## Lyons, Johanna

**From:** Mike Ouellet <mike.r.ouellet@gmail.com>
**Sent:** Friday, June 5, 2026 10:57 AM
**To:** Lyons, Johanna
**Subject:** Fwd: FW: Trails

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The New Hampshire House of Representatives
107 North Main Street
Concord, NH 03301

Ms. Lyons,

After understanding some of the discussion at the last month's Headwater meeting, I agree the Hall Stream bypass is a great idea. But I also think Alexa Way should stay open. As an experienced rider, I disagree that it is dangerous, it is for more experienced riders. I think both should be open and Alexa Way be signed as an expert trail with cautions. This is the way the Diamond Peaks Trail in Colebrook has been handled and promoted for many years. There is a large group of riders that do enjoy technical trails. It adds a feature that will attract more riders to the North Country boosting the economy and adding to the North Country experience.

I hope you will take this into consideration. Thank you.

Representative Mike Ouellet
Coos District 3
Colebrook

Chairman Commission to Study OHRV Use in New Hampshire.

Coös County Commissioners' Office
P.O. Box 310
West Stewartstown, N.H. 03597

June 2, 2026

Adam J. Crepeau
Interim Commissioner
NH Department of Natural and Cultural Resources
172 Pembroke Road
Concord, NH 03301

Re: 2024-2028 Public Access and Recreation Management Plan

Sent Via email: Johanna.Lyons@dncr.nh.gov.

Dear Commissioner:

At the meeting of the Connecticut Lakes Headwaters Citizens Committee on May 22, 2026, the Bureau of Trails and Great North Woods Trail Riders proposed designating the Hall Stream Crossover as the designated ATV route instead of Alexa Way. The Board of Commissioners is very supportive of this change and believes that Alexa Way should remain open too.

We appreciate your consideration.

Sincerely,

Thomas M Brady
Thomas M Brady (Jun 2, 2026 21:20:22 EDT)

Raymond Gorman
Raymond Gorman (Jun 2, 2026 16:23:31 EDT)

Robert Theberge
Robert Theberge (Jun 3, 2026 05:56:12 EDT)

Thomas M.Brady

Raymond Gorman

Robert Théberge

## Lyons, Johanna

**From:** Warren Chase <wechase63@hotmail.com>
**Sent:** Tuesday, June 2, 2026 8:36 PM
**To:** Lyons, Johanna; Dianne Matott-President Great North Woods Riders ATV Club Inc, The
**Subject:** Alexa Way and Hall Stream crossover ATV use

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I have been the Trail Administrator for the Great North Woods Riders ATV Club for twenty-five years. I am completely in favor of relocating the ATV corridor trail back onto the Hall Stream connector road, as it was initially. The Club did not ask for Alexa Way and had no prior knowledge of or input into its construction. Alexa Way is not suitable to be a corridor trail used by many riders of varying skill and experience. It is difficult to maintain. It allows very poor access for emergency personnel. Personally, I traveled it once and swore I would never go back. The Hall Stream connector road should once again be the designated ATV corridor trail. Thank you.
Warren E. Chase
Pittsburg NH

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

## Lyons, Johanna

**From:** Jodi Gilbert <jodi@bearrockadventures.com>
**Sent:** Wednesday, June 3, 2026 8:09 AM
**To:** Lyons, Johanna
**Subject:** Public Comment on Halls Stream Connector Re-Opening

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**Dear Ms. Lyons,**

My name is Jodi Gilbert, and I am writing to express my support for the proposed amendment to the 2024–2028 Public Access and Recreation Management Plan that would relocate the designated ATV trail from Alexa Way back to the Hall Stream Crossover.

I am connected to this issue as local resident and club member, and I have followed the evolution of trail management on the CLH property since the original 2012 plan.

