



Colorado Snowmobile Association, Inc.

Advance, Promote, Preserve the Sport of Snowmobiling

August 20, 2009

Jamie Kingsbury, District Ranger
Medicine Bow-Routt National Forests
925 Weiss Drive
Steamboat Springs, CO 80287

Re: Columbine Access Project

Dear Jamie:

I am writing on behalf of the Colorado Snowmobile Association (CSA) in regard to the Columbine Access Project. First of all, we would like to reiterate our 'Thanks' to you and Kent Foster for holding the public meeting and field trip on July 25th. It was extremely enlightening and helped interested parties gain a better understanding of the varying perspectives revolving around this access issue. We also appreciate your overall openness and willingness to work with our association and membership to maintain groomed snowmobile access and parking on National Forest System lands.

We generally support the Forest Service Proposed Action along with one addition (there should also be a new parking lot built near Trilby Flats) and one or possibly two changes (a 'suggested non-motorized' zone should only be designated to the east of the new Columbine by-pass trail – and should not include the area between Columbine and the new trail route, and NFSR 418 should be used for the by-pass route). Our general and specific comments about this project revolve around three topics and are as follows:

PARKING

1. **Existing Parking/Columbine:** The existing parking lot at the gravel pit is inadequate in respect to capacity, facilities and overall design. It would need expansion and considerable improvements if it were continued to be used over the long-term. Given its current inadequacies and close proximity to residential areas within Columbine, we believe it is best to relocate this winter parking area to other sites where parking can be properly designed to better accommodate multiple use recreation.



Photo 1: Site of the Existing Parking Lot

With Land Access, Safety, Education, Responsible Riding and Community Involvement

We support replacing the existing Columbine parking lot on two conditions: (1) a second new parking lot (in addition to the Forest Service-proposed lot) should be built in the Trilby Flats area, as proposed by the Routt Powder Riders (RPR); and (2) the existing Columbine parking lot should continue to be used until the two new parking lots are built and prove to be fully functional for at least one full winter season. After both new parking areas have proven to be working, the existing gravel pit parking area should be closed and reclaimed to prevent further long-term conflicts with Columbine residents.

2. **Forest Service Proposed Parking Lot/near NFSR 550/413 junction:** This new parking lot which would be located 1.5 miles north of the existing parking on NFSR 550 appears to be a site which could provide good winter parking – if it is designed properly. However since it is 1.5 miles further than the existing parking lot, it will also require a firm commitment from Routt County to provide snow removal to the new site over the long-term. If both conditions can be met, this site should provide acceptable parking for snowmobilers while also eliminating the issues raised by some Columbine property owners.

Discussions during the field trip revealed a ‘15 to 20 vehicle average, with a peak of about 35 vehicles’ capacity in respect to the existing parking lot’s vicinity (in the lot and along the road nearby). This existing parking capacity must be maintained as the existing parking lot is replaced.

General Winter Parking Lot Design Criteria: When designing winter parking and staging areas, it is critical to recognize that motorized recreationists require a lot of space for parking and maneuvering their vehicles with trailers. Motorized groups typically have a 4-place trailer, which means they need 60- or 70-feet (or more) of room to park their trailer and tow vehicle. Plus they need extra room for loading and unloading their snowmobiles, as well as room to pull in and out with their extended-length vehicle. And some snowmobilers travel with even longer trailers – for six or more snowmobiles – which increases their space needs for adequate parking and maneuverability even more.

Generally, straight (this requires more room for turning and maneuvering on the outside of the parking oval) or diagonal side-by-side parking in the center of an oval works best for parking snowmobilers’ trailers and tow vehicles. However, back-in parking around the outside of oval or rectangular areas can also work – but this requires more open space in the middle to allow room for turning and maneuvering.

Landscaped islands within these parking areas should be avoided since they make snow removal difficult. It is also imperative that lots of cleared space is designed around the outside perimeter of winter parking areas for snow storage from snow removal operations. What often may look to be ‘huge’ parking areas in the summer often becomes ‘too small’ quickly during snowy winters.

