

remove whatever they may happen to run into.

People run into highway overpasses because their rigs are oversize, but we don't remove the overpasses because of that.

In the case of this oak tree, the overhead clearance does not appear to be reduced. But, even if it were, why not put up a sign warning of the reduced clearance? The signs for the Wawona Tunnel warn the drivers of large rigs that the clearance is reduced if they get too close to the curb. That seems to be a more appropriate response, rather than blasting out a larger tunnel.

Assuming any action is even needed, a similar rationale should be used for the oak tree. Preservation of the resources should come first.

## VII. TURNOUTS

---There are errors on the map. Turnouts are said to be paved when in fact they are not. (One example is No. 54.) So what does it mean when the EA says those turnouts will be "repaved"? If they are not paved now, it is not possible to "repave" them. The reader has been led to believe you are going to repave an existing paved surface, when in fact the surface is not paved. Since there is an error in the EA, you need to err on the side of caution. Given the circumstances, we believe it would be legally questionable for you to pave those presently unpaved turnouts.

We are particularly concerned about this because we believe No. 54 should be restricted to emergency parking only, along with No. 53. We strongly object to the paving of either of those turnouts.

---Preservation of the roadside turnouts (68 identified) is essential to visitor access and appreciation of the resources. Consistent with our position that there should be no further reduction in parking unless and until there is an adequate public transportation system, we are proposing that NO turnouts be removed. (As in Alternative 3.)

---We also propose that some turnouts be paved and curbed. (As in Alternative 2.) Roosevelt (No. 05) and Wosky Pond (No. 51) are good candidates for regrading, reconfiguring, paving, and curbing, as is proposed, in order to protect the adjacent wetlands. Reconfiguration at Wosky could actually accommodate more parking with less impact on the wetland by making the turnout longer and narrower than at present. There may be a legitimate question as to whether asphalt is the best material. Should the turnouts be a different material?

---One turnout (No. 11) is of exceptional interest because of its interpretive value. It provides an excellent view of the El Capitan moraine right where the river cuts through it. We call for widening this turnout. It is a good candidate for an interpretive sign.

---Fern Spring (No. 03) turnout is much larger than necessary, and the road is much wider there than elsewhere. Much of the asphalt should be removed and more area devoted to plant restoration near the spring. There is wild ginger (Lemmon's wild ginger, *Asarum lemmonii*)--a park sensitive plant-growing there and this is also considered a sacred place to Yosemite's Indian people, we feel this sacredness should be honored.

---At Valley View (No. 67) the cobblestone apron should be repaired, which would involve removing the alders which are growing out of the undermined and fractured areas. The NPS proposes a short wall (concrete?) to buttress the lower edge of the apron. Although straight is cheaper, we are