

From: [REDACTED] on behalf of Grant Barnard
[REDACTED]
Sent: Saturday, December 02, 2017 4:03 PM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

I am a cross country and backcountry skier, and have recreated in the northern Wyoming mountains near the Montana border for over 20 years. I have seen the areas on Beartooth Pass get highly impacted by a rush of backcountry skiers and snowmobilers to the point where glory hogs endanger others by driving fast and close to others.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest, and draft a plan that will minimize conflict between non-motorized uses (like skiing) and motorized uses like snowmobiles and tracked vehicles.

I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 1 and end April 30, with an extended spring season on the Beartooth Plateau that ends May 15... before the road opens Memorial Day weekend. This longer Beartooth season allows snowmobilers to continue riding on the plateau for much of the spring yet respects the longstanding tradition of human-powered spring skiing in the Beartooths once the road opens and protects the fragile tundra on the plateau as the snow melts. Other (more confusing) restrictions could be offered, but signage and variety of areas open or closed are not practical in that wide open terrain.

Speaking of the Beartooths, I am concerned about the Shoshone's proposal to designate the entire High Lakes Wilderness Study Area as open to over-snow vehicle use. The Forest Service is required to manage this area to maintain the wilderness character that existed when the area was designated as a WSA (in 1984) and can only allow snowmobile use in the "manner and extent" that occurred at that time. Snowmobiles are far more powerful machines today than they were in the early '80's and travel much further, in all conditions, than they did back then. To comply with the Wyoming Wilderness Act, you should limit the spatial extent of where snowmobiles can go within the WSA - keeping use near the designated trail network.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you,

Sincerely,
Grant Barnard

[REDACTED]
[REDACTED]

From: Julia Fairbank [REDACTED]
Sent: Thursday, November 30, 2017 6:49 PM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Comment on Shoshone Natl Forest Winter travel plan

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As an avid backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. I am particularly concerned about Togwotee Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

To minimize conflict between skiers and snowmobilers on Togwotee I support keeping the area around the cross-country ski trails that DART grooms non-motorized (while continuing to allow administrative OSV use for grooming purposes). These cross-country ski trails provide a quiet recreation opportunity that is valued by Dubois residents and not designating this area for OSV use will protect the grooming efforts. I also suggest that the Shoshone work with Togwotee Backcountry Alliance to develop educational materials to help minimize conflicts between different uses on Togwotee in areas such as Two Oceans and East Angle Mountain.

I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 1 and end April 30, with possibly an extended spring season on the Beartooth plateau.

Speaking of the Beartooths, I am concerned about the Shoshone's proposal to designate the entire High Lakes Wilderness Study Area as open to over-snow vehicle use. The Forest Service is required to manage this area to maintain the wilderness character that existed when the area was designated as a WSA (in 1984) and can only allow snowmobile use in the "manner and extent" that occurred at that time. Snowmobiles are far more powerful machines today than they were in the early '80's and travel much further, in all conditions, than they did back then. To comply with the Wyoming Wilderness Act you should limit the spatial extent of where snowmobiles can go within the WSA - keeping use near the designated trail network.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you,

Julia Fairbank



From: [REDACTED] on behalf of Mark Polakoff

Sent: Thursday, November 30, 2017 5:54 PM

To: FS-travel-comments-rocky-mountain-shoshone

Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. These areas are Togwotee Pass and the Beartooth Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

To minimize conflict between skiers and snowmobilers on Togwotee I support keeping the area around the cross-country ski trails that DART grooms non-motorized (while continuing to allow administrative OSV use for grooming purposes). These cross-country ski trails provide a quiet recreation opportunity that is valued by Dubois residents and not designating this area for OSV use will protect the grooming efforts. I also suggest that the Shoshone work with Togwotee Backcountry Alliance to develop educational materials to help minimize conflicts between different uses on Togwotee.

