

Shoshone National Forest


Travel Management Planning




What is Travel Management?




Why Travel Management Planning now?

- ▶ There were many comments from the public during the land management plan revision process expressing a desire to engage in travel management planning once the revision was completed.
 - ▶ Local and State cooperating agencies viewed TM as the highest priority to implement the new forest plan.
 - ▶ 2005 Travel Management Rule.
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2005 Travel Management Rule

- ▶ Effective December 9, 2005 (36 CFR Part 212 Travel Management).
 - ▶ National forests designate a *sustainable* system of roads, trails, and areas that are open for motor vehicle use with public involvement.
 - ▶ Has two components – summer and winter motorized.
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2005 Travel Management Rule

- ▶ Designation will include class of vehicle and, if appropriate, time of year for motor vehicle use.
 - ▶ Prohibits the use of motor vehicles off the designated system or outside the designated area.
 - ▶ Designation decisions made locally, with public input and in coordination with state, local, and tribal governments.
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2005 Travel Management Rule

- ▶ Our starting point is the existing Forest system of roads, trails, and areas currently open to each motor vehicle class.
- ▶ Designations will be shown on a motor vehicle use map (MVUM).

Primary concerns expressed during Forest Plan Revision

- ▶ Limited options on the Shoshone National Forest for OHVs – especially for loop trails.
 - ▶ Some feel there is too much motorized use.
 - ▶ OHV use is unenforced and causing resource damage.
 - ▶ Snowmobiling and over the snow vehicles.
 - Resource concerns
 - Not enough opportunities
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What will Travel Management Planning look like on the Shoshone National Forest?

- ▶ We will maintain the backcountry character of the Shoshone NF while enhancing recreational opportunities for motorized users.
- ▶ We will work together to find common ground between the interested parties.
- ▶ We will adhere to direction from the revised forest plan.



Accountability



Compliance issues

- ▶ Lack of compliance and accountability is resulting in resource damage.
- ▶ How can you help us with enforcement and accountability issues?
- ▶ There are plenty of successful models and examples of compliance and accountability on other national forests.


Enforcement

- ▶ Existing closures are often breached by OHVs.
- ▶ The Shoshone National Forest has 3 law enforcement officers; one on the South Zone and two on the North Zone.
- ▶ Fines do not always deter violators.




Illegal user-created trail

Enforcement Solution

- ▶ Successful enforcement will require all of us working together and all being a part of the solution.
 - ▶ We must all buy-in to the system if we are going to be part of the enforcement.
 - ▶ The Forest Service needs to lead the way and be accountable to enforce whatever plan we develop.
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What is your role?

