

December 17, 2018

Randy Moore, Regional Forester  
USDA Forest Service  
Attn: ENF OSV Project  
1323 Club Drive  
Vallejo, CA 94592

Dear Mr. Moore,

My name is Kevin Bradford and I am designated as Commentor No. 206 on the Draft Environmental Impact Statement (EIS) for the El Dorado National Forest Over-Snow Vehicle Use Designation (ENF OSV Project). The purpose of this letter is to formally object to the Draft Record of Decision (ROD) and Final EIS for the ENF OSV Project that was noticed 45 days ago (November 2, 2018) in the Mountain Democrat by Responsible Officer, Forest Supervisor Laurence Crabtree.

As stated in my comment letter on the draft EIS, in an "average" snow year I will typically travel from my home in Chico, California to the El Dorado National Forest four times per year for snowmobiling and backcountry snowboarding. These trips are usually split evenly between the east and west sides of Highway 88, specifically Blue Lakes and Iron Mountain Mine. My objections on the Draft ROD and Final EIS are as follows:

#### **Pacific Crest Trail (PCT)**

I commend the designation of Pacific Crest Trail (PCT) Crossing Areas throughout the Blue Lakes OSV Area and object to the Pacific OSV area not having PCT Crossing Areas designated throughout its entire length. A portion of my comment on this topic from the draft EIS is repeated here for emphasis: "**I respectfully suggest that establishment of PCT crossing zones or buffer zones provides literally no benefit to the non-motorized community or the natural environment while severely restricting and jeopardizing the safety of the OSV community.**" In my 35-plus years of riding the Shasta, Lassen, Tahoe, Plumas, and El Dorado National Forests, I have NEVER encountered a non-motorized user on the PCT in the backcountry. To remove this objection, please make the entire length of the PCT through any designated OSV area a "PCT Crossing Area" as defined in the Final EIS.

#### **Minimum Snow Depth**

I commend the recommendation that routine patrols will be used to monitor snow depth to ensure minimum snow depth requirements are being met. But I object to a hard limit of 12-inches. To remove this objection, please allow the monitor to have the flexibility to allow OSV use to continue if a lesser snow depth will still result in resource protection. I also object to this monitoring being based on availability of staff, unless the default decision will be the area is open to OSV use. To remove this objection, please allow OSV use to continue in the absence of available staff provided that resource protection is being met.

## Reducing Allowable OSV Areas

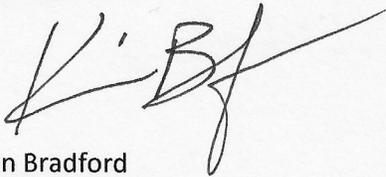
The preferred Alternative 5 in the Final EIS eliminated two significant riding areas from the Proposed Action identified in the Draft EIS, which I object to. These are:

1. The area between Van Vleck Bunkhouse and Loon Lake in the Pacific OSV Area.
2. The area south of Highway 50 near Adventure Mountain in the Placerville OSV Area.

To remove these objections, please add these areas back in to the preferred Alternative 5.

Thank you for allowing me to object to the Draft ROD and Final EIS. I recognize that an extraordinary amount of staff time has been expended in an attempt to put the best documentation together to support the best decision possible. I do not mean for these objections to discount any of this hard work and commend staff for their collective efforts. Please do not hesitate to contact me if you have any questions regarding my objections.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Bradford', with a long horizontal stroke extending to the right.

Kevin Bradford

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Chico, CA 95928  
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**From:** [knrb](#)  
**To:** [FS-objections-pacificsouthwest-regional-office](#)  
**Cc:** [Marsolais, Jennifer - FS](#)  
**Subject:** ENF OSV Project  
**Date:** Monday, December 17, 2018 11:35:25 PM  
**Attachments:** [ENF OSV Obiection - Kevin Bradford.pdf](#)

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Attached please find my objections to the draft Record of Decision and Final Environmental Impact Statement for the subject project. Thank you.  
Kevin Bradford