis	De	Mile Hi Jeep Club
Renee	De Alba	Citizen
Christy	De Voy	Citizen
Spencer	Dean	Citizen
Donald	Deane	Citizen
Janii	Dearmendi	Citizen
Stephanie	Decet	Citizen
Judith	Denham	Citizen
Forrest	DenLinden	Citizen
Alan	Dennis	Citizen
Kylie	Dennis	Citizen
Amy	Dentis	Citizen
Glenn	DeRussy	Conservation Colorado
Glenn	DeRussy	Citizen
Marle	DesJardin	Citizen
Marc	Dettenrieder	Teller County Board of Commissioners
Heather	Dewey	Citizen
Courtney	DeWinter	Citizen
Dave	Dickason	Mile Hi Jeep Club
Virginia	Dickinson	Citizen
Debra	Dietz	Citizen
Alia	Diez	Citizen

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Commenters

First Name	Last Name	Affiliation
Gina	Digiallondo	Citizen
Norman	Dillon	Mile Hi Jeep Club
Larisa	DiMarco	Citizen
Anselm	Dines	Citizen
Kristi	Disney	Citizen
Jim	Dixon	Mile Hi Jeep Club
Andrew	Dodge	San Carlos Motorized Trail Alliance
Andy	Dodge	Citizen
Michael	Dombrowski	Citizen
William	Doolan	Citizen
Sandra	Dopher	Citizen
Lisha	Doucet	Citizen
Jan	Douglas	Citizen
Keith	Douglas	Mile Hi Jeep Club
Lisa	Douglass	Citizen
Kathleen	Doyle	Citizen
Breeze	Drake	Citizen
Mary	Drake	Citizen
Linda	Drescher	Citizen
Mark	Dreyer	Citizen
Sharyn	Dreyer	Citizen
Jim	Driscoll	Citizen
Lyn	Du Mont	Citizen
Ruth	Duerr	Citizen
Kathleen	Duffus	Citizen
Becky	Duncan	Citizen
Yance	Duncanson	Citizen
Doug	Dunkle	Citizen
Charles	Dunn	Citizen
Melissa	Dunning	Citizen
Kevin	Durham	Mile Hi Jeep Club
Robert	Dutton	Citizen
Joan	E.	Citizen
David	Easton	Citizen
Chris	Eberhardt	Mile Hi Jeep Club
John	Eckler	Citizen
Marianne	Elam	Citizen
David	Ellenberger	Citizen

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Commenters

First Name	Last Name	Affiliation
Dale	Ellis	Citizen
Wendell	Ellis	Citizen
David	Ellison	Citizen
Elaine	Embrey	Citizen
Rick	Emerson	Citizen
Beth	Engelman	Citizen
Mary	English	Citizen
Dean	Enix	Citizen
Stephanie	Erbrecht	Citizen
Chelsea	Evans	Citizen
Chris	Evans	Citizen
T.	Evans	Citizen
Wylie	Ewing	Citizen
Sara Ann	Exline	Citizen
Amy	F.	Citizen
Megan	Faber	Citizen
Brian M.	Falls	Citizen
Carol	Farina	Citizen
Geralyn	Farwell	Citizen
Butch	Fassler	Mile Hi Jeep Club
Dudley	Fecht	Friends of Four Mile
Dudley	Fecht	Citizen
Janet	Feder	Citizen
Steve	Fedorow	Citizen
Mark	Ferguson	Citizen
Roy	Ferguson	Citizen
Kenneth	Fingerlos	Mile Hi Jeep Club
Donna	Finicle	Citizen
Ann	Finley	Citizen
Adria	Finnell	Citizen
Dave	Fischer	Citizen
Kaye	Fissinger	Citizen
Jean	Fleming	Citizen
John	Fleming	Citizen
Johnny	Flournoy	Citizen
Timothy	Floyd	Mile Hi Jeep Club
Laura	Focht	Citizen
Jessica	Folger	Citizen

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Commenters

First Name	Last Name	Affiliation
Karl	Ford	Citizen
Karl	Ford	Conservation Colorado
Larry	Forrest	Citizen
Denise	Fortier	Citizen
Lori A.	Fortier	Citizen
Alan	Foster	Citizen
Hal	Frank	Citizen
Leroy	Frankel	Citizen
Audrey	Franklin	Citizen
Janis	Frazee	Citizen
Chris	Freeland	Citizen
Debra	Freeman	Citizen
Mack	Freestone	Citizen
Rosemary	Frid	Citizen
Allison	Friederichs	Citizen
Karil	Frohboese	Citizen
Timothy	Fruits	Citizen
Jeffrey	Fuller	Citizen
Jesse	Furr	Citizen
Debbie	Galbreath	Citizen
Alison	Gallensky	Rocky Mountain Wild
Scott	Galloway	Citizen
Eric	Gally	Citizen
Michael	Gan	Citizen
Ben F.	Garcia	Citizen
S	Garcia	Citizen
Ron	Garrison	Citizen
Edith	Gause	Citizen
Julie	Geck	Citizen
Kevin	Geiger	Citizen
Susan	Gemmill	Citizen
Jean and Jim	Genasci	Citizen
Shelly	Gerhardt	Citizen
Tom	Getts	Citizen
Linda	Gibas	Citizen
Glynnis	Gilbert	Citizen
Kelli	Gilbert	Citizen
Amber	Gilchrist	Citizen

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Commenters

First Name	Last Name	Affiliation
Liz	Giles	Citizen
Mary	Gilkison	Citizen
Shawn	Gillis	Citizen
Jennifer	Gindt	Citizen
Jay	Gingrich	Citizen
Janice	Girocco	Citizen
Terri	Gits	Citizen
Lauren	Giusti	Citizen
Lynne	Glaeske	Citizen
Shelly	Glasser	Citizen
Tanya	Glasser	Citizen
Reed	Glenn	Citizen
Willard	Goad	Citizen
Mike	Goldscheitter	Citizen
Jeremy	Goldsmith	Citizen
Jeremy	Goldsmith	Conservation Colorado
Ken	Goldsmith	Citizen
Tamir	Goldstein	Citizen
Terry	Gomoll	Citizen
Debbie	Gonzales	Citizen
John	Gordon	Citizen
Sandra	Gordon	Citizen
Cathy	Gordon Illg	Citizen
Keith	Gotschull	Citizen
Linda	Graae	Citizen
Steven	Grabowski	Citizen
Taren	Graham	Citizen
A. L.	Gray	Citizen
Dave	Gray	Mile Hi Jeep Club
Lynn	Gray	Citizen
Melody	Gray	Citizen
B.	Grech	Citizen
Alice	Green	Citizen
Kristin	Green	Citizen
Steve	Greene	Citizen
Karen	Greenhalgh	Citizen
Virgini	Greer	Citizen
Harry	Gregory	Citizen

