

**RESPONSE TO COMMENTS**  
**2009 ENVIRONMENTAL ASSESSMENT**  
**FREMONT LAKE RECREATION ENHANCEMENT PROJECT**

**PINEDALE RANGER DISTRICT  
BRIDGER-TETON NATIONAL FOREST  
SUBLETTE COUNTY, WYOMING**

**Responsible Official:**

**Thomas Peters  
District Ranger  
Pinedale Ranger District  
P.O. Box 220  
Pinedale, WY 82941**

**For Information:**

**Cindy Stein  
Natural Resource Manager  
Pinedale Ranger District  
(307-367-4326)**

**Fremont Lake Recreation Enhancement Project**  
**List of Responses Received from 2/25/09 Scoping**

<b><u>Responders</u></b>	<b><u>Date of Letter</u></b>
1. Sally Mackey	3/26/09
2. Richard Krebill	3/4/09
3. Pamela Curry	3/21/09
4. Kelly Winters	
5. Donna Morss	3/20/09
6. Rosemary Samulski	3/19/09
7. Windi Jones	3/24/09
8. Pinedale Ski Foundation	3/23/09
9. Steve Mackey	3/27/09
10. David Vlcek	3/26/09
11. Jason Essington	3/26/09
12. Peter LeCain	3/6/09
13. Suzanne Storer	3/6/09
14. George Mathews	3/12/09
15. Tiffany Jackson	3/18/09
16. Tom Brown	3/26/09
17. Cody Creighton	3/26/09
18. Brett Bingham	3/26/09
19. Dustin Finlinson	3/27/09
20. Beverly Riedel	3/27/09
21. Micki Morss	3/30/09
22. WGFD-Emmerich/Booth	3/31/09

**Responses Received After 3/31/09**

1. Shaun Mendenhall, MSII	4/1/09
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REC 7/1/09

MAR 30 2009

March 26, 2009

District Ranger  
Pinedale Ranger District, USDA  
Box 220  
Pinedale, Wyoming 82941

re: Fremont Lake Recreation Enhancement Project public comment

Dear Sir:

The Sandy Beach area of Fremont Lake has a history of being a favorite recreation and summer swimming site for area residents. Finding parking there in the summer months is tough enough now.

I oppose a reduction in the parking capacity for day users at the Sandy Beach #1 area.

Sincerely

*Sally Mackey*

Sally Mackey

Box 671

Pinedale, Wyoming 82941

Generally I think that the 2009 modified #2 Proposed Action deserves our support.

## **Forest Service Response #1**

**Sally Mackey**

1. The Fremont Lake Environmental Assessment identifies the need to remove the Sandy Beach Swim Area parking site to improve Health and Safety and reduce potential impacts to water quality, historic properties, and visual quality at this site.

Following is a synopsis of estimated parking change in the No-Action Alternative and Alternative 3:

Alternative 1 (No-Action): The existing parking capacity for the three parking sites is estimated at 74 parking sites as follows:

- Swim Area Parking = 24 parking sites
- Lower Picnic Area Parking = 40 parking sites
- Upper Picnic Area Parking = 10 parking sites

Alternative 3 (Modified Proposed Action): The parking capacity for the selected alternative is estimated at 60 parking sites as follows:

- Swim Area Parking is Removed = 0 parking sites
- Lower Picnic Area Parking = 40 parking sites
- Upper Picnic Area Parking is expanded = 20 parking sites

We do not believe that removal of this parking site will significantly decrease existing recreation use at this site based on our observation that the three combined parking areas are not typically filled to capacity at one time, even on the heaviest use days. Expansion of the upper picnic parking area is intended to serve large groups using the reservation group picnic site and separate these larger groups from smaller groups using the swim area and single-unit picnic sites.

2. Thank you for expressing your general support of the selected alternative. Alternative 3, the selected alternative, was designed primarily to improve existing recreation facilities and increase the efficiency of recreation management operations within the Fremont Lake area to better serve the recreating public and protect natural resources in this area.

