

Data Submitted (UTC 11): 10/9/2018 4:46:19 PM

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Organization:

Title:

Comments: As a skier who frequents the Stanislaus National Forest I appreciate and wish to see retained the quiet winter recreation opportunities provided by the Forest. I have been tracking winter travel planning and would like to see an appropriate balance of OSV use with protections for important non-motorized areas, natural resources, and wildlife.

Highways 4 and 108 provide easy access to the winter backcountry and there are increasing numbers of winter recreationists of all types. It's important that the Forest Service protect highly valued non-motorized recreation areas as well as designated OSV areas, and to manage these areas so they continue to provide quality experiences with minimal user conflict and resource impact for generations to come. The Stanislaus has an obligation to recognize their long history of backcountry skiing and snowshoeing dating back to the 1800s.

I do not support the forest's current preferred alternative. It fails to provide an adequate variety of conflict-free non-motorized recreation opportunities on the forest. I would like the following areas to be protected from over-snow vehicle use in the final plan:

- The Herring Creek area immediately adjacent to the Leland Snowplay Area on Highway 108
- Osborne Hill and other accessible Nordic touring terrain to the immediate east and west of Lake Alpine
- Some portion of the terrain between Cabbage Patch and Black Springs and Mattley Ridge (allowing for continued OSV access to terrain farther out)
- Route 7N02 in the Big Meadow Area to allow for non-motorized touring to the Stanislaus Canyon overlook

Furthermore, the proposal to open the Pacific Valley and the Eagle/Night Near Natural Areas to OSVs is unacceptable. These areas are important roadless areas including recommended wilderness, sensitive watersheds and habitat for endangered Sierra Nevada red fox. They should be managed as semi-primitive non-motorized as indicated in the 1991 Forest Plan.

Finally, I am very concerned about how the forest service plans to monitor and enforce designations, especially in remote areas like Highland Lakes and Folger Peak where snowmobile use may present significant avalanche safety issues as well as unmitigated opportunities for illegal motorized trespass into adjacent Wilderness.

I am in support of the Round Valley zone around Mt. Reba and on either side of Dodge Ridge being non-motorized.

Thank you for considering my comments.