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Commenters

First Name	Last Name	Affiliation
Anthony	Grieder	Citizen
Linda	Griego	Citizen
Midge	Griffin	Citizen
Tyler	Grimes	Citizen
Roy	Grimm	Mile Hi Jeep Club
Craig	Grosenheider	Citizen
Patty	Grosmick	Mile Hi Jeep Club
Alexandra	Guevara	Citizen
Katherine	Gulliver	Citizen
Keith	Gundy	Mile Hi Jeep Club
Joanne	Guthrie	Citizen
Susan	Hahn	Citizen
Noreen	Haines	Citizen
Sharon	Hale	Citizen
Ryan	Hall	Citizen
Bill	Hallinan	Mile Hi Jeep Club
Anonymous	Hamilton	Citizen
Noah	Hamilton	Citizen
Susa	Hamilton	Citizen
Julie	Hanan	Citizen
Kelly	Hancock	Citizen
Clay	Hansen	Citizen
Barbara	Hanson	Citizen
Ronald	Harden	Citizen
Jackie	Hardy	Citizen
Jack	Harlan	Citizen
Erv	Harmon	Citizen
Janice	Harper	Citizen
Patrick	Harrington	Citizen
Jenna	Harris	Citizen
Julia	Harris	Citizen
Lois	Harris	Citizen
Noreen	Harris	Citizen
Daisy	Harry	Citizen
George	Hartman III	Citizen
Steven	Hastings	Citizen
Karen	Hauser	Citizen
Kay	Hawkee	Citizen

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Commenters

First Name	Last Name	Affiliation
LaNell	Haydon	Citizen
Tom	Hayes	Citizen
Shawndra	Hayes-Budgen	Citizen
Alan	Heald	Citizen
Kate	Hein	Citizen
Rebecca	Heisler	Citizen
Janet	Heller	Citizen
Elizabeth	Helvey	Citizen
David	Henderson	Citizen
Douglas	Henderson	Citizen
Dawn	Hendry	Citizen
Becky	Herman	Citizen
Cassandra	Hermanson	Citizen
Alec	Herr	Citizen
Kathleen	Herrera	Citizen
Patti	Herring	Citizen
Chris	Hertrich	Rocky Mountain Trials Association
Tom	Hester	Mile Hi Jeep Club
Tom	Hester	Citizen
Josh	Hicks	Citizen
Joshua	Hicks	Citizen
L. D.	Hieber	Citizen
Dana	High	Citizen
Shirley	Hijar	Citizen
Barbara	Hill	Citizen
Holly	Hiller	Citizen
Matthew	Hiller	Mile Hi Jeep Club
Mary	Hilligoss	Mile Hi Jeep Club
Joseph	Hiltner	Citizen
Alden	Hingle	Citizen
John	Hinman	Citizen
Angela	Hixon	Central Colorado Mountain Riders
Chad	Hixon	Central Colorado Mountain Riders and Trails Preservation Alliance
Brian	Hoag	Citizen
Margie	Hoag	Mile Hi Jeep Club
Gene	Hoffman	Citizen
Greg	Hogan	Citizen

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Commenters

First Name	Last Name	Affiliation
Anne Marie	Holen	Citizen
Anne-Marie	Holen	Citizen
Dominick	Holland	Citizen
Kate	Holland	Citizen
Rodger	Holland	Citizen
Shelly	Holland	Citizen
Sandra	Holstein	Citizen
Miles	Holt	Citizen
Jim	Horan	Citizen
Karla	Horst	Citizen
Mark	Houdashelt	Citizen
Andy	Hough	Southern Shooting Partnership
Andy	Hough	Citizen
Patty	Howe	Citizen
Eric	Howell	Colorado Springs Utilities
Eric	Howell	Citizen
Kenneth	Howell	Citizen
Scott	Howell	Citizen
Robert	Hoyer	Citizen
Linda	Hrycaj	Citizen
Nathaniel	Huey	Citizen
Diane	Huffine	Citizen
Barbara	Huggins	Citizen
Amy	Hughes-Teuber	Citizen
Nancy	Hunt	Citizen
Stephanie	Huntington	Citizen
Mark	Hurd	Citizen
Margaret	Hutchens	Citizen
Sonia	ImMasche	Citizen
Anitra	Ingham	Citizen
William	Ingram	Citizen
Deborah	Irwin	Citizen
Zephyr	Isely	Citizen
Licia	Iverson	Citizen
Wayne	Iverson	Citizen
Lames	Jackson	Citizen
Art	Jacobson	Citizen
Suez	Jacobson	Citizen

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Commenters

First Name	Last Name	Affiliation
Susan	Jacobson	Citizen
Stephanie	Jaggard	Citizen
Alex	James	Citizen
Chassity	James	Citizen
Gordon	James	Citizen
Lynda	James	Citizen
Niki	James	Mile Hi Jeep Club
Robert	James	Citizen
JoLynn	Jarboe	Citizen
Leigh	Jardine	Citizen
Catherine	Jayne	Citizen
Deb	Jepper	Mile Hi Jeep Club
Brain	Jeffrey	Citizen
Angie	Jenson	Terra Firma Forestry
Sharon	Jkfabric	Mile Hi Jeep Club
Blair	Johnson	Citizen
Carol	Johnson	Citizen
Laurel	Johnson	Citizen
Lynne	Johnson	Citizen
Michael	Johnson	Citizen
Brad	Jolly	Citizen
Katya	Jolly	Citizen
Rob	Jolly	Citizen
Betti	Jones	Citizen
Brett	Jones	Citizen
Georgia	Jones	Citizen
Gina	Jones	Citizen
Libby	Jones	Citizen
Mary Ann	Jones	Citizen
Mike	Jones	Citizen
Pat	Jones	Citizen
Rose	Jones	Citizen
Cindy	Jordab	Citizen
Andrew	Joseph	Citizen
Stephanie	K.	Citizen
Solana	Kaercher	Citizen
Elaine	Kallos	Citizen
Shannon	Kanan	Citizen

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Commenters

First Name	Last Name	Affiliation
Katherine	Kautz	Citizen
Will	Kay	Citizen
Deb	Keammerer	Citizen
Siobhan	Keleher	Citizen
Shannon	Keller	Citizen
Stephen J.	Kelliher	Citizen
Nancy	Kellogg	Citizen
Doe	Kelly	Citizen
Frances	Kelly	Citizen
Mark	Kemper	Citizen
Brad	Kennerson	San Carlos Motorized Trail Alliance
Deborah	Kerr	Citizen
John H.	Kerr	Colorado Quad Runners
Mary Ann	Kerwin	Citizen
Cindi	Kestrel	Citizen
Luke	Ketter	Citizen
Mylee	Khristoforov	Citizen
Mina	Kidd	Citizen
Shelley	Kilbon	Citizen
Tom	Kim	Mile Hi Jeep Club
Dexter	Kimball	Citizen
Richard John	Kinane	Citizen
Nate	King	Citizen
Tom	King	Citizen
Walter	Kingsbery	Citizen
Elizabeth	Kinney	Citizen
Gabriel	Kiritz	Citizen
Elizabeth	Kirkpatrick	Xcel Enrgy, Inc.
Richard	Kitchen	Citizen
Chris	Klaber	Citizen
John	Kloster-Prew	Citizen
Joe	Knopinski	Citizen
Tom	Koehler	Citizen
Bill	Koerner	Trails and Open Space Coalition
Kenneth and Patricia	Kolm	Citizen
Richard	Kommrusch	Citizen
Janine	Kondreck	Citizen
Nick	Koppin	Citizen

