

Shoshone National Forest
808 Meadow Lane Ave
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Travel Management Plan

Thanks for allowing people and groups to be heard for the upcoming travel planning on the Shoshone National Forest. I would like to make a couple of comments to start before I make any recommendations to the travel plans.

As a person who has been fully engaged in both the forest revision and the travel management plan, it has become very apparent that the services inability to get things done right the first time creates a process that is very unfair to the public. Every time we have to start over with the process whether it be the forest revision and or the travel management plans interest diminishes and valuable input from the public dies. When the process of something as important as a travel management plan starts up again we feel like you ramrod your thoughts and your personal ideas down our throats. Also, it feels like the forest service's personal agendas play a bigger role when you place the services ideas in front of us first rather than listening first and then coming back to us. With all the inefficiencies in the both the Travel Management and the Forest Revisions I Personally am still trying to figure out how your department became the professionals in the first place.

Secondly I think that it is very unfair for the travel management plan to be an effective tool for adequate access to our lands when the prior forest revision handcuffs the public and your department from making changes that is significant enough to actually show we are having an impact. As an example the RARE II destinations and its impacts on viable routes and I will use the following as a specific example: "Our past loop trail from Indian Point to Dutch Oven Springs off of Horse Creek Road. This was a joint effort between the Forest Service in the Wind River District and the ATV club of Dubois, to rejuvenate a viable loop tour. It was very effective and still could be as it utilized the use of old jeep routes that were created in the 40's. There was only one creek crossing and it was a great opportunity for fishermen, hunters, and UTVs and disable people. It was closed and the number one reason I heard was because of "Elk Calving Grounds" which I think is very questionable. Why wasn't a seasonal closer explored? I believe this route should be reinstated in spite of the RARE designation.

Lastly, when our biggest part of our travel is done on the forest roads and the shape that most of them are currently in, what makes any decisions or planning you put forth relevant? When we come out of winter and we have problems like we had on Burroughs creek road why there isn't emergency money to get the problems fixed? Instead our ranger just slams up a road closed sign...problem solved! Let's just stay on Burroughs creek now as an example. Talk about resource damage, there hasn't been a single thing done to that road in forever or most of our roads in forever. There are stretches where you are literally driving through mini lakes right in the middle of the road. Next let's talk about Wild Cat loop. This past summer our ranger hired a contractor with a mini hoe to fix the road. He put in so many water bars essentially destroying what little of the road that was left. The water bars are so deep that unless you have a jacked up truck with 36" wheels it's almost impassable. And to top it off the water is still running down the middle of the road from one water bar to the next ruining the road. Also while the contractor was there he never fixed the lakes that are in the middle of that road. This district has so many inefficiencies it's pathetic. What about the slash piles that sits in the woods for 3+ years and never gets burned? Just Horrible. When I go to other forests and I will use the Snowy Range as an example the roads are nice. They have gravel and get bladed. They have removed all of the trees next

to the roads so the trees are constantly falling into the routes and then they can be used for fire breaks as well. Why is it they have the money to do so many things and we don't, or maybe we do and it's just getting squandered in all the guys driving around in the trucks doing nothing but checking on the slash piles instead of burning them?

So with that being said I think that the most important things we need to adopt are as follows:

64" wide for all ATV routes. There should be no segregation between 50" width restriction and 64" There are very few 50" wide side by sides on the market and none of the Forest service's equipment is 50" wide...It makes no sense.

Has there been any cooperation between the Shoshone and the Bridger Teton for looping trails? If so what are they and why is there no mention of anything in the proposal? There are some very viable opportunities out there if there is some communication.

Snowmobiles should be allowed earlier than November 15th and should be allowed later at least until the end of May. My recommendation is no rules as there are times when snows come early and leaves late. The economics sledders have to Dubois is huge. Just this November we have had a great amount of business from the sledders because of the influx of snow. What about the seasons for trapping and lion hunters and how much over snow vehicles mean to them that time of year. Hunters rely on sleds some years too. I personally have ridden my sled on the 4th of July just for fun and it never hurt anything. If the Forest Service doesn't have the money to fix the existing roads then how do they have money to enforce seasonal closures of this type??? On a side note the ATV routes the people take care of the trails every spring but packing saws and cutting the downfall out.

