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Organization:

Title:

Comments: Make a better plan to keep Shoshone National Forest wild

Dear Shoshone National Forest Supervisor Lisa Timchak,

Wilderness and National Parks should stop pushing further and further into the lands we set aside for wild life. It is no longer true wilderness when we intrude with our motorized vehicles and our human presence. We are in great danger of losing these last gems of real wilderness. Our noise and pollution ,that always follows us, is NOT preserving or conserving these few refuges of wilderness. I lived beside the boundaries of the Green Mountain National Forest in Vermont for 28 years. Our town restricted development on the ridges that border forest land and respected the protected areas. We fought development in black bear habitat that bordered the local ski resort. A solution was found to protect the bears and allow the resort to proceed with development to connect the two ski areas. This area is tiny compared the real wilderness here in the West, like Shoshone National Forest.

I have just moved to Montana and have yet to explore these amazing examples of true wilderness. Shoshone National Forest is an area I hope to visit, but I want to preserve all existing roadless areas. I want to know my government is following the concept behind the creation of these National Forests and Wilderness designations. I learned growing up, these Parks, Wilderness areas and public National Monuments were set aside to prevent development of roads and human access, to truly preserve these few wilderness areas for future generations of wildlife and the overall environment of the US. But we keep breaking our promises to our children and grandchildren. Your plans to extend roads into designated National Forest and Wilderness lands is another example of our disregard for the true purpose of US government past plans to conserve these last few gems of wilderness. Please reconsider the intrusion of roads for any motorized vehicles in Shoshone National Forest where the do not yet exist. We have restrained the Wilderness to small islands surrounded by human development. When do we stop? When?

I just hope I can visit Shoshone National Forest before you reduce it's Wilderness areas with roads. I want to experience the Forest and it's wildlife as a quiet observer, hiking in and respecting the space as forest habitat and not create a permanent presence of humans as roads will surely do. Please keep our designated Wilderness wild, don't renege on a long standing promise to the American people. Thank you.

Dear Supervisor Timchak,

Thank you for the opportunity to comment on the Shoshone National Forest Travel Management Plan's preliminary Environmental Assessment (EA). As an American, I am keenly interested in how Shoshone National Forest's public lands are managed.

The Shoshone National Forest, surrounding the eastern and southern sides of Yellowstone National Park and providing essential habitat for a myriad of wildlife species that live throughout the Greater Yellowstone Ecoregion, is a special forest with a unique wild character, and it should receive the best possible management. Unfortunately, I don't think the preliminary EA measures up to the high management standard that is needed, in

numerous ways.

Because of the unique location and wild character of the Shoshone National Forest, the Forest Service should prioritize protection of wildlife and critical wildlife habitat on the Shoshone, but I don't see that prioritization in this preliminary assessment. I see the potential for significant impacts to wildlife from existing and expanded motorized use, both winter and summer, and I do not see appropriate detailed analysis of those potential impacts in the EA. For example, grizzly bears as they emerge from hibernation likely will be impacted by late season snowmobiling and motorized snow biking in some areas that are open to motorized use. Ungulates with newborn calves may be significantly harmed by motorized use, both snow-based and land-based vehicles. All potential impacts to wildlife from motorized travel on the forest must be identified and appropriately analyzed, and that hasn't been adequately done in this EA.

Potential conflicts between motorized and non-motorized recreational users, both winter and summer, are not analyzed, and measures to avoid or minimize those impacts are not evaluated. Potential impacts of motorized use to riparian areas, wet meadows, steep hills with substantial erosion potential, or other resource-damaging problems are not adequately analyzed.

In light of the many obvious potential significant impacts to wildlife, conflicts between different types of recreation uses, and possible damage to natural resources, it is apparent that an EA is not sufficient. I therefore urge you to withdraw this inadequate EA and redo the necessary analyses of all potentially significant impacts in an Environmental Impact Statement.

Thank you.

Sincerely,

Nancy Burroughs

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