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Commenters

First Name	Last Name	Affiliation
Nancy	Kosnar Hartman	Citizen
Stan and Marlene	Kozlowski	Citizen
Jeffrey	Kramer	Citizen
Kristy	Krauss	Citizen
Ed	Kraynak	Citizen
Giff	Kreibel	Citizen
Michelle	Ku	Citizen
Thomas	Kuehler	Citizen
Tracy	Kueker	Citizen
Josh	Kuhn	Citizen
Evalyn	Kuhn-McGraw	Citizen
Hunter	Kunkel	Citizen
Sharon	Kurach	Citizen
Christopher	L.	Mile Hi Jeep Club
Trevor	Laborde	Citizen
Jennifer	Lake	Citizen
Nancy	Lambert	Citizen
Karen	Lampke	Citizen
Norman	Lane	Citizen
Marcus	Lanskey	Citizen
Lisajo	Laptad	Citizen
Karen	Larsen	Citizen
Dick	Larson	Citizen
Glenn	Lasater	Mile Hi Jeep Club
Liz	Lata	Citizen
Steve	Latsch	Citizen
Michele	Lauren	Citizen
Brian	Lavin	Citizen
Carol	Lavoie	Citizen
Sean	Lawson	Citizen
Carl	Lea	Mile Hi Jeep Club
J. B.	Leach	Citizen
Jim	Leapoldt	Citizen
Kelli	Lee	Citizen
Melissa	Lee	Citizen
Jeanne	LeFils	Citizen
Melissa	Leneweaver	Citizen
Bibiana	Leon	Citizen

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Commenters

First Name	Last Name	Affiliation
Al	Lesser	Citizen
M.	Letellier	Citizen
Ryan	LeVier	Citizen
Brian	Levingston	Citizen
William	Lewis	Citizen
Tom	Libric	Citizen
Lloyd	Liebetrau	Citizen
Marilyn	Liebetrau	Citizen
Linda	Lile	Citizen
John	Lindsay	Citizen
Wilbur	Little	Citizen
Georgia and John	Locker	Citizen
James	Lockhart	Wild Connections
Niels	Lochell	Citizen
Sandra	Lombardi	Citizen
C. T.	Lone Tree	Citizen
Rebecca	Love	Citizen
Mary Ann	Luccock	Citizen
Liana	Luciano	Citizen
Robert	Luke	Citizen
Katie	Lunder	Citizen
Jesse	Lunsford	Mile Hi Jeep Club
Eunice	Luscombe	Citizen
Beth	Lyford	Citizen
Melissa	Lynne	Mile Hi Jeep Club
Jennifer	Lyon	Citizen
Mike	Lyons	Citizen
Barbara	MacAlpine	Citizen
Gordon	MacAlpine	Citizen
Barbara	MacCambridge	Citizen
Dugald	Macdonald	Citizen
Steve	MacDonald	Citizen
Angie	Mackey	Citizen
Frederick	Mackey	Citizen
Laura	MacWaters	Citizen
Reuben	Maes	Mile Hi Jeep Club
Brandon	Maestas	Mile Hi Jeep Club
Rhae	Majerowski	Citizen

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Commenters

First Name	Last Name	Affiliation
Daryl	Malas	Mile Hi Jeep Club
Sandra	Malhotra	Citizen
Matt	Mallory	Mile Hi Jeep Club
Philip	Maloney	Citizen
George	Maniatis	Mile Hi Jeep Club
Dennis	Manning	Citizen
Bjoern	Mannsfield	Citizen
Chuck	Marcovecchio	Citizen
Drew	Marcum	Citizen
Frank	Margowski	Citizen
Stacey	Marie	Citizen
Amelia	Marschall-Miller	Citizen
Greg	Marshall	Citizen
David	Martin	Citizen
Lauren	Martin	Citizen
Rebecca	Martin	Citizen
Sandra	Martin	Citizen
Shaun	Martin	Citizen
Angela	Martinez	Citizen
Sandra	Martinez	Citizen
Gary	Marx	Citizen
Joel	Marx	Wild Connections
Robert	Massine	Citizen
Betina	Mattesen	Citizen
Louisa	Matthias	Citizen
Georgia	Mattingly	Citizen
Kent	Maxwell	Citizen
Tatiana	Maxwell	Citizen
Ginger	Mayfield	Citizen
Bonnie	Mayer	Citizen
Elissa	McAlear	Citizen
Sharon	McCaffrey	Citizen
Joseph	McCain	Citizen
Lauren	McCain	Citizen
Chris	McCarty	Citizen
Glenn	McCaslin	Citizen
Rosalind	McClellan	Rocky Mountain Recreation Initiative
Roz	McClellan	Citizen

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Commenters

First Name	Last Name	Affiliation
James	McConaghy	Citizen
Terry	McCormack	Citizen
Melissa	McCoy	U.S. Environmental Protection Agency
Sylvia	McCune	Citizen
David	McDaniel	Mile Hi Jeep Club
John	McDaniel	Citizen
Shane	McDonald	Citizen
Don	McDowell	Mile Hi Jeep Club
James	McGehee	Citizen
Carolyn T.	McGuigan	Citizen
Karen	McIntosh	Citizen
Tom	McLaughlin	Citizen
Patricia	McLean	Citizen
Robert	McNeil	Citizen
Dee	McNenny	Citizen
Cary	Mead	Citizen
Sigrid	Meadows	Citizen
Mark	Meeks	Citizen
Ruth	Meinking	Citizen
Paul	Melamed	Citizen
Javier	Mendez	Citizen
Catherine	Mendoza	Citizen
Keri	Merriman	Citizen
Sharon	Messinger	Citizen
Deborah	Metzger	Conservation Colorado
Brandon	Michael	Mile Hi Jeep Club
Brenda	Michaels	Citizen
James	Mickel	Citizen
James	Middaugh	Mile Hi Jeep Club
Alexandra	Midgley	Citizen
Jean	Miholland	Citizen
Bradley	Mikkelson	Citizen
Mary	Millard	Citizen
Aimee	Millensifer	Citizen
Barbara	Miller	Citizen
Betty	Miller	Citizen
Bill	Miller	Citizen
Chuck	Miller	Mile Hi Jeep Club

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Commenters

First Name	Last Name	Affiliation
Jaclyn	Miller	Citizen
Jeffrey	Miller	Mile Hi Jeep Club
Kay	Miller	Citizen
Todd	Miller	Citizen
Wynn	Miller	Citizen
Karen	Milliken	Citizen
Barbara	Mills-Bria	Citizen
Pam	Milmoe	Citizen
Lara	Milton	Citizen
Colin	Minor	Citizen
Dawn	Mitchell	Citizen
Jessica	Mitchell	Citizen
Jim	Mitchell	Citizen
Sheena	Mitchell	Citizen
Barbara	Mockerman	Citizen
Paul	Moe	Citizen
Lopamudra	Mohanty	Citizen
Leila	Mohseni	Citizen
Cynthia	Molinero	Citizen
Heike	Momiyama	Citizen
Melissa	Mommer	Central Colorado Mountain Riders
Carol	Monaco	Citizen
Melissa	Montana	Citizen
Diana	Moon	Citizen
Chris	Moore	Citizen
Patricia	Moore	Citizen
Stan	Moore	Conservation Colorado
Tom	Moore	Citizen
Ramon	Moreno	Citizen
Glenn	Morgan	Citizen
John	Morgan	Citizen
Nancy	Morgan	Citizen
Jud	Morhart	Citizen
Reed	Morris	Citizen
Barbara	Morrissey	Citizen
Kimberly	Morrow	Conservation Colorado
Cory	Moul	Mile Hi Jeep Club
Ken	Moul	Mile Hi Jeep Club

