

From: Willam Lanning [REDACTED]
Sent: Thursday, December 07, 2017 11:23 AM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Shoshone National Forest Travel Management – Revised Proposed Action comments

Please accept and incorporate my comment as follow to the revised proposed action. Thank you.

December 7, 2017

Shoshone National Forest
Attn: Acting Forest Supervisor
808 Meadow Lane Avenue
Cody, WY 82414

RE: Shoshone National Forest Travel Management – Revised Proposed Action comments

Dear Acting Supervisor:

I am a member of the Snow Explorers/Altitude Off-Road club in Sublette County and am the District 13 Director for the Wyoming State Snowmobile Association (WSSA). I submit the following comments regarding the Shoshone National Forest travel management plan's Revised Proposed Action (PA).

Proposed Width Restriction on Groomed Snowmobile Trails

I support the revision to 'Prohibit tracked over snow vehicles wider than untracked 64" wheelbases from using groomed snowmobile trails,' so long as large side-by-side UTVs will be allowed – recognizing that a 64" wheelbase UTV will be 9" or 12" wider (73" to 76" total width) when equipped with a track conversion kit.

Proposed Motorized Use Period 'Zone' Boundaries

I am 100 percent opposed to the proposed Low Elevation and High Elevation use period 'zone boundaries' and hereby request the Shoshone NF provide any verifiable documented science that was used to develop this ill-conceived and totally illogical recommendation. Basing land use restrictions based on premise or the whims of staff cannot be allowed in such far reaching land use decisions. Just because one National Forest has included such decision in their plan does not mean it is right. Seasonal use restriction such as this must be based on documented proof that over-the-snow (OSV) before or after some arbitrary date has caused irreparable harm or damage to the environment. Lacking such definitive documentation, this restriction must be removed

from the draft plan. That premise is total nonsense and the thought of managing winter travel by high and low elevation zones should be abandoned.

For additional information on OSV use periods I hereby refer to and incorporate by reference the comment letter submitted by the Wyoming State Snowmobile Avocation signed by WSSA President Taylor Jones.

Thank you for the opportunity to comment on the travel management plan.

Bill Lanning

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