

From: [Kevin Broderick](#)
To: [FS-travel-comments-rocky-mountain-shoshone](#)
Subject: Shoshone Travel Plan
Date: Tuesday, July 26, 2016 3:42:08 PM

To whom it may concern:

I'm writing with comments regarding the proposed updates to the Shoshone Travel Management Plan.

First, I strongly oppose the proposed motorized-use season dates, particularly in the vicinity of the Beartooth Pass (US 212). These areas are utilized because they are readily accessible once the road opens in late May, and the proposed season dates would preclude any overlap in wheeled access to the pass with motorized over-the-snow travel in the vicinity. As a Red Lodge resident and an avid skier (17 days since the pass opened this spring, all but two of which involved Shoshone NF; with those remaining two being just this side of the state line in Custer-Gallatin NF), I have not once felt that the presence of motorized users on the pass was in any way inappropriate or detrimental. At times I may be jealous of their ability to get in more skiing or access terrain that's further from the roadway, but I also recognize that there are a multitude of places near here where they cannot go, both physically and legally, where I could choose to go under my own power if sharing with motorized users was a problem. Yes, they create noise, but the noise from the limited number of over-the-snow vehicles I encountered over this time period was dwarfed by the noise impact of the wheeled vehicles on the highway (some of which—particularly motorcycles of a certain domestic make—certainly seem to be exceeding federal standard for exhaust noise).

As far as impact to wildlife, I am not aware of any research indicating that motorized users provide greater impact to wildlife than non-motorized users, only the opposite (that cross-country skiers are far more distracting to wildlife than snowmachines given that snowmachines warn the wildlife of their approach).

If there is a necessary reason to impose season dates, I'd strongly support dates that recognized historic use patterns and snow totals, which would certainly extend through at least June 15.

Second, I strongly support efforts to add loop trails for wheeled motorized use. Being able to ride a minimally maintained loop through national forest lands is a unique experience not available in many places in the Shoshone or neighboring national forests, due to the combination of topographical realities and special designations (particularly the huge amount of designated Wilderness and WSA).

Third, I support recognizing Sublette Pass trail as a winter motorized route.

Fourth, I support proposal NZ-4w to add a previously discussed trail connecting the Painter Store (and services) to trail A.

Fifth, I do support restricting over-snow motorized travel to sufficient snow depth as long as allowance is made for the hugely varying snowdepths in certain areas of the forest due to various factors (aspect, elevation, ground type, rock size, etc); in areas with more boulders, where a situation Warren Miller famously described as "six feet of snow and seven feet of rocks" may exist.

Thank you,
Kevin Broderick

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Kevin Broderick

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