I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 1 and end April 30, with an extended spring season on the Beartooth plateau that ends May 15. This longer Beartooth season allows snowmobilers to continue riding on the plateau for much of the spring yet respects the longstanding tradition of human-powered spring skiing in the Beartooths once the road opens and protects the fragile tundra on the plateau as the snow melts.

Speaking of the Beartooths, I am concerned about the Shoshone's proposal to designate the entire High Lakes Wilderness Study Area as open to over-snow vehicle use. The Forest Service is required to manage this area to maintain the wilderness character that existed when the area was designated as a WSA (in 1984) and can only allow snowmobile use in the "manner and extent" that occurred at that time. Snowmobiles are far more powerful machines today than they were in the early '80's and travel much

further, in all conditions, than they did back then. To comply with the Wyoming Wilderness Act you should limit the spatial extent of where snowmobiles can go within the WSA - keeping use near the designated trail network.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you,

Sincerely,
Mark Polakoff

[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Tina Bello
[REDACTED]
Sent: Thursday, November 30, 2017 1:20 PM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. These areas are Togwotee Pass and the Beartooth Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

To minimize conflict between skiers and snowmobilers on Togwotee I support keeping the area around the cross-country ski trails that DART grooms non-motorized (while continuing to allow administrative OSV use for grooming purposes). These cross-country ski trails provide a quiet recreation opportunity that is valued by Dubois and other Wyoming residents and not designating this area for OSV use will protect the grooming efforts. I also suggest that the Shoshone work with Togwotee Backcountry Alliance to develop educational materials to help minimize conflicts between different uses on Togwotee. I would support expanding the area to include some trails on the Brooks lake side of the highway, including some terrain that would allow for snowmobile-free backcountry skiing.

Since backcountry and cross-country skiers are usually limited to an area within a couple of miles of the road, I would appreciate to have some of this terrain snowmobile-free, possibly with access corridors to areas further out, where skiers are less likely to wander to. Two Ocean Mountain, Breccia, Sublette and Pinnacle could be backcountry ski areas, snowmobile free.

I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 15 and end April 15, with an extended spring season on the Beartooth plateau that ends May 1. This longer Beartooth season allows snowmobilers to continue riding on the plateau for much of the spring yet

respects the longstanding tradition of human-powered spring skiing in the Beartooths once the road opens and protects the fragile tundra on the plateau as the snow melts.

Speaking of the Beartooths, I am concerned about the Shoshone's proposal to designate the entire High Lakes Wilderness Study Area as open to over-snow vehicle use. The Forest Service is required to manage this area to maintain the wilderness character that existed when the area was designated as a WSA (in 1984) and can only allow snowmobile use in the "manner and extent" that occurred at that time. Snowmobiles are far more powerful machines today than they were in the early '80's and travel much further, in all conditions, than they did back then. To comply with the Wyoming Wilderness Act you should limit the spatial extent of where snowmobiles can go within the WSA - keeping use near the designated trail network.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you, Tina Bello

Sincerely,

[REDACTED]
[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Mike Bostick
[REDACTED]
Sent: Thursday, November 30, 2017 12:10 PM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Shoshone National Forest travel management plan--comments

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. These areas are Togwotee Pass and the Beartooth Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

To minimize conflict between skiers and snowmobilers on Togwotee I support keeping the area around the cross-country ski trails that DART grooms non-motorized (while continuing to allow administrative OSV use for grooming purposes). These cross-country ski trails provide a quiet recreation opportunity that is valued by Dubois residents and not designating this area for OSV use will protect the grooming efforts. I also suggest that the Shoshone work with Togwotee Backcountry Alliance to develop educational materials to help minimize conflicts between different uses on Togwotee.

