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First name: Ryan

Last name: Pinjuv

Organization:

Title:

Comments: Hi USFS,

I really hope you're paying attention to lies the environmentalists are pushing. The form letter stating that snowmobile tracks give coyotes access to the foxes in the winter time is one of the most entertaining things I've seen in a long time. I guess skinning tracks and snowshoes tracks someone would not do the exact same thing. What a bunch malarkey!!!

This process should be an opportunity for the USFS to implement a common sense regulation that is fair and equitable to all parties involved. I have a # of points that I would like you guys to consider in your process when establishing your open vs closed zones to OSV's.

#1) Quiet recreation should be available to those who want it. However it should be noted the size and scope of the Wilderness Areas surrounding the Stanislaus. If you are going to do a % or acreage analysis you need to take the whole picture into account. I think you will quickly realize how much area is closed and set aside for quiet. Its a lot and a very high %.

#2) If you are going to set aside quiet areas in the Stanislaus to be used by snowshoers, hikers and telemark skiers it should be in a fashion that takes into account their ability to access terrain within 1-day. The vast majority of "quiet" winter recreation happens within 3-4 miles of trail heads, parking lots and roads open in the winter time. IF quiet areas are going to be set aside they should be in these locations. However these quiet areas should not limit or close access to areas further in the backcountry for other users such as OSV's. In these "quiet areas" OSV's should be limited to trails with speed limits and signs that encourage polite and respectful interaction and rules of the road. I would be OK with noise restrictions and maximum decibels for snowmobiles. I do feel some sledders have crazy loud sleds and it would not hurt my feelings if those were restricted. However access should not be restricted.

#3) Wilderness buffer zones are a horrible idea. The US government has already set aside 12,000,000 acres of wilderness in the Sierra Nevada's. To use some argument that noise near a wilderness zone is a bad this is crazy. If that is the case then please shut down Yosemite NP entirely. Close all the roads, kick everyone out. Create buffer zones! How dare people be near around or whisper in or near a wilderness area! The wilderness areas are closed. The areas 5' out of a wilderness should be open. Everything up to the border of the wilderness should be open. Any regulation that closes terrain that is outside of the wilderness during the winter time is a tricky bureaucratic slight of hand. There are millions of acres of wilderness for quiet recreation and other environmentalist concerns. To spread those wilderness-like restrictions to areas that are not wilderness is amoral and wrong. Stop putting more and more red tape on American's trying to enjoy America.

#4) Your proposed choking down of connection points between riding areas can and will create avalanche traps in certain snow conditions. There were several deaths a couple years ago. Typically terrain traps are the most dangerous feature in the Sierra Nevada's. Choke points and keeping people segregated to low gullies and creek bottoms is a bad idea. Usually ridgelines and in general being above avalanche release points is the safest way to travel. If anyone is killed or injured in the terrain traps you are proposing, I will personally sponsor the class action lawsuit against the USFS.

#5) For enjoyment and happiness points you should be attempting to open as much terrain as legally possible. Snowmobiles have changed over the years. We now have mountain sleds that can climb and traverse very steep terrain. We can access high peaks, high ridgelines and dense treed areas. We are no longer restricted or limited

to trail riding only. Trail riding is more dangerous than mountain riding. Most deaths on snowmobiles are related to collisions and crashes on trails. Allowing people to adventure up to the ridelines and peaks is safer than restricting them to highly trafficked roads down in the gully and creek bottoms.

#6) The following riding areas are non-wilderness. Some listed below are currently shown as closed in your Alternative #5 Map. I feel the following areas should be opened up in your final decision:

- All areas south of highway 4 from Stanislaus Meadows, Pacific Valley, Marshall Canyon, Grouse Creek, Black Dome, Highlands Lake Road, Tyron Meadw, Tyron Peak, Noble Creek should be open from the bottom of the creek bed to the top of the ridgeline/peaks. These areas are way too far back for people on foot to access. Their only reasonable use is OSV access. All these non-wilderness areas should be open.
- All areas north of highway 4 from Pacific Grade summit, to Deer Valley road connection from Blue lakes, to Kinney Lakes to Raymond creek. All these areas outside of the existing wilderness boundaries should remain open from the highway to the wilderness boundary line.
- All terrain north of highway 108 starting at Donnell Lake, to Montgomery Meadow, up into Sand Flat, Iceberg Meadow, loop around towards Bald Peak, drop into douglas creek, all the way back to Chipmonk flat. From the highway to the wilderness boundary should be open.
- All the terrain south of highway 108 starting at Sonora pass and heading south up until the wilderness boundary, loop up into Night Cap Peak, Drop into Kennedy Meadow, head back into relief reservoir, hit the peak between silver mine creek and long valley creak. Open up eagle creek, mccormick pocket, Castle meadow, Coyote meadows, Pinecrest peak. Loop it all the way down to Pinecrest Lake.
- Create some quiet zones and hiker only areas around the trailheads and typical parking spots for human powered users. Create speed limits in these high trafficked, multi users areas. Create "rules of the road" for passing and being courteous to each other. Create decibel limits for exhaust that encourage stock exhaust and less noisy engines.

Thank you for your time and hard work. Please be fair and use common sense in this process.

Ryan