

**From:** john fraser [REDACTED]  
**Sent:** Sunday, December 10, 2017 2:20 PM  
**To:** FS-travel-comments-rocky-mountain-shoshone  
**Cc:** john fraser  
**Subject:** Shoshone National Forest Travel Mgmt Formal Comments

Re: Shoshone National Forest Travel Mgmt Formal Comments

Date: 12/10/2017

Following are my formal comments for the Shoshone National Forest Travel Management process. Significant strides have been made to meet the motorized recreational users concerns of needing looped trail opportunities and most importantly access for youth on motorized trails forest wide. The proposed action for the North Zone does not meet the needs of new looped trail opportunities and youth access with only (2) MT trails consisting of 16.1 total miles out of 355 total miles or 4.5% access for youth. The NZ did provide (1) approximately 2 mile motorized trail loop in the North Zone, discrepancy of incorrect (11) miles published in the scoping document. The Washakie district designated over 116 miles as roads as OHV trails for all vehicles and 17.5 miles of existing Motorized Trails for a total of 133.5 miles or 53% access of this district for youth. The Wind River district designated over 20 miles of their road system as OHV trails for all vehicles with 53 miles of MT existing for a total of 73 miles or 22% access of this district for youth. The North Zone has some excellent road systems utilized primarily as motorized trails in close proximity to a large population base. These areas are historical dispersed and formal camping areas that would be ideal for access for families camping and exploring on motorized vehicles with youth as defined in my comments below. [! formally request reports and explanations as to why the North Zone did not designate roads as OHV trails for all vehicles as proposed in prior comments throughout this complete process by Northwest Wyoming OHV Alliance members?](#)

SEASONAL CLOSURES: SNF has many new seasonal closures, as well as many modified dates to existing seasonal closures. It appears the proposed dates were selected to make the dates in each area consistent with each other.

- [Was this done to reduce USFS labor by not have to make multiple trips to the forest to open and close gates?](#)

If so, this does not take into consideration the different environments and uses of the individual areas.

Proposed concept does not consider:

- Loss of access to predator hunt all winter, loss of access to trap, to lion hunt, and to spring bear hunt. This also takes away the ability to manage these animals when they need it the most.
- Concentration of use in the spring on the remaining open roads. Use needs to dispersed as much as possible and keeping the roads open that have no resource issues accomplishes that.
- These closures, also limit over the snow use, as the majority of the forest is now closed to "off trail" over the snow travel, so we are limited to the open roads.

YOUTH OPPORTUNITY: SNF was directed to add youth opportunity. As mentioned above it does not appear SNF North has fulfilled this directive. [Why?](#)

- Anyone without a driver's license cannot operate an atv/utv on a forest road. This eliminates our youth from those roads.
- This can be resolved by adding roads to the trail system, as a dual use road/ trail.
- Open riding areas are also needed so please consider adding some open riding areas for youth (e.g. in retired gravel pits). Some possible opportunities include:
  - o Pilot Creek and Ghost Creek gravel pits are prime locations for this because they both have camping areas adjacent to them, and the Pilot creek area has new permanent toilet facilities, paid for by snowmobilers. These are ideal areas for our youth to learn to ride.

LOOP OPORTUNITIES: It does not appear SNF North have met the directive to add loop opportunities. Why was this directive not met?

NEW TRAILS: There was a directive to add new trail opportunities to the SNF. It appears that there was less than 50 miles net gain. Why so little?

- This is a growing sport. 85% of the use on the SNF is happening on less than 15% of the forest.

SPECIFIC ZONE COMMENTS:

- NZ01  
Fully support the MT trail designation for Youth. I Propose to designate roads 121 and 123 as Road to MT, Open to All to have a true looped trail opportunity for Youth. Therefore Youth can ride on all FS roads in this area making it easier for enforcement and a better experience.
- NZ01  
I DO NOT support closing this route unless you designate roads 121 and 123 as (Road to MT, Open to All) for youth and families. Concerns of closing gates, etc. expressed by the land owner can be resolved by using volunteer effort to provide cattle guards, etc. It will assist with compliance and consistency in this area with the new MT opportunities on this road system.
- NZ03  
Fully support the relocation of the gate uphill above the first set of switchbacks. I Propose to designate road 120 to the 119 road junction from Beartooth Hwy as MT, Open to All uses to allow youth riders to enjoy these spectacular views with their family.
- NZ07  
I support the designation change to MT but DO NOT support closing the remainder of the route as making it passable for MT 64" is significantly less work and grants are available for this work. The road in the campground needs to be designated as Road to MT, open to all for families camping with youth can ride from their camper up the new MT.
- NZ07 / NZ47  
I propose to designate Elk Fork road as Road open to MT, Open to All so that there is more opportunities for youth in this area since these roads are very close to each other in proximity.
- Please provide me the engineering analysis report for Cottonwood Creek existing Admin Road use as a 64" MT opportunity.
- NZ27  
I support the dispersed camping location and propose to designate all Wood River Area Roads 200,201... as Road open to MT, Open to All so that there is opportunity to camp with your family in the formal campgrounds or dispersed camping with youth on motorized vehicles. This is a historical mining area with amazing views that should be legal for all users.
- NZ27  
I propose to designate all of the Cross Country Ski trails as Motorized Trail 64" for summer recreation to allow for true looped trail opportunities in close proximity to dispersed camping and formal campgrounds in this historic area. Please provide the analysis as to why this opportunity was not fully investigated and report as to why it is not an option.
- NZ29

*I propose to designate Upper Sunlight Road 101 from Sunlight Campground to the end of Galena Pass and Sulphur Creek as Road open to MT, Open to All so that there is opportunity for families camping with your to experience these historical mining areas and spectacular views directly from their campground. It will also allow use of full size jeeps down to youth motorcycles to utilize this portion of the road system.*

- NZ34  
*I propose to designate all Rattlesnake Mtn Roads 401... as Road open to MT, Open to All so that there is opportunity to access these spectacular views in close proximity to Cody WY. It will also allow use of full size jeeps as well as youth on motorcycles and ATV to recreate together.*
- NZ40  
*I support the dispersed camping location and propose to designate all Carter Mtn Area Roads 474... as (Road open to MT, Open to All) so that there is opportunity to camp with your family in the dispersed camping areas with youth on motorized vehicles. This is a historical logging area with amazing views that should be legal for all users in close proximity to Cody WY and a high value recreational area with no access for motorized youth.*
- NZ45a / 45b  
*I support the addition of a new MT for 64" as NZ-45a and a loop on NZ-45b. I propose that existing road 483 and 483.1b be designated as (Road open to MT, Open to All) so that all roads in this area are consistent for motorized youth*

Thank you for the opportunity to review and comment on the Travel Management Plan. The Cody meeting was well organized and presented and very informative.

Respectfully submitted,

John Fraser

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Member of NWWYOHVA