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Commenters

First Name	Last Name	Affiliation
Tom	Mowle	Pikes Peak Group of the Colorado Mountain Club
Tom	Mowle	Rampart Range Wildlands Project of the Colorado Mountain Club
Edward	Mrkvicka	Citizen
Patrick	Muga	Citizen
Harriet	Mullaney	Citizen
Stephanie	Mundis	Citizen
Dave	Murray	Citizen
Eugene	Murret	Citizen
Leslie	Na	Citizen
Toni	Nading	Citizen
Mirabai	Nagle	Citizen
Jason	Nardell	Citizen
Mike	Nault	Citizen
Susan	Nedell	Citizen
Patrick	Nelms	Citizen
Linda	Nelsen-Bongiovanni	Mile Hi Jeep Club
Kathleen	Nelson	Citizen
Lisa	Nelson	Citizen
Perry	Nelson	Citizen
Shannon	Nelson	Citizen
Rick	Newman	Mile Hi Jeep Club
Ricki	Newman	Citizen
Jeffrey	Nichols	Citizen
Nancy	Nicholson	Citizen
Mary Jane	Nickel	Colorado Quad Runners
Mary Jane	Nickel	Citizen
Brad	Nicol	Citizen
Carolina	Nicoud	Citizen
Melissa	Niday	Citizen
Mike	Niewiarowicz	Citizen
Andrea	Nock	Citizen
Ben	Noon	Citizen
Doug	Norden	Citizen
Blair	Norman	Citizen
C. P.	Norris	Citizen
Pete	Norris	Tanner 4 x 4 Inc
Scott	Norris	Citizen

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Commenters

First Name	Last Name	Affiliation
Robert	Novak	Citizen
Ann	Nowicki	Citizen
Lee	O'Brien	Citizen
Dolores	O'Connor	Citizen
Patricia	O'Donoghue	Citizen
Crolyn	O'Shea	Citizen
Brett	O'Sullivan	Citizen
Lenny	Obolsky	Citizen
Timothy	Officer	Citizen
Jane	Oliver	Citizen
Marc	Oliver	Citizen
Renie	Olson	Citizen
Bonnie	Orkow	Citizen
Jacquie	Ostrom	Citizen
Dawn	Ott	Citizen
Paula	Ozzello	Citizen
Michael	Paarsons	Citizen
Donald	Paden	Citizen
Jessica-Troy	Paggen	Mile Hi Jeep Club
Jerry	Panek	Predator 4WD
Chris	Parent	Citizen
Anthony	Parker	Citizen
Caelan	Parker	USFS
Louise	Parker	Citizen
Tehri	Parker	Citizen
Lisa	Parkin	Mile Hi Jeep Club
William	Parsons	Citizen
Nate	Partain	Mile Hi Jeep Club
Bill	Pasczyk	Conservation Colorado
Joan	Paskewitz	Citizen
Susan	Passmore	Citizen
Robby	Patterson	Mile Hi Jeep Club
Nolan	Paul	Mile Hi Jeep Club
Gunnar	Paulsen	Citizen
Ki	Paulsen	Citizen
Karen	Pavek	Citizen
Martin	Payne	Citizen
Tom	Peace	Citizen

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Commenters

First Name	Last Name	Affiliation
Sharon	Pearson	Citizen
Cindy	Pearson Garcia	Citizen
Jeff	Peierls	Citizen
Lisa	Penley	Citizen
Patrick	Perry	Citizen
Michael	Peterman	Citizen
Holly	Petitt	Citizen
Jon	Pfeiffer	Citizen
Alan	Philippus	Citizen
Barbara	Phillips	Citizen
Weslie	Phillips	Citizen
Allison	Phipps	Citizen
G.	Phipps	Citizen
Tom	Pine	Mile Hi Jeep Club
Waydene	Pixler	Citizen
Randy	Platchek	Citizen
Nick	Plowman	Mile Hi Jeep Club
Eric	Polczynski	Citizen
Martin	Pool	Citizen
Jimmie	Porter	Citizen
Nate	Porter	Citizen
Milton	Powell	Citizen
Christina	Power	Citizen
Todd	Poyezdala	Citizen
Dean	Prather	Mile Hi Jeep Club
Catherina	Pressman	Citizen
Lynne	Price	Citizen
Ronnie	Price	Citizen
Stan	Price	Citizen
Jean	Public	Citizen
Jeanne	Puerta	Citizen
Justin	Quick	Citizen
Sherry	Quinn	Citizen
Barbara	Rademacher	Citizen
Janine	Rafalko	Citizen
Colleen	Rafferty	Citizen
Hal	Rager	Citizen
Janet	Rahmani	Citizen

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Commenters

First Name	Last Name	Affiliation
Aron	Ralston	Citizen
Joseph	Ralston	Citizen
Glenn	Randall	Citizen
Grace	Randazzo	Citizen
John	Randles	Citizen
Jennifer	Ransom	Citizen
Tiffany	Rapplean	Citizen
George	Rasco	Citizen
Richard	Rau	Citizen
Chris	Ray	Mile Hi Jeep Club
Mark	Reback	Citizen
Thomas	Reeck	Citizen
Jay Harlen	Reed	Citizen
Matt	Reed	High Country Conservation Advocates
Gene	Reetz	Citizen
Polly	Reetz	Citizen
Peggy	Reeves	Citizen
Veronica	Rehne Kastsjö	Citizen
Diane	Rehner	Citizen
Chris	Reichard	Citizen
Deanna	Reinecke	Citizen
Lily	Revere	Citizen
Jean-Noel	Reynders	Citizen
Kenneth	Richards	Citizen
Bradley	Richardson	Citizen
Margaret	Richardson	Citizen
Rebecca	Richie	Citizen
Nikki	Riedt	Citizen
Myra	Rieger	Citizen
Jim	Rios	Citizen
Jon	Ritchev	Citizen
Christopher	Riti	Citizen
David	Ritterbush	Citizen
Kasie	Roads	Citizen
Patricia	Roberts	Citizen
Alan	Robinson	Friends of Four Mile
Robert	Robinson	Citizen
Sue	Roche	Citizen