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MAR 30 2009

District Ranger Thomas Peters  
Pinedale Ranger District  
29 E. Fremont Lake Rd  
P.O. Box 220, Pinedale, WY 82941-0220

March 4, 2009

Re/ Fremont Lake Recreation Analysis

Thanks for the opportunity to comment on the Modified Proposed Action Summary for the Fremont Lake Recreation Analysis area, mailed by you on February 25, 2008. Mostly I like the proposal. A few variations to consider are as follows:

- 1) Campground area— a) Don't overdo the development of big sites for big RV's, #1a etc. There are still plenty of folks camping the old way with small tents. Would like to see some effort in developing level well-drained tent sites rather than spending all your money on additional sites for the big rigs which fit well into KOA and other private sites. b) Fix the drainage problems that were created #1b when the older campground roads were built, i.e. along the uphill sides of the road near sites 2-5 and somewhere between site 9 and 44— these areas are mosquito breeding areas par excellence in some years.
- 2) Boat Launch Areas—Good ideas in both areas, especially the "upper" lake site where you propose to increase pitch so that launch and retrieval is possible even #2 after the irrigators get all their share of lake water. Also like your idea of making it possible to access that launch by a shorter road and the addressing of the parking problems. Recommend that you charge a fee for use of both launch areas, though.
- 3) Forest Service Roads #741 and #749 As written in your document it is unclear what is meant by "milled-up and resurfaced ". Recommend that it be black top #3 rather than gravel which leads to scarred boats, cars, RV's, and broken windshields, etc. Also, would like to see it kept a relatively low-speed road for safety purposes.
- 4) Dispersed Area Use- I like your idea of excluding fires and shoreline camping to #4a at least 200 ft from the lake, and I wish you all the luck in the world in getting folks to comply. Till now that seems to be frequently abused at the beaches near Box Bay, Rettig Bay a couple of hundred yards north of Chambers Bay, Moosehead Point, and the sandy beach across the lake to the west (the one with the nice spruce trees. Also, you need to do something about the toilet situation in #4b these areas if you are serious about water pollution and aesthetics. Probably you need to provide vault toilets in a few spots along the upper lake, and then service by a pump out system by contractor or USFS. Ever since boats have gotten bigger and faster, use of the upper lake has increased substantially leading to serious toilet problems, and this will be enhanced by increased developments for boating recreation such as the expansion of Lakeside Lodge, and even this current proposal which includes improving launch sites.

*Richard G. Krebill*  
Richard G. Krebill, Sylvan Bay Home Owner, home address 2610 S. Shannon Ave,  
Tempe, AZ 85282

*sent Mar 4 via e-mail, but never received confirmed receipt, copy here by reg. mail*

## **Forest Service Response #2**

### **Richard Krebill**

1. Fremont Lake Campground:
  - a) We share your concern regarding the need for a mixture of camping opportunities at the Fremont Lake Campground to serve larger RV's, smaller trailers, and tent camping.
  - b) Drainage problems are a concern within wetter areas of the campground and this will be addressed in the survey, design, and implementation phases of this project.
2. Thank you for expressing your support for the Boat Site actions identified in Alternative 3, the selected alternative. As identified in the Decision Notice, a fee will not be charged for use of this site at this time. However, this site will continue to be monitored and a future fee may be charged if determined necessary to help reduce use or defray costs of maintaining and managing this challenging site.
3. "Milled-up and surfaced" implies either gravel or pavement. Obviously, pavement is preferred. However, pavement is expensive and gravel will be considered only if funding does not allow for paving.
4. Dispersed Areas:
  - a) Thank you expressing for your support for the overnight occupancy and campfire restrictions identified in Alternative 3, the selected alternative. We believe this action will improve the recreation experience and improve resource conditions at Fremont Lake.
  - b) We have explored placement of toilets in dispersed areas on Fremont Lake. However, construction and routine maintenance of such facilities would be environmentally and economically challenging. Pumping toilets and then transporting waste by boat across Fremont Lake poses its own environmental issues. We believe that imposing a 200 setback regulation for dispersed camping at the north end of the lake and upgrading of existing toilet facilities at the two boat sites, Sylvan Bay, and the Swim/Picnic Area will encourage boaters to utilize these facilities as well as the flush toilets at Lakeside Lodge. In continued partnership with the Town of Pinedale, we plan to monitor the effectiveness of the 200 foot setback regulation periodically to determine if further action, such as remote toilets, is needed in the future.

