

Dear Forest Service Chief Tom Tidwell,

I am writing to you my **objection** of the proposal to opening the Franc's Peak and Wood River area of the Shoshone National Forest to the motorized "wreckreationalists"; a coined term by Kirsten Anderberg.

Motorized recreationalists have more mobility, more power, travel farther and faster in a day and can have an impact on more miles of country than any other user group. Their presence dilutes other's solitude. They can inadvertently or deliberately trespass into wilderness areas and their use is splintering the landscape into a disorganized and destructive web of trails, roads, and fragmenting wildlife habitat. Their impacts degrade soils, cause the spread of invasive plant seeds, and disrupt wildlife's life cycles. The U.S. Forest Service has recognized that the use of all-terrain vehicles have tripled in recent years and there has been an alarming jump in the ecological damage done by the drivers veering off designated road and trails.

Nationwide these OHV's are major source of hydrocarbon emissions especially during the summer ozone season and we need to dramatically tighten the emission standards. In Yellowstone National Park, 68% of the Park's annual carbon monoxide pollution is from snowmobiles and at Yellowstone's west entrance, Park rangers now wear respirators and hearing protection in the winter to reduce their exposure to toxic snowmobile exhaust and harmful noise .The levels of air pollution in Yellowstone National Park often exceed the levels of pollution in downtown Los Angeles, due to snowmobiles in the park.

Where I used to live, the local OHV clubs would always say their recreation is going to stimulate our County's economy but for every step forward, we took 3 steps back in their path of destruction. There was a USFS West Forks Restoration Project to correct 3 miles of unauthorized OHV use made trails along the riparian area of the west fork of Clear Creek which caused significant erosion and damage to the site. They now hope to reintroduce the greenback cutthroat but need to do stream bank restoration first. Stream channel instability from OHV use can cause excess deposition of sediment that severely impacts aquatic life including the food chain, spawning and rearing habitat, in-stream cover, water temperature extremes, and other structural and functional components. There was also a reclamation project for a geological area called the Fen Irons.

Keep in mind, that hiking, biking, fishing, hunting and wildlife viewing are a major sources of income to many states and have little negative effects.

It is mind boggling as to why we are bending over backwards for these "wreckreationalists". With insufficient enforcement of existing regulations has resulted in thousands of miles of unauthorized routes across the landscape. Some in this group have no regard for our environment and the Law enforcement agents that try to manage them. I was told by my

previous county's Commissioner, they have been known to rip up tickets right in front of the agents knowing they couldn't afford to bring them to justice.

Please note: **Before a route is "designated" in many states, the regulatory agency must demonstrate that the use of ORVs will not cause adverse environmental impacts. Therefore, I believe an impact study needs to be done first.**

We, citizens, are being taken for a costly ride. *We don't need to promote, accelerate or encourage their uses.* We need to be focusing on their decrease use and not wait till gas prices go so far up they can't afford them or we can't breathe any longer.

Sincerely,
Jan Ziman
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