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Comments: WODC has been told on a number of occasions that the revenues and resources associated with a timber sale can be used to benefit trails and other recreational resources in the area proposed for the timber sale. It appears that there are no such benefits to be had from this timber sale for the Ferncroft area. Without a Recreational Plan being part and parcel of the proposal, how can such benefits be evaluated? Would the Forest Service update this proposal to include a Recreation Plan as it said they would at the pre-scoping meeting in Sandwich?

There need to be alternative sites for hiker parking if the Ferncroft Lot is to be reduced to 50% of its capacity while logging operations are active. It is not unusual for the parking lot to be full on summer weekdays and even winter weekdays. The overflow area used by hikers when the lot is full is the Tamworth portion of Ferncroft Rd. When this area is heavily used for overflow parking, its difficult for cars or emergency vehicles to navigate it. Presumably, logging trucks would find passage through there even more difficult. For Public Safety, it is imperative that there be alternative parking sites provided when the Ferncroft Lot is reduced to 50% of its capacity.

In the June, 2022 Zoom information session the USFS stated that there would be no need to buffer trails from logging activity since the logging activity would not be easily seen from nearby trails. Is this still true in the EIS? If not, what is the plan to provide buffer space between trails and logging sites?

In the winter, FR 337 is used by both cross country and backcountry skiers. The Tamworth Outing Club grooms FR 337 from the parking lot for about 0.4 miles. That provides access to both the Behr Trail Network and Gordon Path, as well as to folks who just enjoy the groomed skiing on FR 337. What accommodations will the USFS make for winter skiing on FR 337 during logging operations?

When vehicles on FR 337 are approaching the parking lot from the east, there is poor visibility of any activity in the eastern end of the parking lot. Both hikers exiting from the port-a-potty and cars in the last few parking spots are difficult for drivers of logging vehicles to see until they enter the parking lot. Will logging trucks be required to stop when they enter the parking lot from the east?