### Support for the Proposed Change

I support the proposal to re-designate the Hall Stream Crossover as the primary ATV route for several reasons:

- **Trail Maintenance Challenges** — Alexa Way has proven difficult for the Bureau of Trails and the Great North Woods Trail Riders to maintain. Its terrain and conditions require frequent work and create long-term sustainability concerns.
- **Rider Safety and Accessibility** — Alexa Way is a challenging route for many riders. Returning to the Hall Stream Crossover would provide a safer, more accessible experience for a wider range of skill levels, especially since it functions as a main corridor forcing all traffic over it.
- **Consistency With the Original Plan** — The Hall Stream Crossover was the originally designated ATV route in the 2012 Public Access and Recreation Management Plan. Restoring it aligns with the long-term vision for the property.
- **Landowner Collaboration** — The landowner's willingness to work with state agencies and clubs to establish temporary alternatives if closures occur demonstrates a responsible and cooperative approach to trail management.

### Broader Benefits

Re-establishing the Hall Stream Crossover as the designated ATV route supports:

- **Improved long-term trail sustainability**
- **Reduced maintenance burden on clubs and state agencies**

- **Enhanced rider experience and safety**
- **Continued respect for landowner preferences and property management goals**

## Conclusion

For these reasons, I respectfully urge the Division of Parks and Recreation to adopt the proposed amendment and designate the Hall Stream Crossover as the official main ATV corridor.

Thank you for your time, consideration, and continued commitment to responsible recreation management on the CLH property.

**Sincerely,** Jodi Gilbert

Stewartstown, NH

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Virus-free.www.avg.com

## Lyons, Johanna

**From:** chris fitzgerald <flatlander563@gmail.com>
**Sent:** Monday, May 25, 2026 12:39 PM
**To:** Lyons, Johanna
**Subject:** Added atv trails on indian stream west and hall stream conn.

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Hello, I own a camp on the upper part of Hall stream.
We have a lot of concerns about the atv's riding on these roads. We have a few friends who have camps on indian stream after mile marker 7. We visit often and the road is horrible 90% of the time do to the atv riding. It takes a long time to get down the road because of the conditions they leave. This is also our way out to town .

This area was open for a short time before as they were working on Alexa way. The road was torn up and riders going well over the 25 mph aloud speed limit. This road is not a straight road a as indian stream. A lot of hills/ curves which leaves potenial for a serious collision w vehicles/ log trucks).
I undstand there was a conversation that they would fix the roads before bird hunting season. Which leaves the whole summer with the roads a mess.
As for camp owners, sitting on a porch or having windows open is not an option with the dust the machines make.
As a taxpayer and customer to Pittsburg businesses we contribute a lot to the economy as well.

I am not anti Atv, I ride myself, but their are plenty of trails for them. Why do they need to use roads specified for cars and trucks when they should be off road in the trails?

I bought a camp specifically on that side to avoid ATVs.
I would think fixing or re- routing the trail on alexa way would be the more sensable route to do.
Thank you,
Chris Fitzgerald.

## Lyons, Johanna

**From:** Nicole Fitzgerald <nicolegfitzgerald@gmail.com>
**Sent:** Monday, May 25, 2026 12:21 PM
**To:** Lyons, Johanna
**Subject:** 4-wheeler trail

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Good Afternoon,

I am writing to express strong opposition to the proposal to open the cross over road to 4-wheeler traffic. While recreational tourism is important to the region, this particular change raises serious concerns regarding public safety, road accessibility, and the overall impact on camp owners and residents who rely on these roads to get to their camps.

First and foremost, safety is the primary concern. 4-wheelers frequently travel at excessive speeds, particularly around blind corners and narrow stretches of roadway. We have seen this first hand even though speed limits are clearly posted. This creates dangerous conditions not only for the wildlife, but especially for logging trucks and heavy equipment that regularly utilize these roads. Logging trucks require significant stopping distance and limited maneuverability, and a collision involving speeding recreational vehicles could have catastrophic consequences.