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Commenters

First Name	Last Name	Affiliation
Thomas	Roche	Citizen
Harriet	Rockafellow	Citizen
Jennifer	Rodehaver	Citizen
Fidel	Rodriguez	Citizen
Heather	Roell	Mile Hi Jeep Club
Robert	Rogan	Citizen
Nikolas	Rollins	Citizen
Linda and Barry	Roof	Citizen
Peg	Rooney	Arkansas Valley Audubon Society
Kathryn	Rose	Citizen
Lina	Rose	Citizen
Randall	Rose	Citizen
Lynne	Rosenfield	Citizen
Robert	Rosenkrantz	Citizen
Michal	Rosenoer	Citizen
Brett	Ross	Citizen
Melanie	Roth	Citizen
Ashile	Rowley	Mile Hi Jeep Club
Carol	Royer	Citizen
Teresa	Ruby	Citizen
Curt	Rullestad	Citizen
Aaron	Rusch	Citizen
Jerome	Ruscko	Citizen
Ron	Russell	Citizen
Helen	Russo	Citizen
Robert	Ryan	Citizen
Roger	Ryken	Mile Hi Jeep Club
Bryan	S.	Mile Hi Jeep Club
Fred	Salassa	Citizen
Luis	Salazar	Citizen
Lauren	Salvador	Citizen
June	Sampson	Citizen
Dorothy	Sanchez	Citizen
Rich	Sandoval	Citizen
John	Satter	Citizen
Josh	Saul	Mile Hi Jeep Club
Don	Savage	Citizen
Harlin	Savage	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Calvin	Saylor	Citizen
Sue	Saylor	Citizen
Peter	Scanlon	Citizen
Rachel	Scarlata	Citizen
Jerome	Schaack	Citizen
Maggie	Schafer	Citizen
Tim	Schimberg	Citizen
Chad	Schlaepfer	Citizen
Sheryl	Schmatjen	Citizen
Sheila	Schmeling	Citizen
Eric	Schmoutz	Mile Hi Jeep Club
Lynette	Schneller	Citizen
Claire	Schram	Citizen
Heather	Schrock	Citizen
Mariah	Schuette	Citizen
Luke	Schultz-Burrey	Citizen
Jim	Schumacher	Citizen
David	Schwartz	Citizen
Kenneth	Scott	Citizen
Travis	Scott	Citizen
Magdalen	Seaman	Citizen
Amy	Seelig	Citizen
Sonny	Segura	Mile Hi Jeep Club
Cynthia	Seidel	Citizen
Rick	Sexton	Citizen
Nicole	Shaffer	Citizen
Karen	Shanley	Citizen
David	Shaver	Citizen
Pam	Sheeler	Citizen
Deborah	Sheinman	Wild Connections
Vern	Shellman	Citizen
John	Shepherd	Citizen
Lyall	Shepperd	Citizen
Samantha	Sherwood	Aurora Water
Barry	Shields	Citizen
Nancy	Shields	Mile Hi Jeep Club
Michelle	Shinn	Citizen
Kim	Shively	Citizen

Table E-I
Commenters

First Name	Last Name	Affiliation
Stephanie	Shober	Citizen
Yvonne	Short	Citizen
Andi	Shotwell	Citizen
Lisa	Shubert	Citizen
Seth	Siders	Mile Hi Jeep Club
Shirley	Siewert	Citizen
Stephen	Silveira	Citizen
Anna	Simle	Citizen
Chuck	Simmons	Citizen
Lisa	Simms	Citizen
Anita	Simons	Citizen
M.	Simpson	Citizen
Rebecca	Simpson	Citizen
Ron	Simpson	Citizen
Donald	Sims	Citizen
Donald	Singer	Citizen
Dawn	Sisco	Citizen
Sidney	Sisk	Citizen
Chris	Skinner	Citizen
Kristin	Skoog	Citizen
Smita	Skrivanek	Citizen
Donna Marie	Slack	Citizen
Terri	Slivka	Citizen
Cynthia	Small	Citizen
Todd	Smarr	Citizen
Meg	Smeltzer Miller	Citizen
Susan	Smerdel	Citizen
Anita	Smith	Citizen
Ann	Smith	Citizen
Dana	Smith	Citizen
Dea	Smith	Citizen
Jean	Smith	Wild Connections
Jean C	Smith	Citizen
Mike	Smith	Citizen
Patricia	Smith	Citizen
Paul	Smith	Central Colorado Mountain Riders and Rocky Mountain Trials Association
Philip	Smith	Citizen

Table E-I
Commenters

First Name	Last Name	Affiliation
Robert	Smith	Citizen
Rocky	Smith	Citizen
Sally	Smith	Citizen
Lynn and Edward	Smith and Hill	Citizen
Dennis	Snead	Citizen
Tiffany	Snyder	Citizen
Tom	Sobal	Citizen
Kate	Solisti	Citizen
David	Solomon	Citizen
Nathan	South	Citizen
Christina	Sowell	Mile Hi Jeep Club
D.	Spaulding	Citizen
Greg	Speer	Citizen
Sandra	Speicher	Citizen
David	Spence	Mile Hi Jeep Club
Emily	Spielmsn	Citizen
Paul	Spitzer	Citizen
Deepak	Sridhara	Citizen
Cheryl	St. John	Citizen
Christopher	St. John	Citizen
Jeanneen	Stadjuhar	Citizen
Gayle	Stagnitta	Citizen
Krista	Stanley	Citizen
Carol	Stansfield	Wild Connections
Lee	Stark	Citizen
Erik	Stark	Citizen
Mary	Starkweather	Citizen
Cheryl	Steen	Citizen
Kelsy	Steiner	Citizen
Juliet	Stephens-Tripp	Citizen
Greg	Steuck	Citizen
Earl	Stevens	Citizen
Edith	Stevens	Citizen
Grant	Stevens	Citizen
Dwayne	Stevenson	Mile Hi Jeep Club
Pamela	Stine Biersteker	Citizen
Kate	Stockwell	Mile Hi Jeep Club
Mike	Stokes	Citizen

Table E-I
Commenters

First Name	Last Name	Affiliation
Art	Stone	Citizen
JH	Stone	Citizen
Porter	Storey	Citizen
Andrea	Storrs	Citizen
Harriet	Stratton	Citizen
Susan	Strauss	Citizen
Ted	Streck	Citizen
Nan	Streicker	Citizen
Tracy	Strickland	Citizen
Philip	Strobel	U.S. Environmental Protection Agency
Lucy	Stroock	Citizen
Ned	Suesse	Central Colorado Mountain Riders and Trails Preservation Alliance
Mike	Sugaski	Citizen
Melena	Suliteanu	Citizen
Kristin	Sullivan	Citizen
Kristin	Sunada	Citizen
Kent	Sundgren	Citizen
Sheryl	Sussbauer	Citizen
Linda	Suter-Gibson	Citizen
Lenore	Swaim	Citizen
Elizabeth	Swartz	Citizen
Rikki	Swedhin	Citizen
Elizabeth	Swiech	Citizen
Mike	Swiech	Citizen
John	Sztukowski	Citizen
Susan	Szulc-Flissi	Citizen
Berkley	Tague	Citizen
Terry	Talbot	Citizen
Barbara	Tanguma	Citizen
Rayna	Tedford	Citizen
Richard John	Teichler	Citizen
Norman	Tempel	Citizen
Arthur	Templeton	Citizen
Linda	Tharp	Citizen
Aimee	Theelen	Citizen
Ellen	Theis	Citizen
Jamie	Thomas	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Kay	Thomas	Citizen
Mark	Thomas	Citizen
Rodney M	Thomas	Citizen
Stephanie	Thomas	Citizen
James	Thraikill	Citizen
Doug	Till	Mile Hi Jeep Club
Doug	Till	Citizen
Sarah	Till	Mile Hi Jeep Club
Theresa	Tourigny	Citizen
Leisa	Townsend	Citizen
Norman	Traum	Citizen
Daniel	Treat	Citizen
James	Treat	Chaffee Title
Elizabeth	Treichler	Citizen
James	Trujillo	Citizen
Mark	Trumbull	Citizen
Marcus	Trusty	Citizen
Luann	Tryzna	Citizen
Jay	Tugoo	Mile Hi Jeep Club
Linda	Turk	Citizen
William	Uebelher	Citizen
Angie	Unruh	Citizen
Jerry	Unruh	Citizen
Sue	Uppendahl	Citizen
Drew	V.	Citizen
DA	Valentine	Citizen
James	Vallejos	Citizen
Dave	Van Manen	Citizen
Steve	Vanatta	Citizen
Becky	Vander	Mile Hi Jeep Club
Bob	VanderHoeven	Mile Hi Jeep Club
Etin	Vangilder	Citizen
Hannah	Vanhorn	Mile Hi Jeep Club
Sofia	vanSurksum	Citizen
Eve	Vasant	Citizen
Paul	Vastola	Mile Hi Jeep Club
Nancy	Vedovi	Citizen
Kevin	Velarde	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Marie and Brad	Venner	Citizen
Jessica	Veronin	Citizen
Denise	Vollmar	Citizen
Karen	Voltura	Colorado Parks & Wildlife
Jim	Vosberg	Citizen
Stephanie	Voss	Citizen
Jeff	Voth	Citizen
Martha	W.	Citizen
Terry	Wadding	Citizen
G Blu	Wagner	Citizen
Judith	Waite	Citizen
Norm	Wakerley	Citizen
Steven	Wallace	Citizen
Ben	Waller	Citizen
Beverly	Walter	Citizen
Betty	Walters	Citizen
Lois	Walton	Citizen
Todd	Warnke	Citizen
Berkleigh	Warren	Citizen
Careen	Warren	Citizen
Christine	Warren	Citizen
Greg	Warren	Citizen
Scott	Warren	Mile Hi Jeep Club
Scott	Waters	Citizen
Wayne	Wathen	Citizen
Bob	Weaver	Home Stake Trout Club
Charmaine	Webb	Citizen
Karen	Webster	Citizen
John	Wehrman	Citizen
Gay	Wehrman	Citizen
Travis	Weiner	Citizen
Stuart	Weiss	Citizen
Terry	Wenzlaff	Citizen
Shawn	West	Mile Hi Jeep Club
Ken	Westenhaver	Citizen
Suzanne	Westgaard	Citizen
Kacy	Wheatley	Citizen
Audrey	Wheeler	Citizen