REC

MAR 30 2009

Pamela Curry  
PO Box 1002  
Pinedale, WY 82941

March 21, 2009

Pinedale Ranger District  
Bridger Teton National Forest

RE: Modified Proposed Action for Fremont Lake Campground

Fremont Lake Campground has been an important recreation site for my family since we moved to Pinedale twenty-seven years ago. Not only has it been a choice destination for camping and picnicking, but we've also spent many hours walking campground roads for exercise and enjoyment. There is plenty to love about this little place, but what I treasure most is its amazingly diverse native plant life. There's probably no three mile walk in the county that will show you more plant species than you will see here. And it's so close to home! Any construction or management actions must carefully consider and avoid any possibility of harming the plants, wildlife, history, atmosphere and ambiance of this great campground, and with that in mind I offer the following comments.

1. I request that you leave the campground roads just as they are.
  - So many of the plants that make this campground beautiful and unique grow within a few feet along the asphalt road borders. The proposed road widening would wipe them out. #1a
  - Pedestrian safety is cited to justify wider roads, but I would argue roads are safer left narrow. Traffic is so slow because of the speed bumps there is no chance a driver won't see pedestrians or animals in time. The narrow width causes drivers to wait until pedestrians take notice and move aside, instead of trying to squeeze by them and assume they won't run or drift in front. #1b
  - Pavement is actually in good shape, probably because speed bumps are effective.
2. I request that you do not build an additional parking lot for more boat trailers. If the present lot is redesigned with a parking scheme and day use only there may not even be a problem with the lot filling up. The redesign and new control measures should be implemented and then evaluated over subsequent summers to assess number and duration of overflow instances. #2
3. Experience, appreciation and conservation of the natural landscape as our heritage ought to be the priority use of this campground. Minimizing impact of vehicles is essential. #3
  - Upgrades making it more convenient for vehicles to drive through the campground can increase traffic and reduce campers' ability to enjoy the natural environment. #3a
  - This is a campground, not an RV park Adding new capacity for large motorhomes and trailers can cause more intrusion from generator noise, more non-camping use and degradation of visual quality. #3b
  - Increasing spaces to park vehicles in campsites may increase four-wheeler ATVs brought to the campground and potential for their inappropriate use. #3c

Thank you.

*Pam Curry*

## **Forest Service Response #3**

Pamela Curry

1. **Campground Roads:**
  - a) Thank you for expressing your comment regarding leaving the campground roads unimproved. We have received a great deal of support internally and externally for widening these roads and changing the one-way access to the boat site through the campground. We believe this action best addresses safety, resource protection, and visitor experience in this campground. Some vegetation will be removed, particularly in the southern portion of the campground, during and after implementation of this project. It is our intent to manage for diverse vegetative species and age classes within the entire campground for retention of screening, visual quality, plant vigor, and wildlife habitat protection.
  - b) We believe that wider roads are safer than narrow roads for drivers, pedestrians, and bicyclists within the campground. Your concern that visitors may be inclined to drive at higher speeds with wider roads is valid. We intend to explore the use of updated speed control measure, including speed bumps or other safety features that may be recommended by our design team.
2. Alternative 3, the selected alternative, calls for construction of an overflow parking area within or near the southern end of the campground. In addition, the Upper Boat Site parking area will be slightly enlarged and a parking scheme will be developed at this site. Terrain severely limits further expansion of the existing parking site, and the current situation at the existing parking area is undesirable for the majority of the recreating public at this site. We believe an overflow parking area is necessary, in addition to the other actions identified to address the overcrowding at this site.
3. **Campground Road Improvements:**
  - a) We agree that experience, appreciation and conservation of the natural landscape should be a priority use in the campground and that vehicle impacts should be minimized. Upgrades will be designed to help reduce traffic congestion caused by campers with trailers stopping traffic because they are not able to back into poorly designed campsite parking pads or negotiate poorly designed turn-around loops within the campground.
  - b) We share your concern regarding larger RVs and motor homes and the potential for generator noise. It is our intent to redesign this campground to provide for a mixture of camping opportunities to serve larger RV's, smaller trailers, and tent camping. Separating these sites out and designating generator-free zones may be a design option for consideration to address this concern.
  - c) All terrain vehicles (ATVs) are prohibited within developed campgrounds, including Fremont Campground, except for use to enter and exit campsites. Further Travel Management regulations allow only licensed vehicles and operators to operate motor vehicles of any type on the paved roads and most of the gravel roads within the Fremont Lake assessment, including all of the developed sites and permitted areas (Fremont Campground, Upper & Lower Boat Sites, Sandy Beach, Lakeside Lodge, Fremont Lake and Sylvan Bay Recreation Residence Tracts). In addition, traveling off designated roads with ATVs is prohibited throughout the Bridger-Teton National Forest. This project is therefore not expected to increase ATV use within the campground or assessment area.