- ▶ Attend field trips and share your knowledge of the area.
 - ▶ Express your concerns, and share your desires with the group.
 - ▶ Engage in the process of working collaboratively with other users to find common ground and develop win/win solutions.
 - ▶ Be part of the solution for enforcement and accountability of the final product.
 - ▶ Be a positive influence on the process rather than the anchor others will have to drag around.
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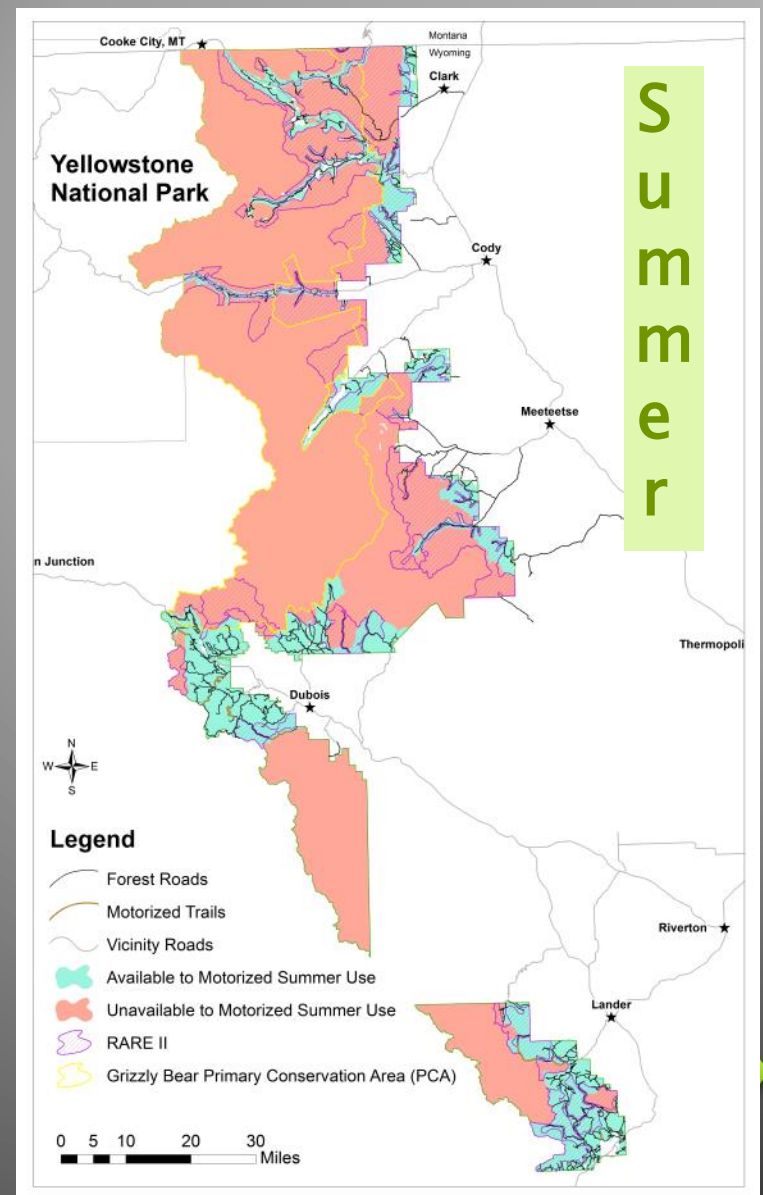
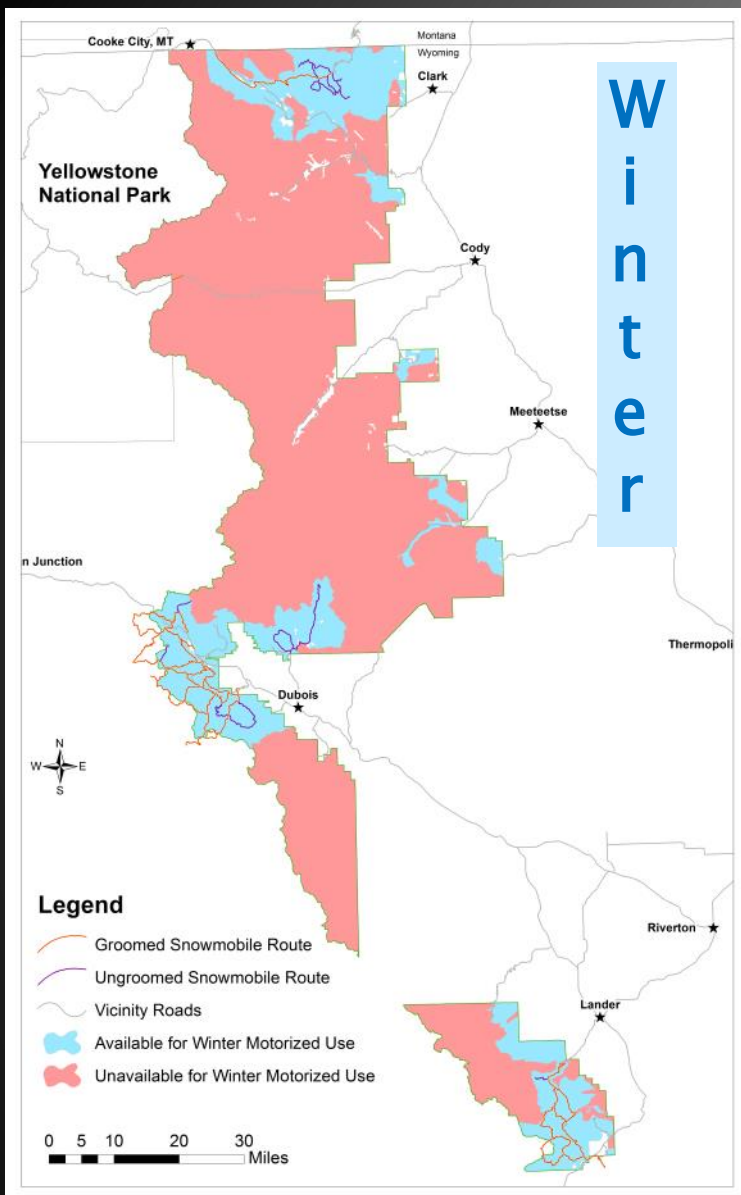
What is the Forest Service role?



- ▶ Shepherd the process from start to finish.
- ▶ Create the space for public involvement and encourage collaboration.
- ▶ Keeper of the process (meeting notes, administrative record, produce documents and analysis).
- ▶ Make the final decision.