Table E-I
Commenters

First Name	Last Name	Affiliation
Larry	Whisenhunt	Citizen
Benjamin	White	Citizen
Tinkerbelle	White	Mile Hi Jeep Club
John	Whitney	Citizen
Danny	Wickersham	Rocky Mountain Trials Association
Jason	Widegren	Citizen
Yvonne	Wilder	Citizen
Kip	Wiley	City of Woodland Park
Allison	Wilkes	Citizen
Isabelle	Williams	Citizen
Jamie	Williams	Citizen
Ross	Williams	El Paso County Community Services/Parks
Ross	Williams	Citizen
Susan	Williams	Citizen
Bret	Williamson	Citizen
Martha	Williamson	Citizen
Beka	Wilson	Citizen
Bud	Wilson	Citizen
Chad	Wilson	Mile Hi Jeep Club
Dee	Wilson	Citizen
Fran	Wilson	Citizen
Jeff	Wilson	Citizen
Kent	Winchell	Citizen
Allen	Winslow	Citizen
Colette	Winslow	Citizen
Kathy	Winterburn	Citizen
Rita	Wise	Citizen
Kathleen	Wiser	Citizen
Kevin	Witt	Citizen
Zach	Woelfel	Citizen
Jim	Wolf	Continental Divide Trail Society
Kent	Wolfe	Mile Hi Jeep Club
Kent	Wolfe	Citizen
Carol	Wolkow-Price	Citizen
Dave	Wolverton	Citizen
Heidi	Wood	Citizen
Judy	Wood	Citizen
Sam	Wood	Citizen

Table E-1
Commenters

First Name	Last Name	Affiliation
Ellen	Woodbury	Citizen
Renee	Woodman	Citizen
Mark	Woodworth	Mile Hi Jeep Club
Karen	Wooldridge	Citizen
Karen	Workman	Citizen
Thomas	Worley	Citizen
Fay	Wouk	Citizen
Gary	Wrassse	Citizen
Andrew	Wright	Citizen
Matt	Wright	Citizen
Pris	Wright	Citizen
PS	Wright	Citizen
Stephen	Wright	Citizen
Shawn	Wurtsmith	Mile Hi Jeep Club
Adam	Wylie	Citizen
Laura	Wynkoop	Citizen
Sonya	Yeager-Meeks	Citizen
Thomas	Yohe	Citizen
RedLion	York	Citizen
Jeanne	Younghaus	Citizen
Deborah	Zahn-Hamilton	Citizen
Victor	Zielinski	Citizen
Lou	Zinanti	Mile Hi Jeep Club
Becki	Zipp	Mile Hi Jeep Club
Joe	Zipp	Citizen
Rebecca	Zipp	Citizen
Jarett	Zuboy	Citizen

Appendix F

Issues and Public Concerns

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APPENDIX F

ISSUES AND CORRESPONDING PUBLIC CONCERN STATEMENTS

Table F-1 lists the issues along with their corresponding public concern statements, detailed respectively in **Section 4.1** and **Section 3.1**.

Table F-1
Issues and Corresponding Public Concern Statements

Issue	Corresponding Public Concern Statement
<u>Issue: Motor Vehicle Recreation</u> The proposed action's reduction of routes or areas open to motor vehicle use could impact the availability and quality of public motorized recreation and travel because of: <ul style="list-style-type: none">• Diminished road and trail connectivity does not provide for longer travel opportunities and concentrates impacts on fewer routes• Reduced diversity of opportunities for OHV use, including those routes requiring different skill levels• Limited access to dispersed camping• Lack of locations for specialized motorized vehicle use such as trials motorcycles• Limited accommodation of current and future growth in motorized sports• Curtailing recreational opportunities in the forest for certain segments of the population (e.g., older or disabled individuals) that lack the capacity for extended hiking to access the PSI	<ul style="list-style-type: none">• <u>I.B. Land Use, Recreation, and Special Designations (Including IRAs)</u>: Examine what the effects would be of closing routes to motorized traffic seasonally or completely, and how this could reduce connectivity, change user experience, limit hunting access, or increase impacts in other locations if recreation were to shift in response.• <u>I.B. Land Use, Recreation, and Special Designations (Including IRAs)</u>: Examine the concept of opening areas on the PSI for special motorized vehicle use, such as trial riding or rock crawling.• <u>I.D. Social Interests, Economics, and Environmental Justice</u>: Consider how reducing PSI motorized vehicle use could impact certain segments of the population (e.g., older or disabled individuals) that lack the capacity for extended hiking to access the PSI, and how these changes could affect their access.• <u>5. Comments that Propose a New Alternative or Aspect of an Alternative</u>: Consider developing an alternative that emphasizes motorized recreation and would accommodate a growing population of users.

