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Organization:

Title:

Comments: Dear Yewah:

Thanks for the opportunity to comment during the scoping phase of this large project on the Wynoochee. I'm happy to see the Forest Service pursue a more comprehensive project, with near-equal attention paid to right-sizing the road network and aquatic restoration, than has been the case in most previous Olympic NF thinning projects.

I support the Wynoochee Pass trailhead relocation (this has been a long time coming) and the riparian/floodplain restoration along the mainstem Wynoochee River above the reservoir. Please ensure that the magnificent, remnant groves of old growth forest in the vicinity, which are truly second to none, are well-buffered from project activities and not disturbed. Some of the finest Douglas-fir specimens in the Northwest may be found upvalley of the reservoir.

I'd like to request that the 2270-300 spur be revisited for decommissioning, rather than the ML2 prescription as currently proposed. It's not clear why this spur needs to be retained. Its cherrystem character along the periphery of the Olympic Peninsula's large central roadless area makes it quite problematic with regard to terrestrial habitat fragmentation, and it seems an open invitation for unscrupulous individuals to set up a poaching operation. If there's some compelling need to keep this 300 corridor open, such as legal hunting, I ask that conversion to non-motorized trail be the outcome here instead.

Similarly, I request that the 2270-500 spur just west of Klone Lakes be converted to trail in its entirety beyond its junction with the 530 spur. Beyond just addressing this spur's terrestrial habitat disturbance, a somewhat longer trail conversion would make this a more attractive hike in general.

Lastly, I'm grateful that a real effort has apparently been made to limit temporary road construction for this project's thinning operations. I'm hoping this is a tacit acknowledgment that the worst of the aquatic and soil damage associated with temporary roads has occurred long before these grades are later rehabilitated. To this end, I hope the Forest Service will continue to seek methods to reduce temp road construction even further for this and future projects, especially when it comes to new grades where no road has previously been.