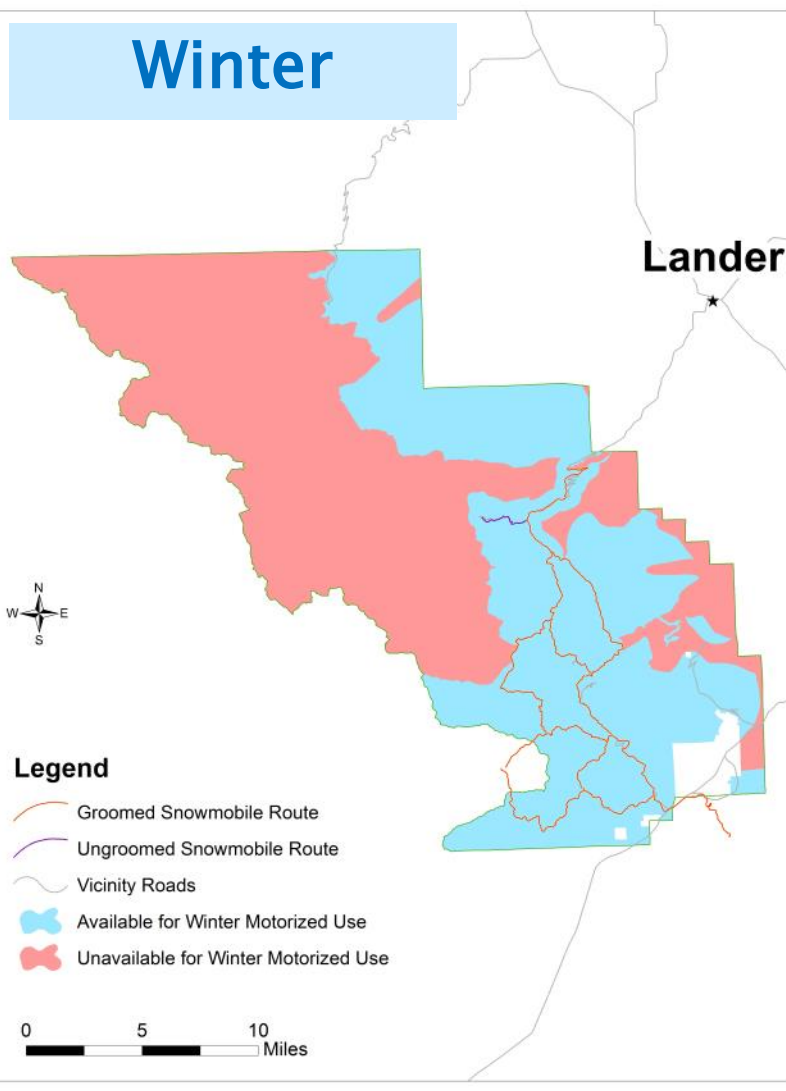
Concurrent Efforts

- ▶ Forest-wide analysis of summer and winter motorized use will be combined.
- ▶ The NEPA process for motorized uses will take longer due to the differing seasons, complexity of issues, and the scale.
- ▶ Mountain bike use will be assessed separately.
- ▶ Separate NEPA process for mountain bike use.

