

Shoshone National Forest Travel Management
Request for Public Input
Comment Form

Ranger District: Wind River

Comments on Current Proposals

1. Which proposal are you commenting on?

WR-09, WR-10 and WR-34 WR-34A and WR-34B

2. Provide comments below on the proposal: (continue on back if needed)

Please be specific and provide rationale for your position. In other words why do you like or dislike about the proposal.

I realize that most of WR-09 will not make the first cut because the proposal occurs in Management Area 3.3B and the following standards and guidelines apply: **MA3.3B-STAND-01; MA3.3B-GUIDE-02** . And in the small portions of Management Area 3.5B that this proposal falls in no wheeled motorized travel can occur on designated routes and no motorized trail construction can occur. I do favor that this proposal not be implemented based on forest plan direction. But I also don't want the motorized proponent's next attempt to place a wheeled motorized trail on the portion of the Continental Divide outside of these prescriptions to either the headwaters of Enos or Coyote Creek's closed road systems (proposals WR-34 and WR-34A or B) and make another connection to FSR 544 or FSR 544.1B. These two roads were closed in previous projects and the reasons for those closures in those NEPA decisions still apply today, even more importantly since the Purdy Fire. The parking area on FSR 544 at the junction of this road and FSR 534 to Fish Lake was created to provide a location for horse trailers to park and access the southern end of this non-motorized area on the closed section of FSR 544 in Enos Creek. Don't change that by putting another loop motorized trail thru either the Enos Creek or Coyote Creek drainages. Also those proposals would lower elk secure habitat in this great elk summer range. The motorized trail crowd already has the existing loop from FSR 532 up either FSR 544 and FSR 534 to Fish Lake and around Fish Lake Mountain to MT12 or up FSR 561 to MT12 and around Fish Lake Mountain going the other way. This also gets them up on the Continental Divide to travel it along Salt Ridge to Lake of the Woods to the Union Pass Road to form one huge loop. They could leave the Union Pass Road and travel on the motorized trail MT13 back to FSR 532 for a smaller but still large loop. And if the proposal WR-10 is implemented (which I would support as a compromise to not implementing WR-34 and WR-34 A or B), they would have 4 loops of varying lengths, scenery, terrain, challenges, and route surfaces. How many loops do they need in this particular area. Are we being overachievers in the first year of the new plan (At least three new, wheeled motorized trail loop opportunities are available. **(RDTR-OBJ-05)?** I believe this is a forest-wide objective and the proposals submitted in this first round include 19 loops just on the Wind River Ranger District. Granted many of these new loop proposals and the existing loops utilize both segments of motorized trails and segments of the forest systems roads to complete a loop. If we are concerned about the lack of just motorized trail loops, then too bad. That train left the station when forest system roads were enrolled as part of the ORV trail system.

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