Pull-through parking slots should generally be at least 60-feet in length and 12- to 15-feet wide. A minimum of at least another 30-foot space should be provided both in front and behind the parking slots to enable turning and safe maneuvering with long trailer units. If parallel parking will also be allowed around the outside perimeter of the oval, at least another 15-foot of space should be allowed beyond each 30-foot ‘maneuvering’ zone. And then beyond that, another 30-foot of cleared space on the far outside perimeter should be provided for ‘snow storage’ after snow removal operations. Therefore the *minimum* width of well-designed snowmobile parking areas should be 180 to 210 feet.

Design Recommendations for this lot: For this site we recommend diagonal side-by-side parking, which requires an entrance and exit at opposite ends of the parking lot so that vehicles parked at a diagonal can easily continue through in the same direction they are parked.

We recommend a maximum design capacity for this new parking lot of 35 truck/trailer units to accommodate peak traffic levels. Using the above criteria, this would require a cleared and semi-leveled space which is 210 feet deep by 675 feet long (3.25 acres).

If this new parking lot is not built to accommodate 'peak capacity,' the minimum design capacity for this new parking area should be 20 truck/trailer

units to ensure 'average' existing use is accommodated. This would require a cleared and semi-leveled space which is 210 feet deep by 450 feet long (2.2 acres).



Photo 2: Site of the USFS Proposed Parking Lot on NFSR 550

We recommend that a toilet be installed at this site to properly address sanitation needs since the District has stated intent for this new parking lot to serve both winter and summer motorized recreationists. Since summer motorized users will also be served by this new facility there may be potential for the District to receive funding for it from the State OHV grant fund, so we suggest that you make inquiry to Tom Metsa.

- 3. Routt Powder Riders (RPR) Proposed Parking Lot/Trilby Flats:** This proposed new parking lot should be adopted since it will help disperse parking away from residential areas at Columbine while also being in line with the Routt County plans which encourage more, smaller parking areas dispersed throughout the county, away from residential areas. It will provide over-flow parking when the new parking area along NFSR 550 reaches capacity, as well as provide better parking for those who recreate west of Trilby Flats.

This parking lot will improve safety along RCR 129 by providing properly designed off-road parking for winter recreationists. The Trilby Flats area is currently used by a mixture of backcountry skiers and snowshoers, backcountry snowmobilers, and hybrid skiers who use snowmobiles to access powder skiing further into the backcountry. Many of these recreationists currently park in the small plowed area at the road approach, crowd the roadway, or spill over onto the roadway, which is unsafe. Others park at the existing Columbine lot, so their current access will be disrupted since the new Forest-proposed parking lot will be further away from their destination.



Photo 3: Existing overflow onto highway near Trilby Flats

This parking lot will provide important access for motorized and non-motorized users alike, both west and east of Trilby Flats. Snowmobilers use NFSR 488 for ungroomed access to backcountry riding areas to the west; this route to the west also provides linkage to the Craig area trail system. The area to the west is also used by both backcountry skiers and hybrid skiers. These multiple uses currently co-exist well in the area, so an improved shared-use parking lot should likewise be manageable.

This new lot, in conjunction with a new groomed trail route eastward to the existing groomed snowmobile trail, will provide access for snowmobilers who desire to ride in areas north of Columbine when the new lot on NFSR 550 is full. It will also provide access for skiers who wish to access the Hahn's Peak/Columbine Meadows area to the east since the existing parking lot at Columbine will be closed.

Design Recommendations for this lot: We recommend locating this new parking lot either (A) on the east side of RCR 129, directly across from NFSR 488, or else (B) on the west side of RCR 129, just a bit west on NFSR 488 on the north side of the road. While either location would work, Option B to the west may offer more protection from wind and drifting snow. The design capacity of this parking lot should be 15 to 20 units to accommodate existing multiple use recreation in this area.



Photo 4: Site of Option A on the east side of RCR 129

Since this area would be parking for a combination of single vehicles (cars, SUVs) used by skiers and trucks and SUVs with trailers used by hybrid skiers and snowmobilers, we recommend a rectangular design with a single entrance in the middle. If this parking lot were approximately 210 feet wide and 180 feet deep (0.9 acre), it could accommodate approximately 8 to 10 vehicles with trailers across the back (backed in) and another 8 to 10 vehicles without trailers across the front. This



Photo 5: Site of Option B on the west side of RCR 129, north of NFSR 488

design would allow a 60-foot maneuvering/backing zone across the middle of the lot, along with a 30-foot perimeter around the outside for snow storage.