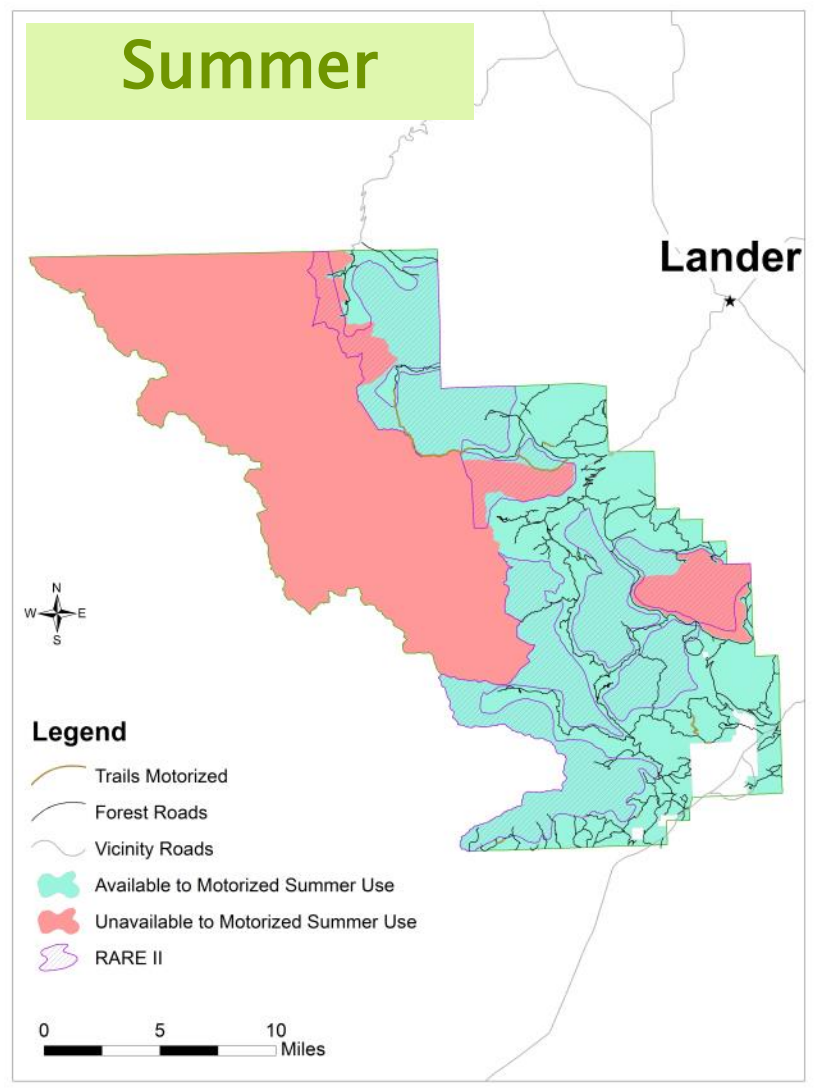


Forest wide view of existing situation

Winter

