

**From:** [Tory Taylor](#)  
**To:** [FS-travel-comments-rocky-mountain-shoshone](#)  
**Subject:** Comments SNF Proposed Travel Management.  
**Date:** Saturday, June 04, 2016 1:02:17 PM

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Shoshone National Forest - Following are my comments regarding the SNF travel management plan proposed action. It is critical that the SNF implement a travel management plan as soon as possible. All forest users, including motorized recreationists, will benefit by knowing the rules. I am concerned about creating new and additional trails and loop routes when the Forest Service has problems with enforcing the current number of motorized trails on the SNF. If the Forest Service cannot properly manage its existing trail system, why make new trails and loop roads? Also, during the development of the SNF travel plan, each trail and road should be evaluated for its best season and dates of use. Many roads and motorized trails are being opened too early in the spring, causing erosion, water quality, and wintering wildlife displacement problems. Spring horn hunting seems to be an ever increasing problem that reflects poorly on all ATV users. Horn hunters are a unique forest user group that needs special consideration and additional thought during the travel plan process.

I avoid many areas on the Wind River District because of the number of motorized roads and trails. Many areas simply do not need me adding to the motorized masses. This is OK because I understand there is a need for motorized recreation, and I have non-motorized places on the forest to visit. However, I do not wish to increasingly sacrifice my enjoyment of public lands because of the creation of more and more motorized roads and trails, both legal and illegal.

Regarding winter use, I enjoy snowshoe and cross-country ski travel. I have witnessed the enthusiastic response during recent winters by non-motorized recreationists because of the grooming at Deception Creek. The saying "If you build it, they will come" certainly applies to this area. Are there other opportunities for similar grooming and non-motorized recreation?

Most of my comments concern the proposed Bachelor Creek to the Moon Lake area loop (WR-11). I am familiar with the history of hiking, horse, and both authorized and unauthorized motorized trails in the Moon Lake, Grassy Lake, Bachelor Creek, and Salt Barrel Park area. I have witnessed much of the area change from horse trails to considerable illegal motorized use. If the WR -11 proposed loop is adopted in the SNF travel plan, there must be mitigation measures put into place in order to reduce or off-set impacts to other forest resources.

1) Enforcement. Without adequate enforcement, penalties, and motorized trail signing, the SNF travel plan is meaningless. If the SNF cannot enforce its motorized trail rules, the number of motorized trails should be reduced until enforcement can keep pace with use. It is imperative that motorized trails be clearly signed as open and unauthorized motorized trails be clearly marked as closed. In many places, closed roads need to be physically blocked with rocks or metal gates. As with Wyoming state motorized trails, rules should be posted that motorized roads and trails NOT marked open should be considered

closed. Just yesterday as I was riding horses with friends at the Helen Lookingbill site on Bear Creek, I saw two fiber "road closed" signs snapped off at ground level and many fresh, muddy ATV tracks driving over the ignored signs. This is another example where closed trail signs were destroyed in order to pretend trails are open. ALL SNF ROADS AND TRAILS MUST BE MARKED OPEN OR ELSE CONSIDERED TO BE CLOSED.

2) Wet meadows, Creek Crossings, Mud, Erosion. The proposed loop route (WR-11) on Bachelor Creek and the Grassy Lake area is fraught with boggy, wet places. Also there is one live stream crossing. Trails should be routed in timber and around meadows. Seasonal restrictions may be needed during the spring and early summer. On-going monitoring of soil erosion and water quality as well as compliance must be part of the travel plan.

3) RARE 2. A SNF map showed the proposed (WR-11) Bachelor Creek to Moon Lake loop slicing in half a RARE 2 area. In order to mitigate the loss of RARE 2 lands, the segment of existing motorized trail and road from the forest boundary on Lime Kiln Creek, through Salt Barrel Park, and to the junction of the new loop from Bachelor Creek near Grassy Lake must be physically closed, not just signed. The closure of this segment of motorized road and trail would balance motorized recreation with other forest uses such as non-motorized recreation and wildlife habitat.

Thank you for this opportunity to participate in the management of public lands. Tory Taylor, Dubois.

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