Dear Cindy:

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MAR 30 2009

PLEASE CONSIDER allowing catamaran use  
at Sandy Beach per my attached Sandy Beach  
MAP. Would hope you will consider using  
a 50 foot wide section of Sandy Beach  
for Catamaran Sailing (NO monohauls) monohauls  
deck at Lakeside.

The existing site we use is too Rocky  
& is only accessible during hiwater. Please  
ASK the Ranger to Consider this into your  
Plans A.S.A.P.

Feel Free to call or email me with  
any questions.

Regards

Kelly Winters



Resident of Paradise for 43 years.



## Forest Service Response #4

**Kelley Winters**

### **1. Catamaran Sailboat Access at Sandy Beach:**

Consideration for allowing or prohibiting Catamaran sailboat access between Sandy Beach and Lakeside Lodge was not considered in this Environmental Assessment, largely because this use was not recognized as an activity dependant on this site. This area is highly congested and there are concerns regarding protection of historic sites, water quality, and visual quality in this location.

It is my decision to continue to allow Catamaran boat launching and pickup at this site using the existing two-track road from the Lakeside Lodge parking area until a separate NEPA analysis of this use is completed, unless unacceptable resource impacts develop as a result of this use at this site.

The following conditions must be met for continued authorization to use this site for launching and pickup of small sailboats until a separate NEPA analysis is completed:

- a) Use of this site for the annual Sailboat Regatta event will continue to be evaluated annually and managed through an Annual Operating Plan.
- b) Parking of vehicles will not be allowed at this site for any purpose except for very temporary, short-duration while loading and unloading sailboats. Parking at Lakeside Lodge Resort is an option if agreeable to the resort manager. This will be worked out between sailboat operators and the Lodge, not by the Forest Service. Parking of vehicles at the existing Swim and Picnic Area is also an acceptable short-term option if this does not result in excessive crowding in these parking areas.
- c) Sailboats may be temporarily stored on the beach for up to 3 consecutive days at a time. This authorization is subject to self monitoring by the sailboat community and will be discontinued if storing of sailboats beyond this timeframe occurs.
- d) Sailboats may not be stored on trailers for extended periods of time within the Fremont Lake area. This situation occurs each year and ties up parking space for immediate Forest visitors. The National Forest is not intended as a boat storage facility.
- e) No improvements to the existing launch site will be made until approved through the appropriate level of NEPA analysis.
- f) Native vegetation (willows, grass, native weeds, etc.) will not be removed or manipulated at this site as this vegetation is necessary to minimize soil erosion into the lake.
- g) Camping and campfires are strictly prohibited at this entire site between Lakeside Lodge, Sandy Beach, and the Fremont Lake Road. This site was removed from the Lakeside Lodge permit area in 2005 and is considered part of the Sandy Beach Day-Use Site. Forest Service constructed fire rings are provided in the Sandy Beach Picnic Area and may be utilized for day-use activities for small groups. Larger groups wishing to use the picnic area are required to reserve and utilize the group.
- h) Camping and campfires are prohibited within the Lakeside Lodge Resort area. This condition is a requirement of the 2006 Master Development Plan for Lakeside Lodge.

- i) Use of the Lakeside Lodge boat launch is acceptable if approved by the manager of the Lodge. The Lodge is required to submit a proposal for upgrading or removing this launch site by the end of the 2009 summer season.
- j) All of the above conditions are dependant on self-regulation by the sailboat community.

