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Comments: most of the roads slated for logging (81%) are poorly-maintained and rarely-used Maintenance Level 2 roads- agency-speak for roads managed for high-clearance vehicles and not intended for frequent travel. While some Maintenance Level 2 roads are important as ingress/egress routes in the case of an emergency, most serve no vital purpose. These roads are vestiges from another era, when National Forests were primarily managed for timber production, and we have way, way too many of them. Many roads that the Forest Service says are "vital" are in fact dead-end spur roads that are maintained for no other reason than to facilitate logging. Crisscrossing the landscape, these roads are a chief source of sediment pollution to local waterways, as they are often poorly maintained and constructed, with undersized culverts.

Please reduce the excessive amount of logging in this forest plan.

Post-fire logging adds a disturbance on top of another disturbance, making already erosive landscapes bleed more sediment. Nearly every major river on the North Coast would be affected-from the Smith in the north to the South Fork Eel in the south-impacting in total more than 239 sub-watersheds with increased sediment pollution, including 30 municipal watersheds. The project treatment areas contain multiple Tier 1 key watersheds and Critical Habitat for threatened and endangered salmon.

Avoid logging trees that are important bird habitat. Northern spotted owls, Pacific fishers, Humboldt martens and other forest denizens would see their nest and denning trees logged.

The plan includes areas that we know were used by northern spotted owls and other species that require large, old trees and forests for their survival. The project touches nearly every northern spotted owl Critical Habitat Unit in Northern California and also would allow commercial logging within Late Successional Reserves and Riparian Reserves.

This will cause undue damage to these areas and impact the wild and scenic nature of the area.

You should focus efforts on high-use roads and other roads that serve a critical purpose, coupled with a review of the existing road network to see which roads were no longer necessary. That would have found common ground to better protect the remarkable region of the North Coast. Instead, we have a massive timber sale proposed in this plan.