FORB has stated that “any routes to, or parking lots at, Trilby Flats is unacceptable” since “it’s a very important area to preserve as a non-motorized area.” (FORB Director Leslie Lovejoy, *Steamboat Pilot & Today*, 8/17/09). FORB’s opposition to this new parking lot or any changes in the Trilby Flats area is illogical and based upon flawed assertions. Since the Trilby Flats area has no official designation as a ‘non-motorized’ area, such claims falsely imply these lands have been set aside for limited special use. The accurate scenario is that these lands are open for multiple uses by all segments of the public, and must remain so until changed by a legal, public travel planning process.

This proposed new parking lot is not about increasing access or use, but rather is about providing proper off-road parking to improve safety and better management of dispersed winter recreation that already exists. Numerous non-motorized and motorized recreationists currently access backcountry areas from Trilby Flats – but currently have to park in an unmanaged manner on or along the highway. Additionally, snowmobilers who currently park at Columbine and ride through this area to reach backcountry areas to the west will be displaced/moved farther away from their destination when the new parking lot is built further to the northeast along NFSR 550. This new lot at Trilby would only consolidate and replace current parking in a more properly managed manner – and nothing more regardless of how FORB tries to spin it.

4. **Friends of Routt Backcountry (FORB) Proposed Parking/Steamboat Lake State Park:** This site is simply unacceptable for numerous reasons: (1) it is far removed from the higher-elevation riding destinations served by the existing Columbine parking lot and by the new Forest Service-proposed lot along NFSR 550; (2) it is located at a significantly lower elevation than the other existing or proposed parking lots: Steamboat Lake State Park (SLSP) Visitor’s Center lot – 8,097 feet, Trilby Flats proposed lot – 8,524 feet, existing Columbine lot – 8,609 feet, and Forest Service-proposed new lot – 8,927 feet. This would result in poorer snow conditions out of the parking lot and ultimately shorter snowmobiling seasons; (3) the access trails out of the SLSP area are poorer and would not stand up well to increased traffic; (4) the increased traffic out of the SLSP area could potentially create new trespass issues (particularly if riders were forced to look for better snow due to poor trail conditions) which essentially would just be transferring the Columbine issues elsewhere; (5) the SLSP site would be ‘fee parking’ with the fees going to State Parks versus to the Forest Service to help fund their winter recreation activities; and (6) SLSP managers have indicated there is not sufficient room to accommodate the parking lot which would be displaced from Forest Service lands.
5. **FORB Proposed Parking/Non-Trailerred Parking at existing Columbine site:** This is a poor proposal which should not be accepted for two reasons: (1) first of all, the term ‘non-trailerred’ is a poor description to use if the real intent of FORB is for the existing lot to become a ‘non-motorized only’ parking lot. ‘Non-trailerred’ leaves the door open for someone hauling a snowmobile in the back of a pickup truck or multiple snowmobiles on the back of a flat bed truck to continue parking at this location; and (2) leaving this parking lot open to only non-motorized recreationists will not accomplish the stated ‘purpose and need’ for this project since complaints from adjacent property owners are likely to continue with even reduced levels and types of public use. The site will still be adjacent to “residential area” as defined by the Routt County plans, and complaints from adjacent landowners will certainly continue regarding ‘noise, disruption, safety and sanitation issues.’ The Forest needs to follow through with the intent of this project and move public parking away from residential areas to eliminate potential for continuing conflicts with private property owners.