United States Department of Agriculture  
Pinedale Ranger District Thomas Peters  
P.O. Box 220  
Pinedale, WY 82941

RECEIVED  
MAR 30 2009  
March 20, 2009

Donna Morss  
P.O. Box 26  
Pinedale, WY 82941

In regards to the Fremont Lake Recreation Enhancement Project:

One of the primary purposes of the Modified Proposed Action is to ensure that Forest Service developments fit the landscape niche. Fremont Lake area's niche is primarily recreation. Many of the proposed actions take away from the recreation in the area. Please consider revising some of the proposed actions. #1

Removing the jeep trails on the west side of the lake will force more use on the open trails. Don't close this road, this is the perfect place for a 4-wheeler path & bike path and walking path. This trail is a great way to see and explore the west side of the lake. #2

Don't convert campsites 32 and 33 to day use only. These two sites are the best campsites in the campground. They are the only sites in the campground with a beach and the only campsites a boat can access. These sites are very popular and are not hurting anything. If the goal is to create more beaches for day use consider doing this south of the campgrounds between the upper boat dock and Sandy beach. #3

Allow overnight parking at the Upper Boat dock. Overnight parking does not affect anyone. Especially if there is going to be some coordination in the parking lot. Many people camp across the lake and use this area for overnight parking. #4

Restricting the camping to within 200 feet of the shore drastically decreases the camp areas across the lake. Camping across the lake is extremely popular. The Fremont Lake area is already short on campsites. Restricting camping within 200 feet of the shore will decrease the areas to camp and take away from the recreational niche of the area. #5

Do not close camping in the Pine Creek, Stuart Flat and the eastern side of the lake extending north to Beaver Bay. These areas are highly used during peak time. Making these changes would not promote more people, but help facilitate the people that are already camping and using the area. Closing these areas limits the number of campsites around the area. Removing already used campsites takes away from the landscape niche. #6

It would be suitable to create more campsites and more day use areas. The Fremont Lake area is very busy. I do not think that there should be any more restrictions in the area. If the Forest Service would like to better the area they need to consider the people that use the area and those people use it for recreation. The area is a great tourist attraction. It helps bring people into the town and show the beauty and greatness of Pinedale. I feel that many of the proposed actions limit the recreational use of the area, please consider the above thoughts. #7

Thank you for your consideration.

*Donna J. Morss*

Donna T. Morss

## Forest Service Response #5

**Donna Morss**

1. We agree that recreation is the primary use of the Fremont Lake analysis area.
2. The only motorized route on the west side of Fremont Lake closed to motorized vehicles in Alternative 3, the selected alternative, is Forest Road #759. There is currently no motorized public access to this route from off Forest. There is no restriction on use of this route or area for non-motorized recreation uses.
3. Alternative 3 results in conversion of campsites 30-33 to day use sites. The purpose of this action is specifically to provide better access to more campers within the Fremont Lake Campground. Developing more beach sites south of the campground would not serve this purpose.
4. Parking in the Upper Fremont Boat Site is extremely congested. Overnight parking at this site greatly diminishes the parking capacity at this limited site. Alternative 3 restricts this parking site to day-use only. An overflow parking area will be developed for overnight use near the Upper Fremont Boat Site and the Lower Fremont Boat Site can be utilized for overnight use.
5. Implementing a 200 foot camping and campfire restriction is intended to improve protection of water quality for Fremont Lake as well as to improve the recreation experience on the lake by moving campsites further from the shoreline. This action will result in a reduction of some desirable campsites within 200 feet of the lakeshore on the north end of the lake.
6. We agree that Fremont Lake is a tourist attraction and the selected alternative does impose restrictions within this area. These restrictions are intended to improve resource conditions, including the quality of the recreation experience.