In addition, lease owners and camp owners in the area invest heavily in the community through taxes, lease payments, maintenance, and year-round support of local businesses. Many rely on these roads as their primary means of safely getting in and out of town during the allowed seasons. Increased 4-wheeler traffic would create congestion, unsafe driving conditions, noise pollution and unnecessary difficulty for those property owners who have long shared and respected the use of these roads.

Camp owners also contribute meaningful economic support to the Town of Pittsburg. They pay property taxes and lease fees while consistently patronizing local stores, restaurants, fuel stations, contractors, and service providers. Their ongoing contributions provide much-needed revenue and stability to the community, just as recreational visitors do. However, opening the new trail in this manner risks negatively affecting the very residents and leaseholders who have maintained a long-standing commitment to the town and its economy.

For these reasons — including public safety concerns, the risks posed to logging operations, the impact on leaseholders and camp owners, and the potential disruption to road access and quality of life for wildlife — we oppose opening the road to 4-wheeler traffic.

Thank you for the opportunity to express myself.

Sincerely,

Nicole Guinard

## Lyons, Johanna

**From:** Timothy Cramer <timmaple1990@gmail.com>
**Sent:** Tuesday, May 26, 2026 7:16 AM
**To:** Lyons, Johanna
**Subject:** crossover trail

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Hello. I am writing to express my concern on reopening the cross over trail from Indian Stream West to Halls Stream. My brother and I have a camp at 3806 Hall Stream Rd. I am very much opposed to the opening of the trail again. I remember vividly how bad the road got when it was open before. The corners will be all stone and material will be all pushed to the outside corners and will be very rough to drive over with a vehicle. My wife drives a Ford escape and will probably not be able to drive in anymore. In the past when it was open we had to use 4 wheel drive to get over the road with pickups and cars were out of the question.It was a very rough road. Impossible to pull a trailer in because of clearance issues. Also the stones create more flat tire problems. Not to mention the safety issues from meeting atv's that are on the wrong side of the road and traveling way too fast. I remember more than one close call. The atv operators DO NOT follow the speed limits and it can't be patrolled every minute. The dust is crazy and blocks drivers' vision. and the new camp on the east end will not be able to sit outside because the dust will be so bad. We all pay our lease that gets more expensive as time goes on and we should not have these battles to get to our camps. it is not what we signed up for. Please consider a different route if Alexa Way can't be fixed to be safe.
Thank you for hearing me out.
Tim Cramer
603-448-8478 if you have further questions

## Lyons, Johanna

**From:** Chris Barbiasz <CBarbiasz@tds.net>
**Sent:** Monday, June 1, 2026 12:08 PM
**To:** Lyons, Johanna
**Subject:** New ATV/OHRV Trail on West Side Indian Stream and Hall Stream Crossover

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Hi Johanna,

I wanted to express my **Opposition to any ATV trail expansion**. We have owned and still own a camp on E. Branch Rd (off Indian Stream) since 1988.

The ATV clubs are always trying to expand, doing so a little bit at a time. They have plenty of trails now. What about the hikers, fly fishermen, and those of us who simply enjoy the peace and quiet? Indian Stream Road gets torn up right up to the 8-mile mark from ATV use and no one seems to care.

Thank you,

Chris

**Chris Barbiasz**
222 North Road
Temple, NH 03084
603-554-0451

## Lyons, Johanna

**From:** Noreen Kilbride <npkilbride@gmail.com>
**Sent:** Thursday, June 4, 2026 2:28 PM
**To:** Lyons, Johanna
**Subject:** Comment on ATV use of Hall Stream Crossover Road

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Dear Johanna Lyons,

I am a longtime user of the roads on the CT Lakes Headwaters property - with my car, sometimes on a bicycle and sometimes walking. I oppose any new use of the road system for ATVs/OHRVs - including the proposed addition of the West Side Indian Stream Rd, Hall Stream Crossover Rd and Hall Stream Rd.