GROOMED SNOWMOBILE TRAIL ROUTES

1. Forest Service-Proposed Route/Columbine By-Pass:

This proposed route, which would run from the intersection of NFSR 410/490 southeast of Columbine in a northeasterly direction to the new parking lot near the intersection of NFSR550/413, is probably the best currently proposed solution to maintaining groomed snowmobile access and connectivity between Steamboat Lake State Park and National Forest lands north of Columbine. However this proposed route is not without concerns and could be improved:

The Proposed Action states that “Most of the trees to be cut will be dead lodgepole pine, with minor amounts of aspen and fir.” Our observation from the field trip is that the reverse is true: most of the trees which would need to be cut are aspen and fir, with fewer numbers of dead pines along the route which was walked.

Several sections of the proposed route have significant side slopes. This will require building flatter trail tread with a bulldozer to prevent the trail grooming equipment from sliding downhill into trees during initial trail grooming repetitions at the beginning of the season.

There are also concerns which need to be balanced on both sides of (directions from) this proposed route. To the west/downhill side, the final route needs to stay far enough upslope so as to not infringe upon the privacy of adjacent private landowners. Conversely on the east/uphill side, final location of the route is a concern to skiers who wish the groomed snowmobile trail route to stay away from Columbine Meadows and other popular backcountry skiing sweet spots. Local snowmobilers are concerned about maintaining this balance, which is the reason for their initial reluctance – and for some continued trepidation – with this proposed route. They *don't want to* be routed directly through or adjacent to Columbine Meadows for fear it will breed conflicts which for the most part do not exist today.

Potential Recommended Change to the Currently Proposed Route: Given that FORB’s Director Leslie Lovejoy has stated that “she could live with the trail through Columbine Meadows” (*Steamboat Pilot & Today*, 8/17/09), it seems like NFSR 410 and 418, which are existing routes east of the proposed route that has been a permitted groomed routes in the past, present a more prudent alternative route to use for most of this by-pass route. While 418 would require some widening and rock removal to allow passage with grooming equipment, it would be an easier and less costly alternative since far less tree removal and dozing work would be needed than on the current Forest-proposed route. This



Photo 6: Southern portion of route

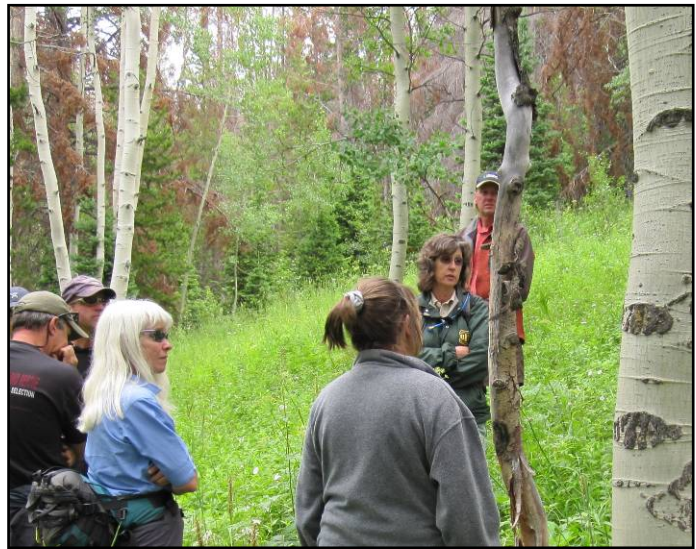


Photo 7: Side slope on Forest-Proposed Route

route would also move the snowmobile trail farther away from Columbine, eliminating concerns by private property owners that the currently proposed route is too close to them.

2. **No New Route around Columbine:** There was quite a bit of discussion during the field trip about abandoning efforts to re-route a groomed snowmobile trail around Columbine (this route or any other) and to instead only use the existing groomed snowmobile trail east of Hahn's Peak (a variation of the FORB proposal). However, that is unacceptable since it would eliminate an important part of the 'loop' design of this snowmobile trail system.

Maintaining a loop in this area is important for several reasons: (1) it provides efficiency to trail grooming efforts and reduces overall grooming costs; (2) having only one way to get north and south on the trail system would likely overload the east side of the existing loop and result in deteriorated and potentially unsafe trail conditions; (3) there are a number of Columbine landowners who are also snowmobilers, so 'best management practices' would suggest providing a designated, preferred route through the area so that riders are either directed away from or to a preferred route directly through prime non-motorized use areas; (4) loops provide an overall better range and quality of experiences for riders; and (5) a loop which takes inexperienced riders out and back in a well defined and easy to understand manner is particularly important when snowmobile rental businesses (like SLO) are operating in the area.

