

Data Submitted (UTC 11): 11/18/2021 11:00:00 AM

First name: Ann

Last name: Harvey

Organization:

Title:

Comments: I oppose the creation and expansion of new motorized trails and motorized loops proposed in the Shoshone Travel Plan, particularly in the Wind River District. This part of the Forest already has significant maintenance and enforcement issues with the existing trail system. If the Forest can't care for the motorized trails that already exist, how are you going to take care of a significantly expanded system? The human population keeps growing, and the numbers of people who want to access wild public lands keeps growing. What isn't growing is the amount of wild public land. It's finite, and it's fragile. What's left needs to be protected, not developed for yet more human use. You can't keep trying to accommodate more and more users and still expect to retain the values the wildlands of the Shoshone National Forest provide. Among the most important of these values is wildlife habitat. The new motorized trails would have significant impacts on critical wildlife habitat bordering the Fitzpatrick Wilderness and in other areas. And it's a fact that many motorized users enjoy riding off-trail if they can get away with it, and building the new trails proposed in the Travel Plan is certain to lead to far more illegal off-trail use, causing more far-reaching impacts on wildlife habitat. How is the Forest Service going to prevent a proliferation of illegal motorized and mechanized trails leading out from the routes proposed in this Travel Plan? The new motorized summer trails would also bisect Inventoried Roadless Areas, leading to more habitat fragmentation and degradation. Roadless Areas should be kept roadless. I'm also very concerned about the winter travel plan, which extends the open over-snow vehicle season from Nov 1 to June 15. The Forest-wide snowmobiling season should not begin until after December 1 and should end at the end of March. The winter travel plan fails to protect the High Lakes Wilderness Study Area from excessive snowmobile use. The Wyoming Wilderness Act requires you to protect this Wilderness Study Area so as to preserve its wilderness character and its potential to become designated wilderness. Allowing increased snowmobile use absolutely violates this mandate. Specifically, I oppose these two new OHV routes/loop additions: 1. The Warm Springs Canyon additions (WR07,WR13). 2. Benchmark Roadless Area MT14 additions (WR03, WR90, WR11, WR78). Other areas that deserve permanent protection and closure to all mechanical use are the Clark Fork Wild and Scenic Corridor, the High Lakes Wilderness Study Area, and the Line Creek Plateau roadless area. All roadless areas should be kept roadless. No expansion of road or trail access should be permitted. Thank you for considering these comments.