

From: [Salzmann, Kristie L -FS](#)
To: [Robertson, Robert N -FS](#); [Metzger, Rick -FS](#); [Schacht, Steven -FS](#); [Stresser, Susan R -FS](#); [Alexander, Joseph G -FS](#); [Troxel, Olga -FS](#)
Subject: FW: Shoshone National Forest Travel Management Plan
Date: Tuesday, September 15, 2015 8:09:03 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Sharing for your information.



Kristie Salzmann
Public Affairs Officer
Forest Service
Shoshone National Forest

p: 307-578-5232

ksalzmann@fs.fed.us

808 Meadow Lane Avenue

Cody, WY 82414

www.fs.fed.us



Caring for the land and serving people

From: CTVA Action Committee [mailto:ctva_action@q.com]
Sent: Monday, September 14, 2015 6:57 PM
To: Salzmann, Kristie L -FS
Cc: ctva_action@q.com
Subject: Shoshone National Forest Travel Management Plan

CAPITAL TRAIL VEHICLE ASSOCIATION (CTVA)

***P.O. Box 5295
Helena, MT 59604-5295***

September 14, 2015

Kristie Salzmann
Shoshone National Forest
808 Meadow Lane Avenue
Cody, WY 82414

Re: Shoshone National Forest Travel Management Plan

Dear Travel Management Team,

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 Shoshone National Forest Travel Management Plan. We enjoy riding our OHVs on primitive trails and roads in the Shoshone National Forest. All multiple-use land managed by the Forest Service provides a significant source of these OHV recreational opportunities. We are passionate about OHV recreation for the following reasons:

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.

Acknowledged Responsibilities of Motorized Visitors

- 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.

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.

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 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. Multiple-use visitors also include physically challenged visitors including the elderly and veterans who must use wheeled vehicles to visit public lands. 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.

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 the Forest Service a Pro-Recreation alternative that provides additional motorized recreational opportunity in order to meet today's needs and the needs of tomorrow.

CTVA believes the agency should develop travel management strategies as a solution to mitigate our access concerns and that those should be included in the forest plan revision process:

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ML 3 Roads to Trails - Reclassify ML3 roads to ML2 roads. Reclassify ML2 road to motorized trails or manage appropriate ML2 roads as "roads managed as trails." Manage appropriate ML1 roads as "motorized trails."

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ML 2 Roads to Trails - Convert "roads-to-single track trails" or "roads-to-motorized trails less than 50 inches in width" and "roads managed as motorized trails greater than 50 inches in width" as a tool to help the agency achieve its budget objectives while still providing a substantive and high quality recreational route network.

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Single Track Trails - 2005 Forest Service Travel Management Rule (TMR) Subpart B planning efforts in the Western States resulted in the loss of many, if not most, of our historic single-track motorcycle trails. Historic and legal motorized single-track opportunities such as enduro trails, old pack-mule/mining or pioneer trails were eliminated from consideration due to inadequate determination and analysis by the Agency.

During those early planning efforts, agency representatives promised the OHV community that once these initial "foundational" route networks were established and codified that they would work with the users to either bring some of these historic single-track opportunities

"back onto the system" or construct new engineered single-track system trails.

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CTVA believes that a strategy should be developed to replace the lost single-track experience. Retention or enhancement of high quality single-track dirt-bike trails is no different than keeping or enhancing "quiet" single-track hiking, equestrian, and mountain-bike trails.

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Wet Weather Closures - Any TMR-based wet weather closure strategy should allow for native surfaced trails and roads to be open when soil conditions/lack-of-rainfall permits. If a wet weather closure is needed, the implementing Forest Order should be for the shortest period of time rather than a longer time period. In NEPA, it is always easier to extend a short closure versus repealing a longer closure.

Mitigate Trail Impacts from Non-Recreation Projects - The impacts from non-recreation projects often include obliteration of the trail or removal of water control structures such as rolling dips and catch basins. Those soil erosion measures can often cost \$15,000 to \$20,000/mile to install (or replace). Other sections such as at-risk species, water quality, and ecosystems have the same recreation mitigation deficiencies. CTVA recommends that "trail mitigation" guidelines be added to relevant non-recreation projects.

We are looking forward to a reasonable Pro-Recreation plan for the Shoshone National Forest Travel Management Plan.

Thank you for considering our comments.

Sincerely,

/s/ CTVA Action Committee on behalf of our 137 members and their families and friends
Capital Trail Vehicle Association (CTVA)^[1]
P.O. Box 5295
Helena, MT 59604-5295

Contacts:

Dave Koch, President CTVA
Doug Abelin
Ken Salo

at
at
at



^[1] CTVA is also a member of Montana Trail Vehicle Riders Association (mtvra.com), Blue Ribbon Coalition (sharetrails.org), and New Mexico Off highway Vehicle Alliance (nmohva.org),. Individual memberships in the American Motorcycle Association (ama-cycle.org), Citizens for Balanced Use (citizensforbalanceduse.com), Families for Outdoor Recreation (ffor.org), Montana 4X4 Association, Inc. (m4x4a.org), Montana Multiple Use Association (montanamua.org), Snowmobile Alliance of Western States (snowmobile-alliance.org), Treasure State Alliance, and United Four Wheel Drive Association (ufwda.org)