3. **Forest Service and RPR-Proposed Route/NFSR 410 to RCR 129 near Trilby Flats connector:** This route would roughly parallel the Prospector Trail (Trail #1156) from the new Forest-proposed route (#1 above) near the intersection of NFSR 410/490 for approximately one mile to RCR 129 near Trilby Flats and its intersection with NFSR 488. It is needed to reduce trespass onto private property located both directly north and south of this route. It would also provide important linkage between the new parking lot at Trilby Flats and the main snowmobile trail network – so that snowmobilers who have to use Trilby for overflow parking (when the new lot on NFSR 550 is full) can still access the Little Red Park area to the north and beyond. It is likely that this route will also be used by skiers who park at Trilby and wish to ski the Columbine Meadows/Hahn's Peak areas.

While parts of this trail would use the same route as the Prospector Trail, the majority of it would follow open areas and drainages slightly north of the Prospector Trail. While some tree clearing would be required, it would be minimal. Therefore this route would be very easy to establish.

This route should be groomed to provide the best definition of the designated route through private property. Grooming this route versus simply marking it will also provide the highest



Photo 8: Open terrain on proposed connector route

degree of safety since groomed snowmobile trails have proven to reduce accidents (*Guidelines for Snowmobile Trail Groomer Operator Training*, International Association of Snowmobile Administrators, 2005).

We have heard concern expressed that grooming this trail could lead less experienced snowmobilers unknowingly into terrain west of RCR 129 – where they could potentially get into trouble since it is more suitable terrain for experienced riders. We don't believe this is a realistic concern since there will be a very visible change in conditions west of 129 versus what riders will experience east of Road 129, particularly if it is groomed to the east. First of all, we believe the number of riders who actually originate from the main trail network to the east would be very low. Second, they would first encounter the parking lot, and then have to cross the plowed highway. Once across the highway they would quickly find no more grooming and either no signing (current condition) or a low level of signing (potentially, as proposed by the District). Riders would have to make a clear choice to proceed farther with no grooming and no or little signing, so most inexperienced riders will quickly decide to turn around and go back to where they were more comfortable.

FORB has also come out in opposition to this proposed trail route, stating that “any routes to, or parking lots at, Trilby Flats is unacceptable” since “it's a very important area to preserve as a non-motorized area.” (FORB Director Leslie Lovejoy, *Steamboat Pilot & Today*, 8/17/09). FORB has also issued an Action Alert encouraging members to specifically oppose use of the Prospector Trail. But again, FORB's opposition to this trail route or any changes in the Trilby Flats area is illogical. Even though they wish it were different, the Trilby Flats area does not, and should not, have an official designation as a ‘non-motorized-only’ area. The Forest Service lands in this area are used by a growing number of hybrid skiers and backcountry snowboarders who depend upon snowmobiles for part of their access – they are dual-use motorized/non-motorized recreationists who would be shut out by such actions.

You must look beyond FORB's smokescreen and rhetoric and remember that this proposed trail route is east of (and across the highway from) the lands they are trying to keep motorized users out of or restricted within. Therefore their opposition to this trail route, based upon “preserving a non-motorized area,” is really only about trying to establish a buffer zone outside their mythical closure zone. Consequently their opposition to this new trail is entirely without merit and the Forest should proceed with establishing this route to help address management issues (providing public access, preventing trespass onto private lands, and improving public safety on the winter trails system).

4. **RPR-Proposed Route/RCR 129 from Trilby Flats to the existing Columbine Parking Lot:** While this proposed route in the RCR 129 right-of-way would provide an acceptable alternative around NFSR 490 through Columbine, it falls short since the existing parking lot will most likely be relocated further up NFSR 550 – which will result in the loss of 550 as a groomed snowmobile trail route as well. While this loss of 550 could be addressed by routing the trail through the existing lot and then paralleling 550 to the new lot, the issue of snowmobiles continuing to be routed through Columbine residential areas would remain and likely continue to fester.