My reasoning is very simple - ATVs/OHRVs wreck the roads for all other users. It is particularly problematic for people that just have a car and not a heavy duty truck. If this new use for ATVs is allowed, I will no longer be able to use those roads because the damage to the roads from ATVs/OHRVs would destroy my car tires and suspension system. ATVs and OHRVs should not share the same roads as autos because the road surface gets destroyed quickly and the maintenance to fix the roads takes years and we are left with roads unsuitable for cars and very rough even for trucks.

Please do not allow this additional CT Lakes Headwaters road ATV use.

Thank you,
Noreen Kilbride

Rob Bennett

Thank you for the opportunity to provide input on the proposed amendment to designate the Hall Stream Crossover as the primary ATV route.

I, Robert Bennett, am a long-term leaseholder of a cabin in the CLH property area, located at 2966 Hall Stream Road (RLU2677051). I respectfully oppose the proposed change to shift ATV traffic from Alexa Way to the Hall Stream Crossover trail.

While I understand the maintenance challenges associated with the private and public sector regarding Alexa Way, relocating the primary ATV route to Hall Stream Crossover, (which would designate all public funds to maintain), introduces significant concerns regarding noise, environmental impact, vehicle and pedestrian SAFETY and both long and short-term road sustainability. One of the defining qualities of this area that I and my neighbors enjoy, is its quiet, natural character. Increased ATV traffic along the Hall Stream corridor would materially alter that experience for leaseholders and visitors. Studies conducted in similar forest recreation areas, including those by the U.S. Forest Service, have shown that motorized trail noise can carry over long distances in wooded terrain, often exceeding 70–80 dB at the source and remaining clearly audible well beyond the immediate trail vicinity. This level of persistent noise from dawn to dusk daily, can disrupt both wildlife patterns and the peaceful enjoyment of nearby properties.

Additionally, the Hall Stream Crossover is not exclusively an ATV trail but is also used by automobiles. Introducing increased ATV traffic onto a shared-use roadway raises legitimate safety concerns. Differences in vehicle speed, visibility, and operator protection create inherent risks, particularly on narrow or winding forest roads where sightlines are limited. Similar mixed-use trail systems in northern New England have reported increased incidents and near-misses when ATV and passenger vehicle traffic are combined without clear separation or controls.

From both trail sustainability and land stewardship perspectives, the proposal shifts ATV use onto a corridor that may be ill-suited for increased traffic without addressing underlying issues of trail design, capacity, and maintenance. Similar cases in regions like Maine and northern New Hampshire show that redirecting use to lower-traffic routes often accelerate degradation—erosion, rutting,

widening, and sediment runoff—especially without a defined and funded maintenance plan. If Alexa Way is already difficult to maintain, that points to engineering or drainage deficiencies that should be corrected rather than transferring the burden to another corridor likely to face the same or worse impacts. Basically, in short, ATV's degrade roads and trails at an accelerated rate.

Of particular concern is the ongoing effort in this region to support and protect ruffed grouse populations. These birds depend on relatively undisturbed early successional forest habitats, and increased motorized traffic can negatively affect their behavior, breeding success, and habitat use, current and ongoing research on Hall Stream Road from state wildlife agencies has shown that frequent human disturbance, including off-road vehicle use, can reduce grouse nesting success and cause displacement from otherwise suitable habitat. Expanding ATV use, noise, dust pollution on a daily basis will undermine these conservation efforts and diminish the ecological value of the area.

In summary, my concerns are fourfold: increased and intrusive noise affecting the character of the area, heightened safety risks from mixing ATV and automobile traffic on the same roadway, a high likelihood of trail degradation due to concentrated use without sufficient maintenance planning and potential harm to ruffed grouse habitat and ongoing conservation efforts. For these reasons, I urge decision makers to reconsider the proposed designation change and instead explore solutions that address maintenance challenges without shifting the burden onto another sensitive and multi-use corridor.

Thank you for your time and thoughtful consideration of these concerns.