

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-36

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.

It is interesting that not soon after the Forest Service posted signs in the Bald Mountain area on these user created routes off of the Geyser Creek road (FSR 545) this fall that this proposal was brought forward (likely by someone unaware that this was not a legal motorized route or one that continued to use it although they were aware that it wasn't open to motorized travel). If this proposal is implemented, what will stop the ATV users from traveling farther when they reach the wide open top? Where will they extend their insatiable desire to drive their OHVs to new places? Much of this illegal use on this route occurs during the late season elk hunt from November 1-30 and not just in OHVs, but in full size pickups. If travel on these routes including this one to the top of Bald Mountain was not occurring, this area would provide a relatively big chunk of elk secure habitat in elk yearlong habitat and during this late elk hunting season between the Geyser Creek road (FSR 545 and FSR 528) and the Wildcat Loop Road (FSR 554). I am 64 years old and would still be willing to hike into this area to hunt towards Bald Mountain, but not if I know that there is a chance that halfway up I am going to get passed by someone driving up this route illegally but I would be even less likely to spend effort hiking to this area to hunt if I know that it is open to motorized vehicles. I am not in favor of this proposal to make this route an open motorized trail to the top of Bald Mountain, however I have no idea how you will prevent motorized travel on this route since it starts in such a wide open area and is nearly impossible to physical barricade. However, since a portion of this proposal is on two track roads that were likely pioneered by full size vehicles, I could support a proposal that make a portion of the route open to motorized vehicles and that the end is not the top of Bald Mountain, its end is physically defined on the ground that cannot be breached, there is a place for vehicles to park and/or turn around, there is just one access, and there is a seasonal closure to wheeled motorized vehicles from April 1 thru May 31st on the Geyser Creek roads (FSR 545 and FSR 528) starting at the forest boundary above the Upper Little Warm Springs Subdivision (same as my proposed seasonal closure on the Wildcat Loop road (FSR 554) for the WR-03, WR-08, WR-11 and WR-28 proposals I commented on).

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