The new proposed route along RCR 129 is also less than ideal since sections of it are very sidling and other parts are narrowed by traffic signs, culverts or willows. This, along with competition with road snow removal operations and having to cross plowed driveways, could make trail grooming challenging at times.

Additionally, ‘riding in a road ditch’ is not normally an expected or desired experience when snowmobiling in Colorado, unless it is a ‘last resort’ to obtain access to services. If someone wants to

ride road ditches, they can go to the Midwest; we'd prefer our Colorado trails take advantage of our wonderful forests and mountains and avoid road ditches whenever possible.

5. **FORB Proposal/Eliminate over 20 miles of current snowmobile trail routes:** This proposal is simply unacceptable since it would eliminate important existing access to National Forest lands. This would result in more concentrated use on the remaining trail system which would ultimately overburden its capabilities and diminish the recreational experience.

This proposal would also create new issues with trespass onto private property. Since there are a lot of private lands between Steamboat Lake State Park (the only parking for snowmobilers proposed by FORB) and the National Forest, these newly created conflicts could potentially become immense.

Since this proposal was not reached through any collaborative process – and since it would significantly benefit one special interest group at significant expense to many others – it should be summarily dismissed from further consideration in this planning process.

6. **New Proposal/By-Pass Route to the west and north around Columbine:** This potential route came out of follow-up discussions CSA had with RPR following the July 25th field trip. The intent of this new proposed route would be to avoid private property within Columbine while locating the snowmobile trail by-pass farther away from Columbine Meadows, while also trying to minimize infringement upon property owners who have built close to the east side of Columbine.

The proposed route for this 'west by-pass' is shown in Figure 1: the blue dashed line depicts a very general route for this new proposal, while the red dashed line shows the Forest-proposed route. It would connect to the proposed Trilby Flats parking lot on the south and to the Forest-proposed new parking lot along NFSR 550 on the north. The route would follow the west RCR 129 road ditch north from Trilby Flats for a short distance and then work its way around the west and north sides of Columbine private property on National Forest lands. The route would cross RCR 129 and NFSR 550 in the vicinity of the existing Columbine parking lot. From the gravel pit area it would parallel 550 east and north (similar to what was proposed by Jim Linville on the field trip) to a point where it would connect with the Forest-proposed route near the new parking lot.

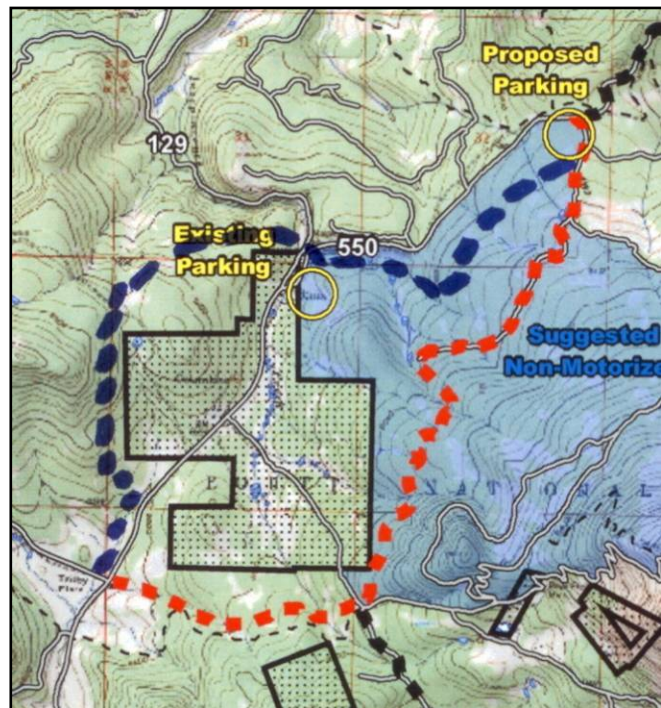


Figure 1: Blue line shows potential 'west by-pass'

Topography of this route is similar to the topography of the Forest-proposed route. Therefore we believe this route warrants further investigation and consideration as this planning process moves forward.