March 19, 2009

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MAR 30 2009

Rosemary Samulski  
Secretary/Treasurer  
Sylvan Bay Home Owners Association  
Box 221  
Pinedale, Wyoming 82941

District Ranger Thomas Peters  
Pinedale Ranger District  
Pinedale, WY 82941

Subject:  
Fremont Lake Recreation Project  
Modified Proposed Action Summary

Sir:

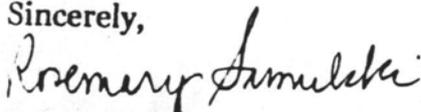
The Sylvan Bay Home Owners Association would like to express its objection to the USFS's proposed action for the "Sylvan Bay Day Use Site" (D. General Fremont Lake Area). The Association objects to the modified proposed action calling for the continuance of roaded access to this site. The Association fully supports the 2007 proposed action calling for the closing of this roaded access to the Sylvan Bay Day Use Site. #1

The Association feels strongly that this area has long been a significant wild fire threat to the Sylvan Bay Summer Home area. Despite the USFS's campfire prohibition in this area, numerous campfires have been noted by observers throughout the years. In fact during the 2005 and 2006 drought and fire summers, USFS personnel requested that Sylvan Bay cabin owners routinely patrol the area.

We are especially concerned since this area is at a lower elevation (lake level), and as you know, wild fires tend to move up to higher elevations. Thus the Sylvan Bay Summer Home area would lie in a direct path from any wild fire that begins at the Sylvan Bay Day Use site.

We suggest that a locked gate be installed just south of the existing Sylvan Bay Home Owners boat dock gate. Thank you for your consideration.

Sincerely,



Rosemary Samulski  
Secretary/Treasurer  
Sylvan Bay Home Owners Association

## **Forest Service Response #6**

### **Sylvan Bay Home Owner's Association**

1. Alternative 3, the selected alternative, calls for roaded access to remain open to the Sylvan Bay Day Use Site. Campfires will continue to be prohibited at this site. The Summer Home Owner's concern is recognized and its assistance in monitoring this site is appreciated. However, analysis did not support closure of this site to vehicle access, therefore it is my decision to allow this roaded access to continue. The Forest Service will continue to work with the Sylvan Bay Summer Home Owner's Association to minimize the potential for Wildland Fire within this tract. However, there are many potential sources and locations of natural and man-caused fire starts in the vicinity of this tract, and no reason to assume that this site is more likely to contribute to fire starts than other areas on the Forest inside or outside of this Recreation Residence tract.

United States Department of Agriculture  
Pinedale Ranger District Thomas Peters  
P.O. Box 220  
Pinedale, WY 82941

March 25, 2009

Windi Jones  
P.O. Box 632  
Pinedale, WY 82941

RECEIVED

MAR 30 2009

In regards to the Fremont Lake Recreation Enhancement Project:

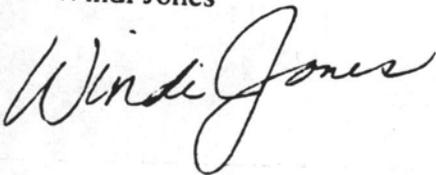
Don't restrict the camping to within 200 feet of the shore and only in the camp grounds. This cuts the number of #  
camp site at Fremont Lake.

From Sandy beach to the camp grounds you need to put camp grounds all along the shore. Not all bunch #2  
together, put them in groups of 3 and 4 sites. Take out some rocks and make more beaches. Put in another boat  
dock here so that overnight campers can leave their vehicles.

Don't close the jeep trails on the west side of the lake. Make this a walking path. This is the perfect place for a #  
walking path away from roads. So you could let your kids run and not worry about the vehicles.

Please consider these changes.

Windi Jones



## **Forest Service Response #7**

**Windi Jones**

1. Implementing a 200 foot camping and campfire restriction is intended to improve protection of water quality for Fremont Lake as well as to improve the recreation experience on the lake by moving campsites further from the shoreline. This action will result in a reduction of some desirable campsites within 200 feet of the lakeshore on the north end of the lake.
2. Addition of more camp grounds along the shoreline has been considered in several recreation site analysis projects for Fremont Lake in the past. As identified in the scoping letter, the purpose of the Fremont Lake Recreation Enhancement project is not to increase visitor use in this area but to improve existing facilities and increase the efficiency of recreation management operations in this area to better serve the recreating public and protect natural resources here. Adding more campsites would not meet the primary purpose for this project.
3. The only motorized route on the west side of Fremont Lake closed to motorized vehicles in Alternative 3, the selected alternative, is Forest Road #759. There is currently no motorized public access to this route from off Forest. There is no restriction on use of this route or area for non-motorized recreation uses. This road will likely be reviewed for possible conversion to a formal non-motorized trail in the future.