I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 1 and end April 30, with an extended spring season on the Beartooth plateau that ends May 15. This longer Beartooth season allows snowmobilers to continue riding on the plateau for much of the spring yet respects the longstanding tradition of human-powered spring skiing in the Beartooths once the road opens and protects the fragile tundra on the plateau as the snow melts.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you,

Sincerely,
Mike Bostick

[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Ian Jones
[REDACTED]
Sent: Thursday, November 30, 2017 11:43 AM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. These areas are Togwotee Pass and the Beartooth Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

To minimize conflict between skiers and snowmobilers on Togwotee I support keeping the area around the cross-country ski trails that DART grooms non-motorized (while continuing to allow administrative OSV use for grooming purposes). These cross-country ski trails provide a quiet recreation opportunity that is valued by Dubois residents and not designating this area for OSV use will protect the grooming efforts. I also suggest that the Shoshone work with Togwotee Backcountry Alliance to develop educational materials to help minimize conflicts between different uses on Togwotee.

I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 1 and end April 30, with an extended spring season on the Beartooth plateau that ends May 15. This longer Beartooth season allows snowmobilers to continue riding on the plateau for much of the spring yet respects the longstanding tradition of human-powered spring skiing in the Beartooths once the road opens and protects the fragile tundra on the plateau as the snow melts.

Speaking of the Beartooths, I am concerned about the Shoshone's proposal to designate the entire High Lakes Wilderness Study Area as open to over-snow vehicle use. The Forest Service is required to manage this area to maintain the wilderness character that existed when the area was designated as a WSA (in 1984) and can only allow snowmobile use in the "manner and extent" that occurred at that time. Snowmobiles are far more powerful machines today than they were in the early '80's and travel much

further, in all conditions, than they did back then. To comply with the Wyoming Wilderness Act you should limit the spatial extent of where snowmobiles can go within the WSA - keeping use near the designated trail network.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you,

Sincerely,
Ian Jones

[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Devon Calvin
[REDACTED]
Sent: Thursday, November 30, 2017 11:41 AM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. These areas are Togwotee Pass and the Beartooth Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

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I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 1 and end April 30, with an extended spring season on the Beartooth plateau that ends May 15. This longer Beartooth season allows snowmobilers to continue riding on the plateau for much of the spring yet respects the longstanding tradition of human-powered spring skiing in the Beartooths once the road opens and protects the fragile tundra on the plateau as the snow melts.

Speaking of the Beartooths, I am concerned about the Shoshone's proposal to designate the entire High Lakes Wilderness Study Area as open to over-snow vehicle use. The Forest Service is required to manage this area to maintain the wilderness character that existed when the area was designated as a WSA (in 1984) and can only allow snowmobile use in the "manner and extent" that occurred at that time. Snowmobiles are far more powerful machines today than they were in the early '80's and travel much

further, in all conditions, than they did back then. To comply with the Wyoming Wilderness Act you should limit the spatial extent of where snowmobiles can go within the WSA - keeping use near the designated trail network.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you,

Sincerely,
Devon Calvin

[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Katherine Strong
[REDACTED]
Sent: Thursday, November 30, 2017 11:30 AM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. These areas are Togwotee Pass and the Beartooth Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

To minimize conflict between skiers and snowmobilers on Togwotee I support keeping the area around the cross-country ski trails that DART grooms non-motorized (while continuing to allow administrative OSV use for grooming purposes). These cross-country ski trails provide a quiet recreation opportunity that is valued by Dubois residents and not designating this area for OSV use will protect the grooming efforts. I also suggest that the Shoshone work with Togwotee Backcountry Alliance to develop educational materials to help minimize conflicts between different uses on Togwotee.

I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 1 and end April 30, with an extended spring season on the Beartooth plateau that ends May 15. This longer Beartooth season allows snowmobilers to continue riding on the plateau for much of the spring yet respects the longstanding tradition of human-powered spring skiing in the Beartooths once the road opens and protects the fragile tundra on the plateau as the snow melts.

