

Bill & Sue Lyke

From: "Bill & Sue Lyke" [REDACTED]
Date: Thursday, June 30, 2016 5:22 AM
To: <TravelManagementComments@fs.fed.us>
Cc: "Bill Lyke" [REDACTED]; "Bruce Fauskee" [REDACTED] "Howard Sanders"
 [REDACTED] "Dale & Carol Olson" [REDACTED]
Subject: Travel Management Comments

Shoshone National Forest
 Attn: Mr. Rob Robertson
 333 East Main St.
 Lander, Wyoming 82528

Shoshone Back Country Horsemen Comments on the Travel Management Proposal.

First, we would like to express our appreciation for the effort the Forest Service has put into the process to date. Reconciling the desires of many different user groups can't be an easy thing to accomplish and we want to thank you for all you do. As you know, the Back Country Horsemen is a non-motorized trails advocacy organization. As such, our position MUST favor policy that promotes equestrian and pedestrian use. The fact is, motorized and non-motorized use is to a large extent, incompatible. The pedestrians amongst us seek tranquility and strive to enjoy the outdoors leaving little or no sign of passage. Motorized use can only detract from that experience simply by its presence, but you know all that.

We applaud Mr. Alexander's statement that the North Zone will remain a back country forest, but feel that some of the proposals are inconsistent with that goal. Forest wide, the suggestion that illegal roads be legitimized to allow access to dispersed camp sites reward illegal behavior and encourages creeping motorization. (NZ-27,NZ-34,NZ-36,NZ-37,NZ-38,NZ-39,NZ-40)

The proposals to increase motorized mileage into current Roadless areas is also inconsistent with stated goals, invalidates usage boundaries and encourages additional motorization in the future. Beem Gulch (NZ-19) is a case in point. We would prefer that the road be closed at the current summer non-motorized boundary. The northern most extension of the line creek (NZ-01) proposal also appears to violate the summer non-motorized boundary. If the Line Creek proposal is allowed, we ask for a seasonal closure to be applied to protect spring calving areas and migration routes.

We support the seasonal closure of the Phelps Mountain access road(NZ-43). We feel the opening date should be set back to mid to late August to accommodate Grizzly Bear use of scree slopes to feed on Cutworm Moths.

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We support the closure of the Sulpher Creek road(NZ-23). There have been many instances of trespass in the past and we believe that this closure will tend to decrease congestion as far away as Little Sunlight trailhead.

The Twin Lakes/Gooseberry area (NZ-14) is already heavily used by ATV's. Creating new roads will increase congestion and require additional enforcement effort. If this area is developed further than is current, we ask that if illegal use occurs, the area be closed for resource protection.

The natural world is slipping away. Shoshone Forests North Zone is one of a few areas that still retains that uniqueness that caused it to be named the first forest reserve, and is famously known as a horse forest. Motorsports enthusiasts enjoy access to most of the Bighorn Mountains, much of the Shoshone South Zone and with few exceptions, all of the adjacent BLM administered lands in the Basin. Although the proposals that favor motorsports appear modest, we know that if granted, they will not be satiated. Their current requests are just the beginning of an ongoing process to convert our public lands to their purpose.

Respectfully Submitted,
Bill Lyke, President
Shoshone Back Country Horsemen



6/30/2016