

South Platte District Priority Routes

Support conversion of the end of 126 Twin Cone Road to an administrative route

We support a modified alternative E for this route, which would convert the last section of this road to an administrative route after installing a locked gate at or near ~ 39°24'14.32"N 105°43'26.89"W.

There are several beneficial aspects to this option. The closed to public motorized use section beyond this point is cherry stemmed into the Lost Creek Roadless area. Eliminating public motorized use will positively impact roadless characteristics. Solitude and primitiveness in the adjacent Lost Creek Wilderness Area to the south is enhanced. Opportunities for quiet recreation in the 3A management area designed to emphasize non-motorized recreation are preserved. Wildlife habitat becomes more continuous and connected. The TAP-identified high risk to watersheds and wildlife is reduced, as are the moderate risks to archaeological resources and finances. Long term management effort and costs, resulting from monitoring and maintenance, will be reduced. Limiting public motorized access to the top of the peak will reduce the chance of damage and/or vandalism to the repeater located there. Off route motor vehicle use, and route braiding and short cutting in open areas above treeline will end.

The 2015 SPRD Travel Analysis Process (TAP) determined that the final segment of FSR 126 beyond private land posed a high risk to watersheds due to proximity to Kenosha creek; a high risk to wildlife primarily due to the road existing in a lynx linkage area,, an elk production area, and big game winter range, and a moderate risk for archaeology and public safety/finances. Restricting public motorized use on this route will minimize these risks.

The location of this proposed gate is defensible, with vegetation and trees to either side. It limits motorized impacts to Kenosha Creek and the Lost Creek Wilderness Area just to the south of the creek. There is a large already disturbed area on the north side of Forest Road 126 in this area that could be used for parking and vehicle turn around. This permits public motor vehicle access on 126 beyond private land.

Keeping this route open as an administrative route would still allow access for restoration and repair of areas damaged by irresponsible off route motor vehicle use in this area. Limiting public vehicle use to this area would allow restoration efforts to take hold and areas to recover without disturbance.

The USFS should consider the possibility of converting this route to an administrative use only motorized trail, once restoration work has been completed.

We oppose a Forest Plan amendment to reduce the size of a 3A non-motorized management area to accommodate additional motorized use on Forest Road 126.

The proposed amendment transfers land managed for quiet recreation to land managed for motorized recreation. It applies non-conforming motorized recreation management and tree harvest management to Wilderness and Roadless lands in alternative C.

Decommission segment of Longwater Road 221 down to and across the South Platte River

See South Park District Wildcat Canyon comments

Decommission (or convert to a hiking trail) 3 miles of the Corral Creek Road

See South Park District Wildcat Canyon comments

Support converting Crow Creek Road 101 to administrative use

We support alternatives C, D and E, which will close the final 2.99 miles of this route to public motor vehicle use. This route has been managed in this manner with a locked gate for years.

Decommission Elk Creek Road 102

Leads to quiet use Meridain Trail 604. Motorized use on this road increases conflict with, and compromises safety of, trail users.

We support this as proposed in alternatives B, D and E. The only value of this road as an administrative route closed to public motorized use is moderate value for timber access. The road could be decommissioned in a manner that would allow reopening as a temporary road if significant timber access is necessary in the future. Since the route will remain open as quiet use trail 604 the Meridian Trail, some type of route corridor will be preserved.

Support decommissioning of the last .3 miles of the Limber Pine Road 107

This is proposed in alternative C

Support conversion of Rifle Range Road 550.C to administrative use only

This is proposed in Alternative C. Continued public motorized use of this route results in conflicts with Colorado Trail users.

Support conversion of the Archery Range Road 516 to administrative use only