Table F-1
Issues and Corresponding Public Concern Statements

Issue	Corresponding Public Concern Statement
<p>Issue: Forest Resources The proposed action does not adequately base all its changes to the PSI transportation network on scientific and other important data, and could therefore impact forest resources. These effects include:</p> <ul style="list-style-type: none"> • Degradation of water quality, watershed condition, and air quality • Erosion and soil compaction • Degradation of fish and wildlife habitat, including USFWS-designated critical habitat, reduced migration connectivity, or seasonally important winter range and calving areas, etc. • Damage to cultural and geological resources • Spread of invasive plant species and damage to rare plants • Compromised values for inventoried roadless areas or other special designations • Diminished recreational experiences for users concerned about vehicle noise and personal safety 	<ul style="list-style-type: none"> • I.A. Transportation and Access: Consider how routes may be significant for historic, recreational, or other reasons. • I.A. Transportation and Access: Analyze how use of these routes could impact various user groups or intersecting areas of concern, such as wildlife habitat and special designation areas. • I.B. Land Use, Recreation, and Special Designations (Including IRAs): Understand what the impacts could be from increasing the number of routes open to motorized traffic, and if that would increase pollution or affect sensitive areas. • I.B. Land Use, Recreation, and Special Designations (Including IRAs): Consider how motorized route designation could impact special designation areas, such as wilderness, Colorado Roadless Areas, Research Natural Areas, Colorado Natural Heritage Program Potential Conservation Areas, Forest Plan Management 3A areas, or other lands identified by citizens or legislators as being significant for various reasons (e.g., Central Colorado Wilderness Coalition's Wild Eleven or lands legislatively proposed for wilderness designation in the Colorado Wilderness Act of 2015). • I.B. Land Use, Recreation, and Special Designations (Including IRAs): Evaluate whether motorized vehicle use on the CDNST is creating user conflicts and how this use aligns with the nature and purpose of the trail. • I.C. Fish and Wildlife: Examine the appropriateness of decommissioning or seasonally closing routes that intersect with important wildlife habitat, winter range, and calving areas; reduce the connectivity of migration corridors; or significantly increase habitat fragmentation. • I.C. Fish and Wildlife: Consider the scientific research on how motorized vehicle use (along with other factors) and any potential increases in the popularity of OHVs could impact wildlife. • I.E. Water Resources and Quality: Consider the effects of motorized vehicle use on water quality—for example, sediment erosion and runoff, watercourse morphology and stability, or stream temperature—in such water bodies as creeks, springs, and wetlands and in watersheds and aquifers; identify any potential mitigation of impacts. Of importance are those watersheds that are at risk or impaired in the WCF, municipal supply watersheds, CWA 303(d) impaired streams, alluvial aquifers that supply public drinking water through wells, or other elements of water quality, such as sediment loads from erosion and runoff, watercourse morphology and stability, and stream temperatures. • I.E. Water Resources and Quality: Study the possibilities for partnering with user groups to resolve water quality issues related to motorized vehicle use on the PSI. • I.E. Water Resources and Quality: Identify wetlands on the PSI, particularly fen wetlands, and consider how motorized vehicle use on PSI routes could impact these resources.

Table F-1
Issues and Corresponding Public Concern Statements

Issue	Corresponding Public Concern Statement
<p>Issue: Forest Resources The proposed action does not adequately base all its changes to the PSI transportation network on scientific and other important data, and could therefore impact forest resources. These effects include:</p> <ul style="list-style-type: none"> • Degradation of water quality, watershed condition, and air quality • Erosion and soil compaction • Degradation of fish and wildlife habitat, including USFWS-designated critical habitat, reduced migration connectivity, or seasonally important winter range and calving areas, etc. • Damage to cultural and geological resources • Spread of invasive plant species and damage to rare plants • Compromised values for inventoried roadless areas or other special designations • Diminished recreational experiences for users concerned about vehicle noise and personal safety 	<ul style="list-style-type: none"> • I.F. Threatened and Endangered Species and Special Status Species: Consult with the relevant agencies about potential impacts on federally listed threatened or endangered species with designated critical habitat on the PSI. • I.G. Noise: Evaluate how the noise from motorized vehicles—particularly OHVs—may impact the experience of certain PSI users and how it could affect wildlife. • I.G. Noise: Consider integrating GIS-based sound propagation and attenuation models into the PSI's analysis of potential noise impacts. • I.H. Cultural Resources: Study whether increased OHV use is impacting cultural resources and, if so, what type of management could help mitigate these effects. • I.H. Cultural Resources: Evaluate how limiting motor vehicle use on certain PSI routes could reduce accessibility to important historic resources and potentially diminish user experience and understanding. • I.J. Health and Safety: Examine whether both motorized and nonmotorized use of PSI routes has an impact on the safety of users. • I.K. Air Quality and Air Quality-Related Values: Consider how motorized vehicle use on the PSI could impact air quality, such as dust from soil disturbance and emission of nitrogen oxides and volatile organic compounds, or how OHV exhaust could affect other users. • I.K. Air Quality and Air Quality-Related Values: Evaluate what areas in or near the PSI are sensitive receptors regulated under the CAA, such as wilderness areas or population centers, and consider the potential impacts on these resources from motor vehicle use. • I.M. Vegetation: Evaluate the potential impacts of motorized vehicle use on vegetation, such as damaging root systems. • I.M. Vegetation: Identify how best to manage motorized vehicle use to control the spread of noxious weeds and invasive species, particularly where native species are predominant, such as roadless areas. • I.M. Vegetation: Consider how changing motorized vehicle use on certain PSI routes could impact access for forest vegetation or timber management to protect priority watersheds. • I.N. Soil Resources: Identify how motorized vehicle use on the PSI could impact soil resources, for example, erosion or tire ruts, and consider the effects of roads and trails in areas of highly erosive soils, such as the granite residuum common to the Pikes Peak, South Platte, and South Park Districts. • I.O. Geologic Resources: Evaluate whether unique geological features are being impacted by motorized vehicle use on the PSI. • 5. Comments that Propose a New Alternative or Aspect of an Alternative: Consider developing an alternative that emphasizes nonmotorized use of the PSI, with the highest priorities being preservation of natural resources, such as wildlife habitat and watersheds, special designation areas, or a certain type of recreational experience, such as quiet use.

Table F-1
Issues and Corresponding Public Concern Statements

Issue	Corresponding Public Concern Statement
<u>Issue: Forest Uses</u> The proposed action could impact various uses of the forest. These effects include: <ul style="list-style-type: none"> • Compromised access for land owners adjacent to the PSI who rely on these routes for ingress and egress to their private property • Diminished ability of individuals and utilities to access their facilities when exercising their water rights or monitoring water quality • Decreased accessibility for search and rescue and availability of emergency services for private property owners • Compromised ability to provide a continuous and reliable electrical delivery system on the PSI, with the potential for secondary impacts on public health and safety • Reduced access for preventing forest fires through timber management, in fighting wildfires, or for post-fire rehabilitation and restoration 	<ul style="list-style-type: none"> • <u>I.A. Transportation and Access:</u> Understand how potential changes to motorized use of PSI routes could affect utilities and municipalities with facilities on the PSI and how these changes could affect routine maintenance or private landowners, whose only access to their parcels is via PSI roads. • <u>I.D. Social Interests, Economics, and Environmental Justice:</u> Evaluate how changing the use of PSI routes could impact adjacent property owners, who rely on these roads to access their parcels with motorized vehicles. • <u>I.E. Water Resources and Quality:</u> Identify which routes on the PSI are being used by individuals and utilities to access their facilities when exercising their water rights or monitoring water quality, and ensure the continued current use of these roads. • <u>I.I. Fire:</u> Consider that increased forest fires are one of the anticipated effects of climate change, and analyze what the impacts would be if routes were closed to motorized vehicles on the PSI, with the potential consequent reduction in access for preventing forest fires through timber management, in fighting wildfires, or for post-fire rehabilitation and restoration. • <u>I.J. Health and Safety:</u> Evaluate how restricting motorized vehicle use on the PSI could affect safety, including accessibility for search and rescue, availability of emergency services for private property owners, and the continuous and reliable operation of the electrical delivery system located on the PSI, to avoid secondary impacts on public health and safety from a potential power system failure.
<u>Issue: Socioeconomic Effects</u> The proposed action's reduction of routes open to motor vehicles and changes to the overall system, could impact certain uses of the forest with the potential for consequent adverse effects to the economies of nearby communities that rely on visitors to the PSI.	<ul style="list-style-type: none"> • <u>I.D. Social Interests, Economics, and Environmental Justice:</u> Consider how motorized and nonmotorized use of the PSI affects local economies and communities, and evaluate what the impacts might be when changing the uses for routes.
<u>Issue: Enforcement and Adaptive Management</u> Publication of MVUMs as the sole means for ensuring appropriate public motor vehicle use on specific routes is inadequate and could result in inappropriate or unauthorized use of system and non-system roads or trails with the potential for damage to forest resources, increased user-conflicts, and decreased safety for non-motorized users. Adaptive management could provide the means to address non-compliance with motorized route designations and consideration should be given to integrating monitoring and thresholds for triggering mitigation when there is continued non-compliance with MVUM designations.	<ul style="list-style-type: none"> • <u>5. Comments that Propose a New Alternative or Aspect of an Alternative:</u> Evaluate the possibilities for integrating adaptive management and monitoring to address the potential for non-compliance with the route designations and provide thresholds that trigger actions with non-compliance.

