

From: [Salzmann, Kristie L -FS](#)
To: [Troxel, Olga -FS](#); [Stresser, Susan R -FS](#)
Subject: FW: travel management plan
Date: Friday, November 27, 2015 8:09:19 AM
Attachments: [image001.png](#)
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[image003.png](#)
[image004.png](#)



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Caring for the land and serving people

From: [REDACTED]
Sent: Thursday, November 26, 2015 11:02 AM
To: FS-shoshone forestplan; Salzmann, Kristie L -FS
Subject: travel management plan

To the Commissioners:

My congratulations to Commissioner Lee Livingston for standing up for wildlife habitat and non-motorized recreation on the Shoshone National Forest. We have enough motorized access to mountain scenery, as well as to BLM landscapes, without further encroaching on the remaining wildlife strongholds of the unroaded sections of the SNF. All scientific studies demonstrate how wildlife avoid roads and motorized trails. In effect what seems like a harmless “trail” can have a footprint of wildlife avoidance that is a mile or more wide, and however many miles long. Connecting two dead-end spurs to make a loop trail would greatly increase the traffic on existing trails. It’s not just a question of a few miles of

upgrading an old logging road; for wildlife it completely changes the safety factor of that tract of habitat.

In a country that has embraced the machine as thoroughly as we have, there need to be a few places left for wildlife and natural ecosystems, as well as for those people who seek silence and solace in wild places. From the human perspective our Wyoming landscapes seem vast. Yet from the perspective of creatures who live their entire lives seeking food and shelter in these mountains and plains, the landscape is fragmented and fraught with man-made hazards. Each species can only utilize certain habitats at certain times of year. Human encroachment diminishes the quantity and quality of habitat in ways we are only just beginning to understand. Seasonal wildlife travel corridors are a good example, where what seems like an insignificant amount of development can impact an entire migration route.

The Bighorn Mountains are an example where motorized travel has taken precedence over most other forms of recreation. I no longer enjoy camping in the Bighorns in the summer, on account of the constant noise and dust of ATVs. I am primarily a "front-country" person. I hike and ride horseback from easily accessible roads. The front country is also where ATV enthusiasts would like to increase motorized access. In the spirit of multiple use I believe there should be unroaded areas for foot and horseback recreation in the front country, as well as in the more remote, harder-to-access backcountry. The day hiker ought to be able to roam out of earshot of roads and motorized trails. Noise is very disruptive to humans as well as to wildlife. Silence is endangered.

For the sake of future generations of Park County residents and visitors, please do not support additional motorized access to the SNF. I realize that it is the Forest Service that will be creating the new Plan, but yours is part of the public opinion that they consider in their decision-making process. Roads (and people using roads) destroy habitat, it's that simple. Wildlife and untrammelled landscapes are our Wyoming treasure. They are also the sustainable basis of our tourism economy. We should be closing roads, not creating new ones.

Sincerely,
Linda Reynolds, [REDACTED]

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Connie Wilbert
Organizing Representative
[REDACTED]