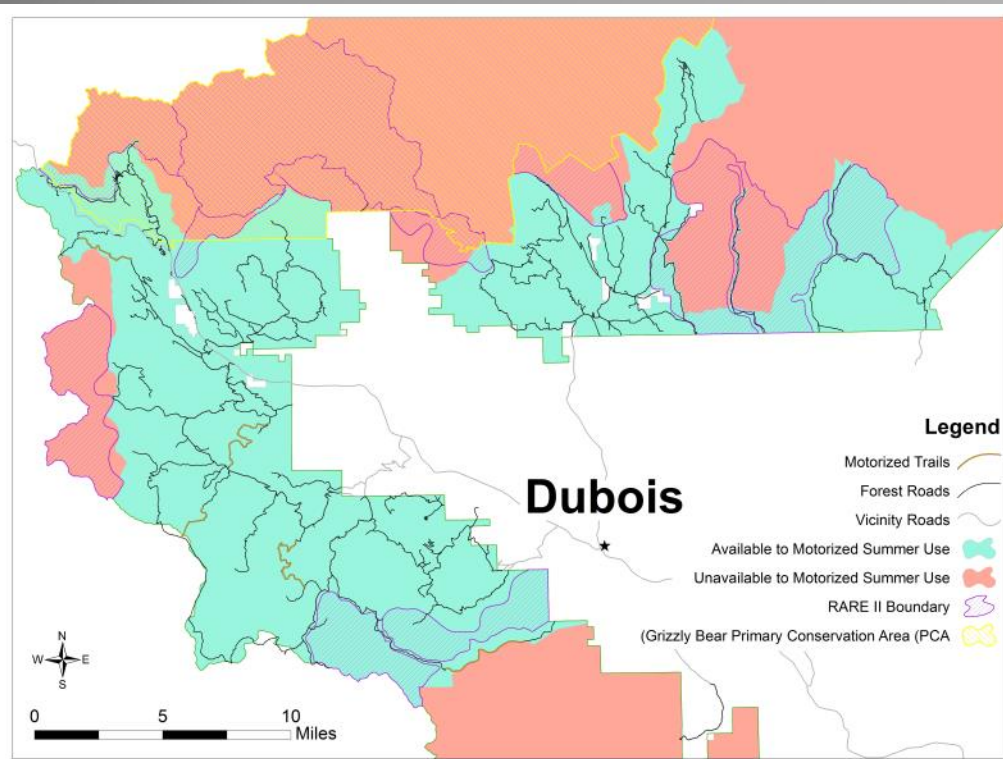


Summer



Current situation, Washakie Ranger District

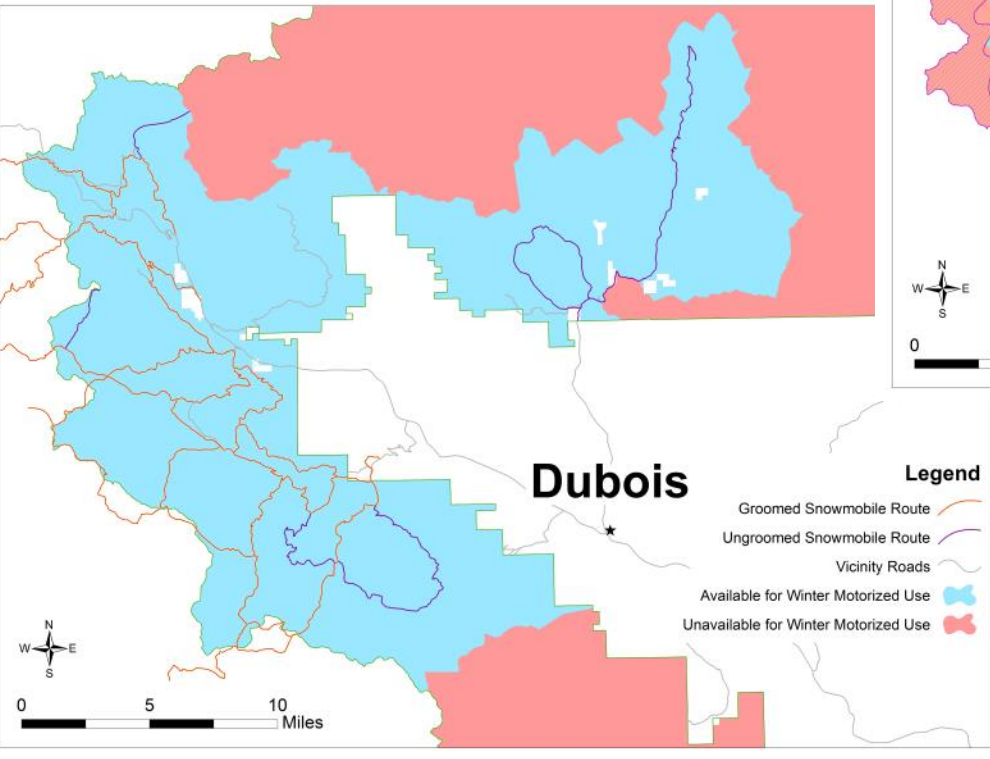
