Data Submitted (UTC 11): 9/25/2020 4:05:45 PM
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Title:
Comments: Shoshone NF Travel Management Planning Project

Hello,

My name is Kyle Abrams and I've been a community member in lander for the last 3 years. I am an avid outdoorsmen and rock climber which is why I am commenting on the proposed TMP for Shoshone National Forrest. Having reviewed the proposed travel plans I want to use my voice to say no to Alternative 3 in regards to the TMP.
The reclassifying of many roads on the Shoshone National Forrest land to width restricted motorized vehicles will heavily restrict the types of traffic, and recreation that take place in the little po area, as well as place a physical and financial barrier in the way of people who have recreated on that land for years. Popular climbing area's as well as hikers, bikers, anglers etc's access will be severely limited. This, in both the short term and long term will economically damage the lander community and damage the relationship the forrest service has built with so many community stakeholders.

I am in favor of Alternative 2 with modifications which are as follows below from the WYO Climbers letter:

"We would like to see FR 326 designated as a non-width-restricted motorized trail open to all vehicles from the Young Mountain intersection out to the parking area of Wolf Point/Little Po. We are happy to encourage our constituents, along with other non-motorized recreationists, to pay for an annual OHV sticker (or something similar) to help support the maintenance of trails within the WY State Trails Program. We would also ask that seasonal restrictions be based upon conditions rather than strict, hard closures. We also ask that the 12" minimum snow cover rule for over-snow vehicle travel be removed, as this is unrealistic for much of the region and would restrict winter recreation in many areas. The potential exists for year-round recreation beyond the Pass Creek gate, allowing OSV travel when snow cover and ground conditions are amenable, perhaps through a modification similar to the gate at Bruce's or an alternate location of that gate to just beyond the Little Po stream crossing (left fork, FR 352). It is also possible that during drier years, conditions may be appropriate for motorized travel out to the Wolf Point (right fork, FR 326) and down to the stream crossing of the Little Po (left fork, FR 352) in March, April, and May, and we would welcome ongoing conversations about how these zones can be made more accessible to a variety of user groups during the spring. The Little Po region is an unparalleled outdoor treasure for climbers, anglers, hunters, and motorized recreationists alike, and every effort should be made to broaden its access window, especially into the prime spring months when conditions allow."

These public lands are important to all of us. When all community stakeholders are given a seat at the table, responsible management can and will be possible.

I appreciate you taking the time to read this letter,

Best,
Kyle Abrams