Data Submitted (UTC 11): 9/28/2018 7:00:00 AM
First name: Brandon
Last name: Madrid
Organization:
Title:
Comments: The roads proposed for decommissioning seem pretty reasonable, since most of them are not drivable in the first place, but will anything be done to ensure that they remain walkable? I'm assuming by decommissioning, you mean starting at the end of the road with an excavator and pulling the high side down over it as you work your way out. I've seen this in other areas of the National Forest, like south of the Queets River and above the Skokomish River. Any time machines go in and do that, alder seeds in at something like 2,000 stems/acre on the upturned dirt, making it easier to walk through the timber than on the road itself. Perhaps this is good for erosion, but it is in no way natural or returning the road to what it was before its creation. This may be fine for the many stub roads that don't really go anywhere, but doing this to something like the road that is currently acting as a trail to Discovery Lake is essentially closing access to that lake off.

A bigger problem, though, is the fact that you're converting so many roads to ML 1 - Closed. Many of those roads are still drivable and are popular choices for dispersed camping, because they're not along major arterial roads where you have to constantly deal with traffic. Public access to forest lands took a huge hit a few years ago when private timber companies started locking everything up behind high access fees. This pushed everyone off to federal and state lands, and now you're proposing essentially shutting down the majority of that as well. Grays Harbor as a county doesn't have a lot going for it, but what we do have are beautiful forest lands. By shutting down so much access via closing all these roads in a time when private land owners are doing the same thing, you're robbing this county of one of the few redeemable features it has.