Winter



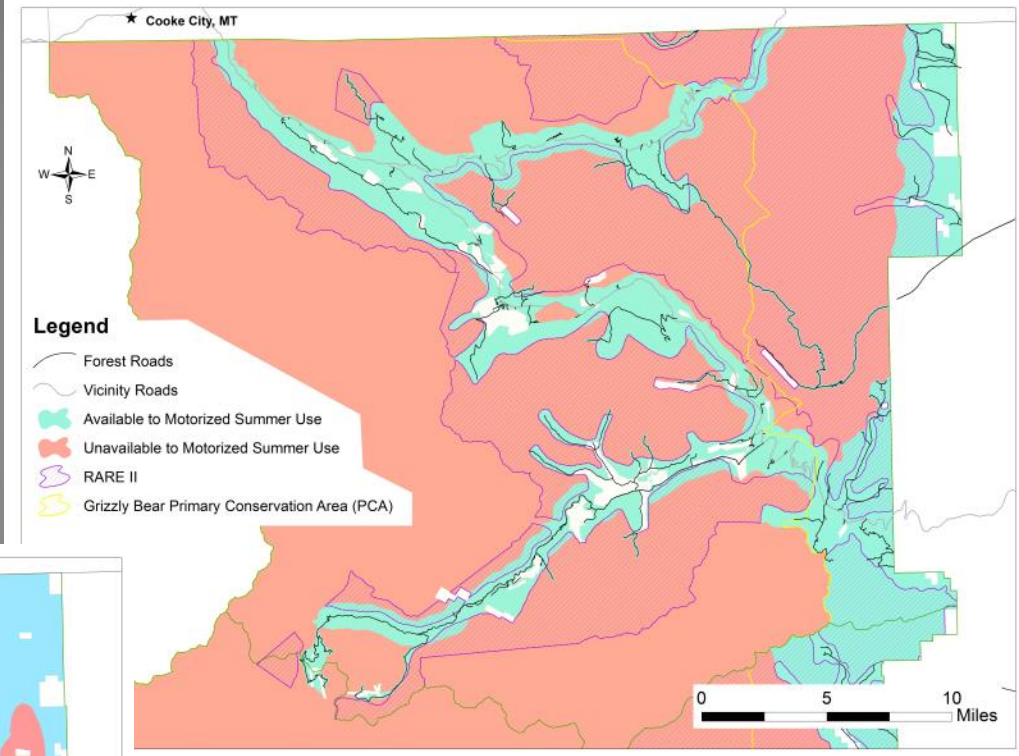
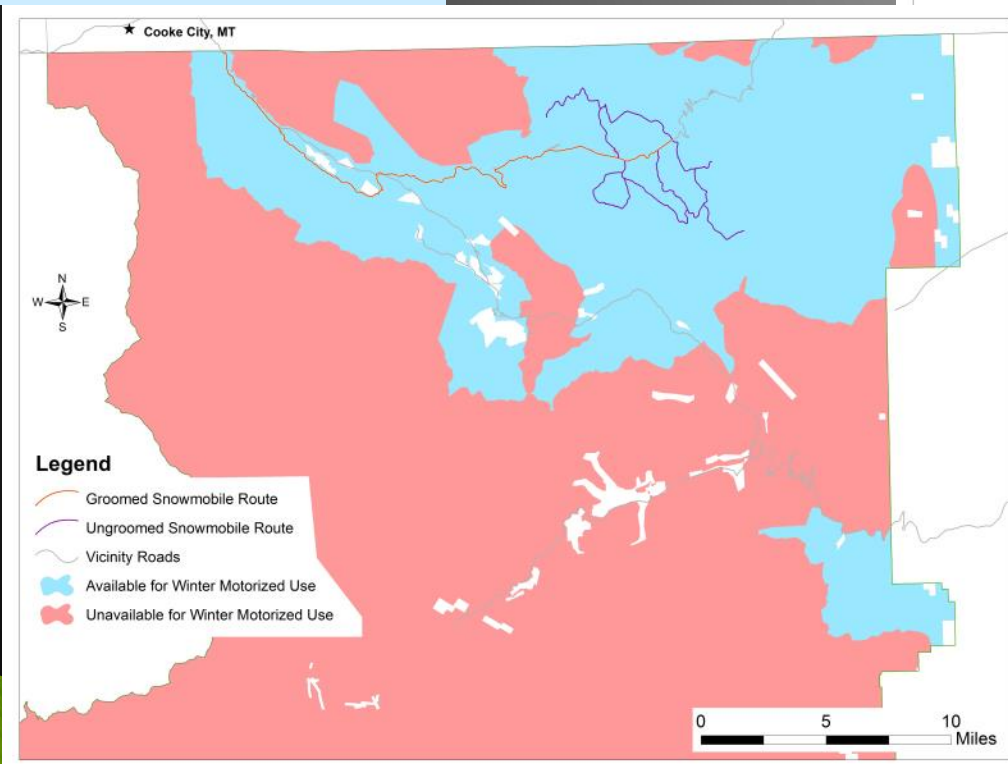
Summer