SUGGESTED NON-MOTORIZED AREAS

1. **Forest and FORB-Proposed/Columbine Meadows vicinity:** The ‘Suggested Non-Motorized’ area proposed in both the Forest Service Proposed Action and the FORB Proposal is too large and takes in terrain which should be left ‘open’ so as to not create new, unintended issues with Columbine landowners. Specifically, the entire area west of the Forest-proposed trail route (everything between the proposed trail route on the east, and NFSR 550 and Columbine private property on the west) should NOT be designated a ‘suggested non-motorized’ area. Many Columbine landowners are also snowmobilers, and since ‘suggested’ use will not preclude them from coming and going from their property across the proposed ‘blue area,’ their tracks to and from and their property would likely raise issues from both baseless ‘complaints’ about their tracks violating suggested use, as well as issues arising from other snowmobilers following their tracks off the designated trail onto their private property, i.e. trespassing.

The area most intended to be ‘protected’ by this suggested use designation is to the east of the proposed trail route – specifically Columbine Meadows and slopes on Hahn’s Peak – so it would still be set aside if the west portion is removed from any designation which is considered.

While local snowmobilers are trying to respect this area favored by skiers, we believe that the designation of any suggested or mandatory ‘non-motorized only’ use zone in this area is likely contrary to the intent of the Routt National Forest Land and Resource Management Plan. The Forest Plan designated these lands as Management Area 5.11 – General Forest and Rangelands, which favors multiple use recreation versus encouraging managers to favor non-motorized recreation over motorized recreation. Therefore, while we can respect the intent, any action to restrict uses may actually be improper.

2. **FORB-Proposed/Everything west of RCR 129:** The Purpose and Need for this project states: “The purpose of the proposal is to maintain groomed and marked snowmobile trail access and connectivity from Steamboat Lake State Park to the Routt National Forest area north of Columbine and to improve access to parking on NFS lands away from residential areas.” This part of the FORB Proposal fails to meet these criteria since it has nothing to do with ‘maintaining trail access and connectivity’ from SLSP to the Forest or ‘improving parking’ on Forest lands away from residential areas. Therefore it should be rejected and dismissed from further consideration during this planning process.

Since this FORB proposal would close thousands of acres of lands currently shared by many different multiple uses, it is highly improper to slip such a significant action into this unrelated project. Such onerous decisions as to whether or not close public lands to certain uses should only be considered through separate, formal travel planning processes since outcomes could potentially affect many different interest groups. Consequently this is a second reason why this proposal should be rejected and dismissed from further consideration during this planning process.

This proposal would unreasonably eliminate access for many who currently snowmobile through and beyond the proposed closure area since it provides access to snowmobile trails in the Craig area, as well as backcountry snowmobiling areas far beyond the RCR 129 access point. This continued connectivity to Craig is particularly important since ‘connectivity’ is a prime consideration for State Parks as they make snowmobile trail funding decisions. Additionally a large number of backcountry skiers and snowboarders use snowmobiles to reach sites within the proposed closure area, so their recreational experience would be unnecessarily eliminated. These activities currently co-exist quite well within this area – based on many years of collaborative efforts – so this proposal should not be allowed to circumvent years of hard work to benefit a few who refuse to share these public lands.

Finally, the Routt National Forest Land and Resource Management Plan designated these lands as either Management Area 5.11 – General Forest and Rangelands or Management Area 5.13 – Forest Products. The management prescriptions for these areas favor multiple use recreation and do not promote exclusive or limited use management favoring non-motorized recreation over motorized recreation. It is simply improper for FORB to continue advocating for ‘non-motorized only’ use zones in this area of the Forest, particularly through this process.

Thank you for the opportunity to comment on this project which is vital to continued snowmobiling access in the North Routt area. We look forward to continue working with you and your staff to help reach reasonable solutions for this important project. If you have any questions or need additional information, feel free to contact either myself at 719-658-2221 or kukuk@gojade.org , or our consultant, Kim Raap, at 605-371-9799 or Trailswork@aol.com .

Sincerely,



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Cc: CSA Board of Directors
Steamboat Lake Snow Club
Routt Powder Riders
Tom Metsa