The Indian Point to Dutch Oven Springs route needs to be reopened immediately in spite of what the revision did and or personal reasons from current or past administrators. It was a route prior to the forest revision and prior to any designations like wild and scenic or RARE. I am not sure how it meets that designation in the first place when there is an old airstrip at the base of the mountain along with a significant hunting camp on both sides. It is several miles from wilderness areas and is a critical loop route. A seasonal closure would address any issues the route might have with elk calving grounds.

There is a huge loop opportunity from Moccasin Basin Road (MT10) to Barbers Point road. The route already exists per the snowmobile trail and old roads. This would keep unlicensed side by sides off of the highway. There is also tons of opportunity from here to all of the Moccasin Basin and the link within the Bridger Teton. I am sure that seasonal closures would be necessary.

There is a huge opportunity from 732 to 542. The route is from old roads and was a viable route for years, and is also part of the snowmobile trail. It creates a great loop opportunity.

There is a route on Bachelor Creek from the Moon lake area to the Wildcat loop road. It needs to be labeled as such as a viable loop route. (MT14 to 554)

The whole entire "F" trail snowmobile route from Pelham Lake Road to Fish Lake should be an option. There is a route that was already there and it is still visible to this day.

There could be a route from the Brooks Lake Parking Area to the West Fork of Long Creek.

Access from Union Pass (263) to the old Fire Tower on Warm Springs Mountain absolutely needs to be reinstated. There are all kinds of roads that are basically held by private property owners because the only legitimate access is through the subdivisions. This is the peoples land it should be available. There is also a great opportunity for a loop here as well to the bottom of Warm Springs Canyon and then back up the other side to trail 528.2D

There is a huge opportunity for a loop on the Pelham lake road 540.1B to trout lake road via the snowmobile trail "F" MT15. The route is already there from old logging roads and an old jeep trail route.

All roads that are closed gate roads part of the inventory need to be opened and all roads labeled as "Admin" should be opened too. For example Barbers Point, Brent creek, Clint Creek, Red Creek, Enos Creek just to name a few. I personal don't see what they need to be labeled as Admin for in the first place. What gives the department the right to use the roads and not the people. These roads need to be open so that all users including firewood cutters especially so that they can get the forest cleaned up.

All Parking Areas that are gated need to be torn down. For example the Brooks Lake Parking Area. These types of parking areas should never be closed; They were paid for by tax payers dollars and they serve a need for a lot of different people. Why would you close them off? Its stupidity like this that makes me wonders.

The ideals of closing every single dead end opportunity need to stop! Just about every single one of these routes were created to for a hunting, fishing, and or hiking opportunity and may have opportunities for Firefighting and or emergency rescues. Every time your agency closes one a new rouge route is created to the same spot. These dead end roads allow people to spread out and reduce the overall impact to having everyone in one spot.

In closing I hope that you will consider all of these ideas. The Shoshone is one of the largest wilderness areas in the world, we have enough wilderness that doesn't get taken care of. The rest of the lands were intended for multiple use designations. It wasn't until the last forest revision did your agency make designations that have disallowed multiple uses on these lands which in my opinion the legality is questionable. Areas like the Dunior Special management are is just one area that was unjust. There are model T Fords and wood oven stoves laying in the woods and you call that wilderness. It should be a part of history for Dubois and access to it should be warranted. The Wind River district has some of the fewest opportunities for atv/utvs among all the districts. There are tons of opportunities that have very little impacts on the land but it's the attitudes of your department that rules. It's time to change the mentality. We need management not closing up the forest is the only way to manage the forest. You can be a part of the solutions instead of just pissing everyone off and being the biggest part of the problem.

Sincerely,



Rene Suda