Speaking of the Beartooths, I am concerned about the Shoshone's proposal to designate the entire High Lakes Wilderness Study Area as open to over-snow vehicle use. The Forest Service is required to manage this area to maintain the wilderness character that existed when the area was designated as a WSA (in 1984) and can only allow snowmobile use in the "manner and extent" that occurred at that time. Snowmobiles are far more powerful machines today than they were in the early '80's and travel much

further, in all conditions, than they did back then. To comply with the Wyoming Wilderness Act you should limit the spatial extent of where snowmobiles can go within the WSA - keeping use near the designated trail network.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you,

Sincerely,
Katherine Strong

[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Josh Johnson

Sent: Thursday, November 30, 2017 10:32 AM

To: FS-travel-comments-rocky-mountain-shoshone

Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. These areas are Togwotee Pass and the Beartooth Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

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Thank you,

Sincerely,
Josh Johnson

[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Eric Oliver

Sent: Thursday, November 30, 2017 9:15 AM

To: FS-travel-comments-rocky-mountain-shoshone

Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

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Thank you,

Sincerely,
Eric Oliver

[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Anthony Pavkovich

Sent: Wednesday, November 29, 2017 5:33 PM

To: FS-travel-comments-rocky-mountain-shoshone

Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

Thank you for the opportunity to provide feedback on the proposed action that the Shoshone National Forest has developed for it's winter travel plan. As a backcountry skier, I am particularly interested in over-snow vehicle travel planning and that is the aspect of the proposed action that I am providing comment on here.

As the Shoshone develops it's winter travel plan I hope that the Forest Service will consider how non-motorized winter recreationists use the forest and draft a plan that will minimize conflict between non-motorized uses like skiing and motorized uses like snowmobiling. Although much of the Shoshone is mountainous, snowy, and wild there are actually only a couple of places on the forest that have the magic combination of snow, terrain, and accessibility that backcountry skiers seek for our everyday adventures. These areas are Togwotee Pass and the Beartooth Pass. Other areas of the forest provide excellent skiing as well, but those more remote places generally require more time and effort to access, or have less reliable snow, making them less popular with the majority of the backcountry ski community.

To minimize conflict between skiers and snowmobilers on Togwotee I support keeping the area around the cross-country ski trails that DART grooms non-motorized (while continuing to allow administrative OSV use for grooming purposes). These cross-country ski trails provide a quiet recreation opportunity that is valued by Dubois residents and not designating this area for OSV use will protect the grooming efforts. I also suggest that the Shoshone work with Togwotee Backcountry Alliance to develop educational materials to help minimize conflicts between different uses on Togwotee.

I support the Shoshone's proposal to set season dates for snowmobile use. However, the dates as proposed are variable and confusing. For consistency, I recommend that the OSV season across the forest start on December 1 and end April 30, with an extended spring season on the Beartooth plateau that ends May 15. This longer Beartooth season allows snowmobilers to continue riding on the plateau for much of the spring yet respects the longstanding tradition of human-powered spring skiing in the Beartooths once the road opens and protects the fragile tundra on the plateau as the snow melts.

Speaking of the Beartooths, I am concerned about the Shoshone's proposal to designate the entire High Lakes Wilderness Study Area as open to over-snow vehicle use. The Forest Service is required to manage this area to maintain the wilderness character that existed when the area was designated as a WSA (in 1984) and can only allow snowmobile use in the "manner and extent" that occurred at that time. Snowmobiles are far more powerful machines today than they were in the early '80's and travel much

further, in all conditions, than they did back then. To comply with the Wyoming Wilderness Act you should limit the spatial extent of where snowmobiles can go within the WSA - keeping use near the designated trail network.

I applaud the Shoshone for writing a winter travel plan. This is an opportunity to proactively manage winter recreation use on the forest - striking a balance between providing ample quality motorized recreation opportunities with those for non-motorized uses like skiing, and ensuring that forest resources are protected in the process.

Thank you,

Sincerely,
Anthony Pavkovich

████████████████████
████████████████████

████████████████████

From: [REDACTED] on behalf of John Eisen
[REDACTED]
Sent: Wednesday, November 29, 2017 5:00 PM
To: FS-travel-comments-rocky-mountain-shoshone
Subject: Commenting on Shoshone National Forest travel management

Dear Rob Robertson,

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Thank you,
John and Terry Eisen

Sincerely,
John Eisen