Table F-1
Issues and Corresponding Public Concern Statements

Issue	Corresponding Public Concern Statement
<u>Issue: Route Maintenance</u> The PSI's extensive route network open to public motor vehicle use could require more maintenance than is fiscally sustainable for the forest and therefore impact certain resources due to lagging upkeep for roads and trails. For example, not maintaining erosion control features such as water-bars, culverts at drainage crossings, etc., could result in adverse effects to water quality, increased soil loss, or cause users to travel off route when conditions are poor.	<ul style="list-style-type: none"> • <u>I.A. Transportation and Access:</u> Evaluate how changing PSI route designations from roads to full-size trails could offer additional funding opportunities, such as CPW OHV grant funds, which can be used for construction, reconstruction, or maintenance of multi-use trails, and thereby reduce the PSI's financial burden with user-provided revenue. • <u>I.A. Transportation and Access:</u> When designating the motorized transportation network across the PSI, consider the fiscal sustainability of the transportation system as required by the TMR, including availability of resources for maintenance and administration (36 CFR, Subpart 212.55) and any potential cooperative relationships and volunteer agreements for maintenance such as CPW OHV grants.
<u>Issue: Consistency with the Forest Plan</u> The proposed action may not be consistent with the objectives of the Forest Plan and therefore could adversely affect forest resources. For example, roads and trails open to motorized use may exceed the route density standards in areas designated for semi-primitive motorized recreation or seasonal closures may not be consistently applied in areas that emphasize management for forage and cover on winter ranges for deer, elk, and bighorn sheep.	<ul style="list-style-type: none"> • <u>I. B. Land Use, Recreation, and Special Designations (Including IRAs):</u> Evaluate how motorized route designation would conform with the Forest Plan, including areas managed for semi-primitive motorized recreation, wildlife, etc.
<u>Issue: Minimization Criteria</u> The proposed action does not adequately consider or incorporate the minimization criteria required by the TMR (36 CFR 212.55[b]) for trails and areas, and could therefore adversely affect forest resources.	<ul style="list-style-type: none"> • <u>I. A. Transportation and Access:</u> Identify and minimize impacts using the minimization criteria in the TMR (36 212.55[b]) when designating trails and areas open to motor vehicles.
<u>Issue: Adaptation to Climate Change</u> The PSI's extensive route network may not be designed for more frequent and extreme weather events as predicted by climate change—especially in areas with highly erosive soils. For example, water quality could be adversely affected by erosion in high-flow runoff events or increased sedimentation and turbidity. Additional impacts to resources could include reduced capabilities of wildlife to adjust to shifting climatic conditions due to habitat fragmentation resulting from the PSI's roads and trails, or effects to vegetation from more frequent and severe wildfires expected from climate change.	<ul style="list-style-type: none"> • <u>I.L. Climate Change:</u> Consider whether PSI routes are designed for the more extreme weather events caused by climate change, and if certain design changes, such as resizing ditches, installing or modifying culverts, and placing riprap, are necessary on roads with high maintenance priorities or those that pose erosion and resource hazards, or if these routes may need to be decommissioned. • <u>I.L. Climate Change:</u> Analyze mitigation measures to facilitate adaptation and resilience with respect to climate change, such as closing or otherwise adjusting routes to promote landscape connectivity and facilitate new wildlife migration patterns and habitats.
<u>Issue: Quiet Use Recreation</u> The proposed action does not evaluate non-motorized recreational uses on the forest and designate quiet-use areas where public motor vehicle use would not occur—or consider potential recreational conflicts between motorized and non-motorized uses—and could therefore impact the experiences of certain recreationalists on the PSI.	<ul style="list-style-type: none"> • <u>I.B. Land Use, Recreation, and Special Designations (Including IRAs):</u> Consider how different uses of routes on the PSI could lead to conflicts, for example, how motorized vehicles, mountain bikes, and horses may impact recreational hikers or other visitors, and consider designating quiet use areas where PSI routes would be primarily nonmotorized. • <u>I.B. Land Use, Recreation, and Special Designations (Including IRAs):</u> Better understand how people recreate on the PSI; for example, if nonmotorized recreation is a common use, how do these individuals typically access the forest for this purpose?

Table F-1
Issues and Corresponding Public Concern Statements

Issue	Corresponding Public Concern Statement
<u>Issue: Range of Alternatives</u> There could be impacts from the proposed action if it does not adequately consider the alternatives relative to the purpose and need; applicable federal, state, Forest Service, and other laws and regulations; the latest scientific research; and a range of alternatives, including the baseline no-action.	<ul style="list-style-type: none"> • <u>2. General Comments Related to this Planning and Analysis:</u> Consider how the preliminary scoping alternatives may not fulfill the undertaking's purpose and need and how these alternatives could impact forest resources and uses. • <u>3. Comments Related to Planning Regulations:</u> Consider the variety of applicable federal, state, Forest Service, and other laws, regulations, guidelines, policies, directives, manuals, secretarial and executive orders, or presidential memoranda when preparing the EIS. • <u>4. Recommended Studies or Reports to Review and Requests for Data:</u> Evaluate the extensive bodies of applicable research when preparing the EIS, such studies or reports related to economic benefits of recreation, road-related impacts on ecosystems, climate change and road design, recreational conflicts, etc. • <u>7. Timing and Scope of the Proposal:</u> Ensure that the analysis includes a range of alternatives for meeting the management objectives of the proposed undertaking. • <u>7. Timing and Scope of the Proposal:</u> Clearly define baseline conditions so that impacts can be understood across alternatives and mitigation can be tailored to address these potential effects.
<u>Issue: Minimum Road System</u> The proposed action does not adequately consider the minimum road system (MRS) described in the TMR (36 CFR 212[a]) and identified in the PSI's TAP reports, and could therefore adversely affect forest resources.	<ul style="list-style-type: none"> • <u>I.A. Transportation and Access:</u> When considering the transportation network across the PSI, identify a minimum route system and what routes may be unneeded, as required by the TMR (36 CFR, Subpart 212[a]) and identified in the PSI's TAP reports.