Current situation, Wind River Ranger District

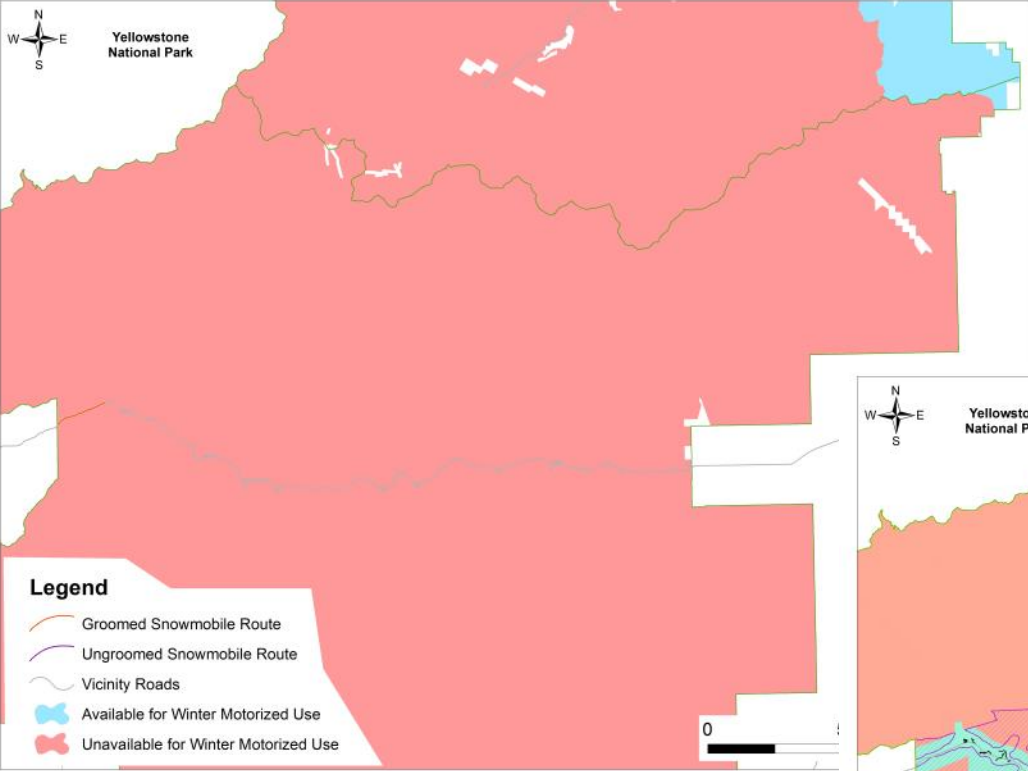


Winter

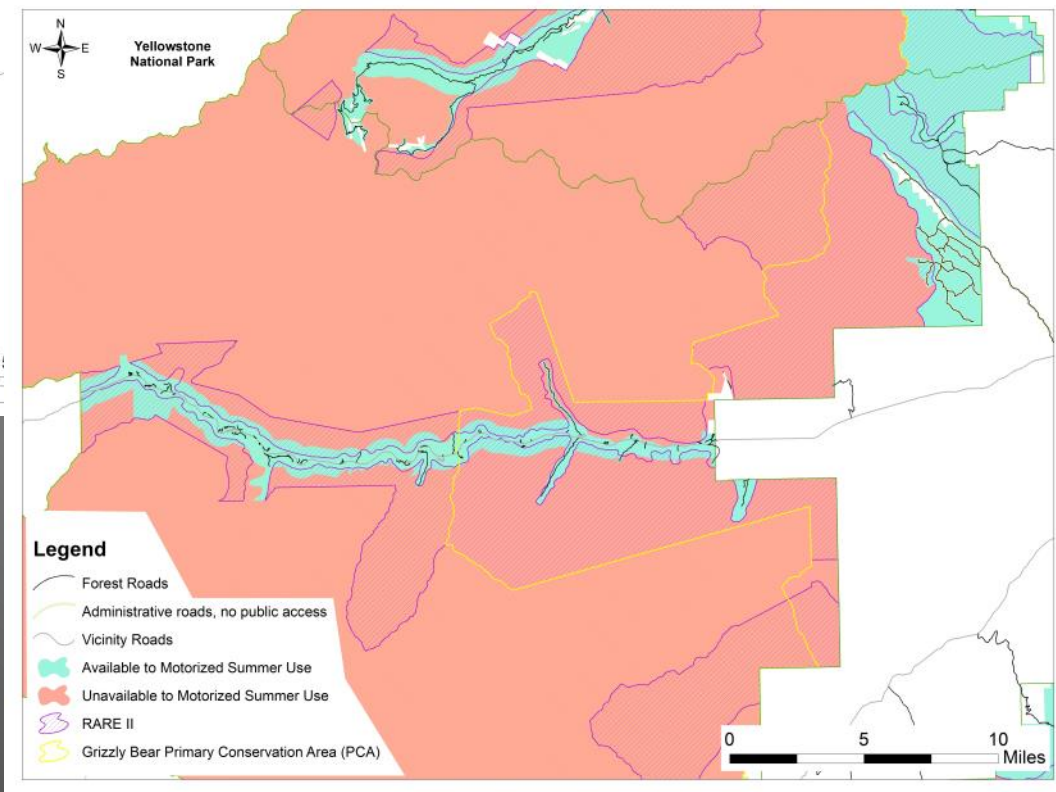


Summer

Current situation, >>>
Clarks Fork
Ranger District



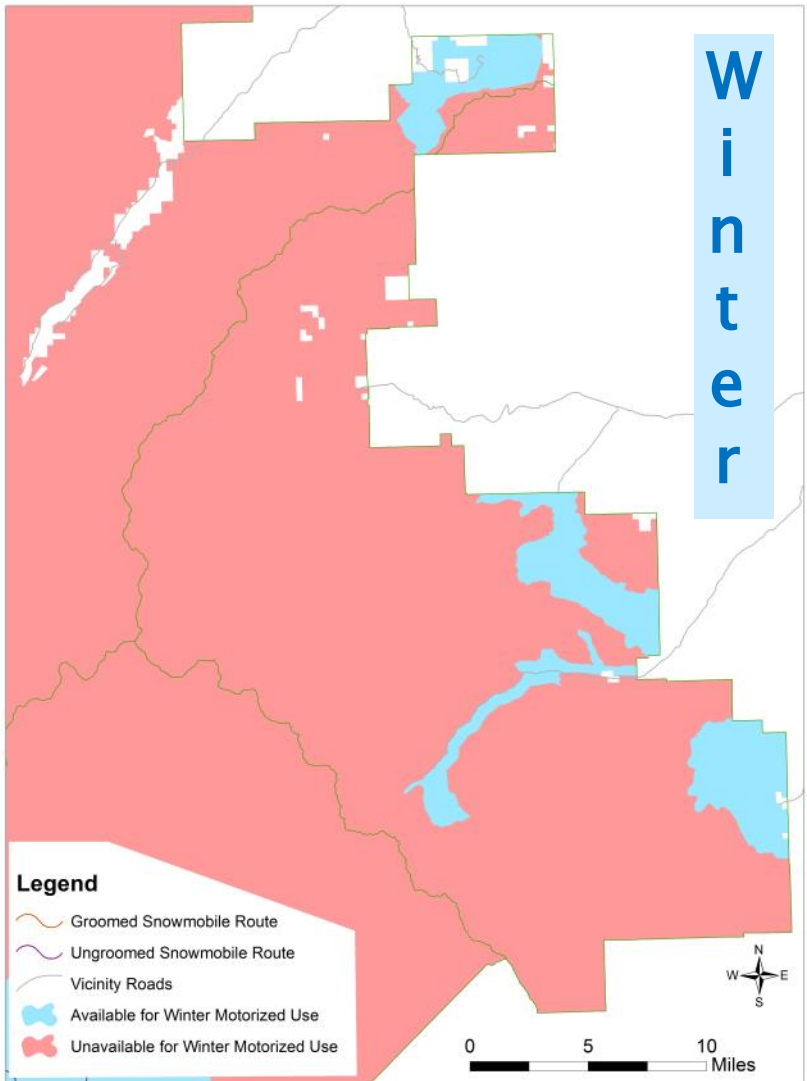
Summer



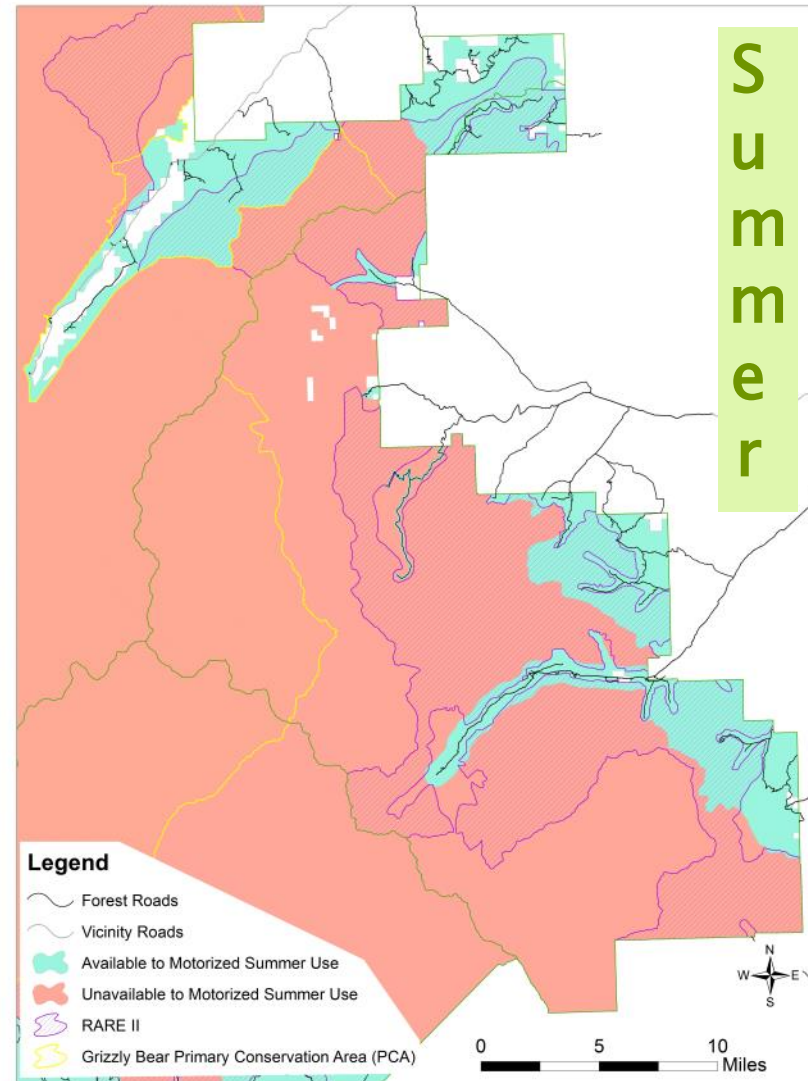
Winter

Current situation: Wapiti Ranger District – North Fork

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Current situation: Wapiti Ranger District–
South Fork and Greybull Ranger District

Expectations for Travel Management Planning

- ▶ Use a joint problem solving approach.
 - ▶ Encourage public participation.
 - ▶ Promote respect for the land, encourage compliance with regulations and designations, and encourage shared responsibility for road and trail management.
 - ▶ Promote shared responsibility for design, maintenance, and upkeep of our road and trail systems.
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Travel Management Timeline

Next Steps

- ▶ One or two field trips this summer
 - ▶ Schedule September workshop
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Travel Management Timeline

Date	Tasks
2015 Summer	<ul style="list-style-type: none">• Work with public to develop proposed action.
2015 Fall	<ul style="list-style-type: none">• Start NEPA public scoping on travel management.• Conduct September workshop.• Work with public to develop travel management alternatives.
2016 Spring	<ul style="list-style-type: none">• Complete DEIS
2016/2017 winter/spring	<ul style="list-style-type: none">• Complete FEIS
2017 Fall	<ul style="list-style-type: none">• Final Decision