

Robertson, Robert N -FS

From: Roger's Sport Center <rsc@tritel.net>
Sent: Friday, July 22, 2016 5:40 PM
To: FS-travel-comments-rocky-mountain-shoshone
Cc: Stresser, Susan R -FS; Alexander, Joseph G -FS; BRIAN STOTT; [REDACTED]
Subject: Travel Management Comments
Attachments: beam gulch.docx; Dick Creek.docx; gooseberry.docx; Grass creek.docx; gwynn fork.docx; line creek 2.docx; line creek.docx; little rock creek.docx; Morrison comment.docx; NZ-36-40.docx; sulphur creek.docx; sweetwater comment.docx; wood river.docx

Hello travel management team,

I would like to comment on the current travel management proposals. I would first like to comment on the process as a whole. I know that the SNF staff has worked hard on this, and it is a daunting process. I am an avid outdoorsman, [REDACTED] [REDACTED] I enjoy both motorized and non-motorized recreational opportunities on the SNF. I also use National Forests in other areas, other states, and Canada. I have seen how different Forests manage motorized use. I see how some are very friendly to it, and some are not. Whether any particular forest is or is not pro motorized should not be the basis for how well the motorized use is managed on that particular forest. That being said, the SNF is very obviously not a motorized friendly forest. I understand very well the back country benefits of the SNF. However this does not mean that the SNF should not manage the small portion that is open to motorized travel, and manage it for a high end experience. I know that the current management team is coming into this forest, after many years of no motorized management. You have a lot of work ahead of you just to catch back up, much less move forward. The policy for many years was if a road needed work, or anyone complained about it, the SNF closed it. With the growing number of motorized enthusiasts using the SNF, we cannot afford to continue with that management practice. We need to disperse the use as much as possible so that no one area is impacted to the point that it is not sustainable. There are a lot of resources that SNF can draw from to address the issues that you are facing. I hope that you will make use of these resources, and attempt to manage this part of the SNF in a proactive manner. The Wyoming State Parks and Trails has funding and man power available to the SNF. There are various off road groups that have attempted to enter into a partnership with the SNF to carry some of the maintenance load, and trail hosting duties. I would like to see the SNF take advantage of these organizations in the future.

One of the glaring problems that I see is that the SNF wants to have consistent seasonal closures across the forest. Unfortunately this does not work for most of the users of the forest. Things like moving the opening of the Beartooth lake road, and the Island lake road from May 21st to June 1st. This date was May 21st so that in low snow years those roads could open prior to Memorial day. Also closing roads like beam gulch, and corral creek, both of which seldom see enough snow that you cannot get up them, there has been historic use of these roads all winter for many years for access to hunt, trap, and just generally to access the SNF. The list of new seasonal closures is a long one. All of these seasonal closures are lost access for users of the SNF in the winter. The Rattlesnake road for example, I know that some people would like to close this to OHV during the horn hunting season. SNF is using travel management to do this. I use this road in a responsible manner all winter to hunt coyotes, and as an access point to snowshoe into the backcountry. I feel as though I am losing my privileges on the SNF because of a small percentage of the users. It seems to me that many of the issues on the SNF would be best addressed by an increase in law enforcement presence instead of road closures. I would suggest that the SNF take into account the Memorial Day and Labor Day Holidays as well as the spring bear season when looking at seasonal closures, as these are important to a lot of SNF users, and local people in general.

I would also like to see the SNF develop some areas that our youth can ride in the forest. I would suggest the Pilot creek and Ghost creek gravel pits as open youth riding areas. They both have camping areas tied to them, so families could go there and camp, and allow their youth to ride in a small area, while the parents supervise. We also need to have some of the routes classified as roads changed to trails with no width restrictions, so we can access them as families. Some

examples of routes that are very well suited for this are upper sunlight, Morrison jeep trail, saw tooth lake, as well as some of the routes in the gooseberry, grass creek and wood river areas.

I would like to add that I do not want to have roads and trails all over the SNF, however we need to maintain and keep what we have available to us today, and add a few miles where it is allowed, and generally manage this as a trail system with a high level experience for the user. As we all know the SNF has a lot of restrictions already in place to protect its back country heritage. We do not need to add restrictions on top of what is in place. And we do not need to put such seasonal restrictions in place that people cannot get out and recreate in the winter, and especially in the spring. Motorized users deserve the same level of management as non-motorized users. They deserve the same amount of effort from the SNF to see that there is a sustainable trail system that families can recreate on, just like the non-motorized community can. Please see my attached comments for each proposal.

Thank you for your time and consideration,

Dustin Rosencranse