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Comments: Thank you for your careful analysis in creating this draft assessment of the status of National Forest System roads and danger trees within the areas affected by recent wildfires.

* The planning area hosts congressionally designated Wild and Scenic Rivers. All management activities within these river corridors must protect and or enhance the identified outstandingly remarkable values for those segments. Furthermore, this project spans Late Successional Reserves and Critical Habitat for the northern spotted owl, which often use burned patches for foraging. A full analysis on current and proposed impacts to wildlife and available habitat should be completed before this project is approved.

* I am uncertain about the difference between road closure and decommissioning, but want to emphasize that I am very concerned about road impacts to salmon and drinking water and want to ensure that the Forest Service uses the opportunity engendered by these closures and decommissioning decisions to maximize the restoration of ecologically-appropriate runoff for watershed health.

* Danger tree removal would not make sense on roads that are currently closed or decommissioned, have previous decisions to be closed or decommissioned, or on roads identified in the analysis for future closure or decommissioning. My understanding is that you ARE taking this approach.

* In terms of "striking distance", I see that the proposal regarding tree-heights is based on site specific circumstances. This is a good way to move forward as long as those circumstances are discussed in the analysis with Project Design Criteria.

* Maintaining access to cultural resources requires meaningful consultation with the Confederated Tribes of the Warm Springs and the Confederated Tribes of the Grande Ronde. Mt. Hood's management plan provides direction on honoring treaty rights, and traditional areas that are covered by the American Indian Religious Freedom Act.

* Lastly, the Forest Service must acknowledge the impacts to local communities which have resulted from the long-term closure of Highway 224 along the Clackamas River. The Oregon Department of Transportation is close to completing their roadside abatement activities on the state highway. I encourage you to consider allowing river access after these activities are completed, even if the Forest Service roads are not ready for reopening. The Forest Service could keep their connecting roads closed while still providing access to the river while they complete their roadside work on roads deeper into the forest.

Thank you for your attention.