

From: [Bradley Stirn](#)
To: [FS-travel-comments-rocky-mountain-shoshone](#)
Subject: Proposal WR-26 to Change Last Section of Bear Creek Road (FS-501)
Date: Tuesday, July 19, 2016 9:34:17 AM

My name is Brad Stirn; my brother, Kelly Stirn, owns and runs the R Lazy S Ranch near Teton Village, Wyoming. I have used FS-501 on several occasions and have used the services of Bear Basin Adventures whose camp is situated near the end of that road. If Proposal WR-26 is approved, no trucks would then be allowed, not only causing severe business impacts to Bear Basin Adventures, but also, in my opinion, causing greater erosion and damage to the road, especially during wet months, because the new proposal would limit vehicles to ATVs with widths of no more than 65 inches. These vehicles not only have smaller wheels but carry less, thus causing more trips to transport equipment and materials to/from the Bear Basin Adventures camp. This action will also, in my opinion, be more of a disturbance to local wildlife.

If the US Forest Service wishes to protect this road, I would suggest they consider a plan which enforces seasonal closures in the early Spring period when the runoff from melting snow is at its peak, causing the road to be the most prone to damage. During summer months when there is little to no runoff and much less rain, the exclusion of trucks or other vehicles which the US Forest Service believes are damaging to the road, could then be allowed. The current proposal, in my opinion, will not meet the stated goal of 'reducing impact on riparian areas' and will only reduce access by requiring anybody wanting to use the road to purchase an ATV. There are enough of those noisy polluting vehicles in the beautiful national forests of the US already! The idea of converting to an 'ATV trail' will, in my opinion, not improve the quality of the road and or riparian areas.

My friends, Heath and Sarah Woltman, owners of Bear Basin Adventures, have for my many years been working and operating on FS-501. They have witnessed the primary mode of transportation migrate from truck to ATV with no noticeable change in the quality of the road. In fact, they've observed the road having become wider and more ribboned/rutted and damaged. People are taking more trips on the road with an ATV than they would do with one truck. If the conversion to an ATV trail is made as per proposal WR-26, FS-501 will continue to degrade as it will continue to be used during the most fragile time of year in the spring by a bunch of noisy ATVs. We hope that the United States Forest Service will reconsider this proposal for something more beneficial for the forest road and its users.

Respectfully,

Brad Stirn

Brad Stirn

Email: [REDACTED]

Mobile Phone [REDACTED]