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MAR 30 2009

*Pinedale Ski Education Foundation*

Tom Peters  
District Ranger  
Pinedale Ranger District  
Bridger-Teton National Forest

March 23, 2009

Re: **Fremont Lake Enhancement Project  
2009 Modified Proposed Actions**

Dear Tom:

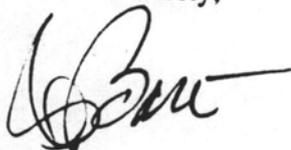
The Pinedale Ski Education Foundation commented in January, 2008, on the Fremont Lake Enhancement Project. We are submitting additional comments on the Modified Proposed Action for this project. Our comments are directed to the itemized section, "Modified Proposed Action - General Fremont Lake Area", of the document:

- a) *Motorized two-track roads (#5)* - The proposal states that the existing groomed ski trail system will continue on the southern end of Fremont Lake while existing two-tracks in the area will be "decommissioned and rehabilitated." Grooming of ski trails in Stewart Flat is dependent upon the maintenance of a fairly flat road base because of the relatively thin snowpack here. We ask the District to consult with us before commencing any road rehabilitation in the area so that we can clearly identify those two-track roads that serve as a base for the ski trails. #1
- b) *Motorized vehicles prohibited (#10)* - We support the proposed prohibition of motorized use (with the exception of our proposal in (e) below) on "all groomed cross-country ski trails within the Fremont Lake area and Skyline Drive corridor." Dates are not specified in your modified proposal; we would suggest at least December 1 through March 30. Gates will probably be necessary to enforce such a closure at the CCC Ponds and Fremont Dam roads based on our experience with motorized users. As we stated in our comments on the original project proposal, unrestricted motorized travel upon the groomed trail system - specifically wheeled vehicles - has the greatest negative impact on our ability to provide skiing opportunities for the public. #2
- c) *Hiking/biking trail (#7)* - We support the proposed trail from Fremont Dam to the Lower Fremont Lake Boat Site parking area as this route is part of our current ski trail system and is in need of rehabilitation due to deep rutting. We propose to assist the District and have submitted a budget request to the Sublette County Recreation Board for \$12,000 to grade and road base to a width of 8 feet this 1/2 mile section of the trail. #3
- d) *Ski trail from #741 to Skyline Drive #740 (#9)* - The Ski Foundation did not propose to connect, via a groomed ski trail, road #741 to the Nordic building at Halfmoon Overlook from the Sylvan Bay tract powerline. Our proposal is to leave road #741 at the designated two-track route about one mile southwest of the campground, proceed in a northeasterly direction to a point near the turnoff to Halfmoon Lake, then follow the old abandoned road bed northeasterly to the vicinity of the Nordic building. This route is nearly entirely to the east and south of crucial moose winter range as mapped on the proposal. We ask the District to reconsider our proposal. #4
- e) *Designated routes within crucial moose range (#11)* - Irrespective of the District's decision on our proposal in (d) above, we urge the District to allow the grooming of road #741 from the intersection with road #749 to the Upper Fremont Lake Boat Site. Grooming of this road has been #5

suggested to us for years by many recreational skiers in the community. We propose to groom road #741 to accommodate both skiers and snowmobiles. The District is already authorizing in the proposal continued use of this designated route for snowmobiles and, given that there are no other wildlife issues here (i.e. lynx, moose), grooming #741 would seem to be a logical and warranted improvement for recreation in the area. Our proposal is to plow a snow barricade at the 749/741 junction to exclude wheeled vehicles, groom #741 to the full road width to accommodate both skiers and snowmobiles, install signs and perhaps fog polls to separate and inform of the two multiple use lanes, and groom to the Upper Boat Site from December 15 to March 15.

Thank you for the opportunity to comment on your modified proposal. We are available to further discuss any of our comments with you or your staff.

Sincerely,



Bob Barrett  
Secretary/Treasurer  
Pinedale Ski Education Foundation  
367-2046

cc: Cindy Stein