

From: [peter gilbert](#)
To: [FS-travel-comments-rocky-mountain-shoshone](#)
Subject: Proposed change, converting a section of FSR 501 to a motorized trail – WR-26
Date: Saturday, July 23, 2016 3:45:41 PM

Date July 22, 2016

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To:
US Forest Services
Attn: Rob Robertston,
Washakie District Office
333 East Main Street, Lander, WY 82520

Dear US Forest Services, and those concerned,

I was graciously asked to participate in offering some insight on the WR-26 proposed changes for enhanced road management by Bear Basin Adventures.

In addition to the insights you've already received, I offer the below:

<!--[if !supportLists]-->1.) <!--[endif]-->An ATV is considerably torqueier, given its low weight to HP ratio. This will create more pot holes and ruts when they are not run at steady speeds, or have frequent starts and stops. Part of the fun.

<!--[if !supportLists]-->2.) <!--[endif]-->It could further be argued that a wider and heavier vehicle could be a benefit – because they will smooth out the debris that's kicked up and the pot holes that are formed. The wheel base differential (ATV versus standard vehicle) should serve to push dirt and debris back into the holes. This is one of the reasons golf courses work to disperse golf carts on the course, with a variety of entry points – therefore avoiding a “set pattern/worn spot/rut” forming in the grass due to high traffic volume with fixed wheel base carts. Either disperse the traffic, or offer variety of wheel configurations (size, spacing, weight, pressure setting).

<!--[if !supportLists]-->3.) <!--[endif]-->I'd also offer the more frequent trips by an ATV could generate more pollution due to reduced emission standards on ATV versus street regulated vehicles.

Warmest regards,

Peter Gilbert

Grateful Adventurer



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