

Data Submitted (UTC 11): 10/8/2018 4:26:34 PM

First name: Neil

Last name: Hunt

Organization:

Title:

Comments: I am one of many participants in non-motorized snow recreation in the Stanislaus National Forest: skiing, snowshoeing, winter hiking, etc. Historically, the interactions between snowmobiles and non-motorized users have been mixed, some motorized users respecting the interests and enjoyment of non-motorized users, and others oblivious, a few even deliberately confrontative.

I commend the proposals for clarifying the areas that are open or closed to OSV travel; in particular, clarifying that the wilderness and areas of the "General Forest (In areas not suitable for snowmobiling)" are off limits makes sense.

I can support continued grooming of highway 4, Spicer Road, and potentially Highland Lakes Road, especially if the maps and materials made available to users clarify that excursions away from the designated areas are not permitted.

I am not in favor opening up the "near natural" areas between Pacific Valley and Highland Lakes Road as indicated in the "proposed action" map. I believe this is part of proposal 5 on page 4 of the "Stanislaus National Forest Over-Snow Vehicle Use Designation" 2015 paper. This area should be preserved as an area of quiet and solitude for wildlife and non-motorized recreation.

Finally, I am disappointed that the proposal does not differentiate between two-stroke motors (characterized as loud, and leaving a smoky exhaust which is anathema to non-motorized users breathing hard at altitude) and four-stroke motors (characterized as much quieter and cleaner), and which are available and viable. I would be in favor of rules encouraging 4-stroke use, such as opening up the proposed additional terrain exclusively for OSVs meeting a noise and emissions standard consistent with four-stroke (or future innovations such as battery electric OSVs). I would point out that arguments to non-motorized users to keep away from the motorized users do not work, since the groomed roads are key access routes for both kinds of users, and cannot effectively be avoided by those who seek to access the wilderness and non-motorized forest outside.

Thanks for your time to read and consider these arguments; looking forward to the final proposal, which I believe will be an improvement on today's situation.