

Appendix E-Sequoia National Forest Travel Analysis Public Feedback Summary

The public feedback period was initiated on September 10 via webinar, and closed on September 20. The following comments were sent in by individuals, agencies, organizations and other nations (Tule River Tribe) during the public involvement period for the Sequoia National Forest Travel Analysis Process (TAP), Subpart A. There were 68 respondents, two of which provided feedback after the close of the feedback period.

Most respondents used the Public Feedback form provided for download during the webinar, and afterward on the Sequoia Forest website. A few individuals or groups provided letters as well.

In addition to the feedback period for the TAP, public comments received during the 2003 Road Analysis Process were included in the current analysis, and are attached at the end of this appendix.

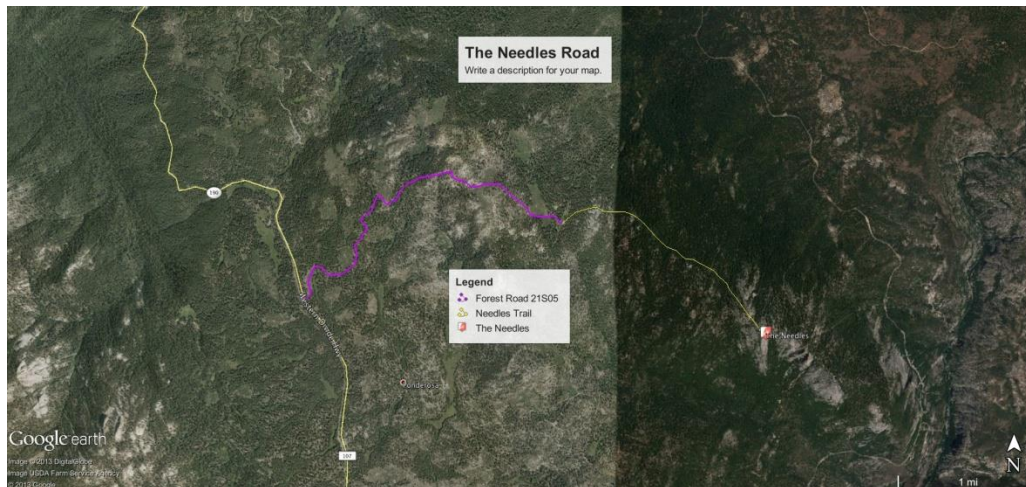
Responses via Public Feedback Form

Road Number

21S05 (the Needles Road) [this road was repeated on 29+ of the forms, mostly representing Southern Sierra Climbers Association or one of several Alpine Clubs (American, Stanford, Allied Climbers of San Diego, Southern Cal. Mountaineers Assoc., etc.)]

All and any.

Needles Spring Road (from 190 to the trailhead for the Needles rock climbing area and former lookout). From the Western Divide Highway, NF-21S05 leads east starting at coordinates 36° 06'44.47" N, 118° 32' 24.87" W and proceeds unpaved for 3 miles to a campsites/trailhead.



This road accesses the trail to the Needles lookout site and The Needles proper. Climbers from all over the U.S. and from around the world come to climb at The Needles, which have gained international fame among climbers for their perfect granite and stunning beauty.

Road 21s05, The Needles Road; 22s69 the Dome Rock Road; 21s50 to 20s79 to 20s53a the access roads to Hermit Spire; 21s50 to 20s71 to 20s81 the access roads to Trilogy (McIntyre Rock); 22s82 the access

road from Johnsondale to Elephant Knob, Sentinel Peak, the K and L Wonder Bluffs, the lower Needles, Demon Dome and Merlin Dome. I am a rock climber and these roads are very important to access the areas that us climbers climb in.

Road to Dome Rock and road to Needles trail head. These roads are highly used by the rock climbing community as well as hikers who just like to hike to these scenic vistas. It is important that these roads be maintained to be passable and be open during the climbing and hiking season.

I hope that you will consider keeping the road to the Needles Overlook open and maintained! I love hiking out to the overlook (even though the fire watch station is no longer there). It is also a great place to take my geology students because the overlook offers an excellent view of the basalt flows that overlie the granites of the Sierran batholith. This is an important part of the area geology!!!

This is the access road to the Needles, where the lookout tower burned a few years ago.

21S05 Needles road, 22S69 Dome Rock Road. I use these roads for camping, hiking and climbing.

21S05 Needles road, 22S69 Dome Rock Road.

Road 21s05, 22s69, 21s50, 20s79, 20s53a, 21s50, 20s71, 20s81. The roads that access the climbing in The Needles, Dome Rock, Elephant Rock, Hermit Spire and environs.

All-southern sierra

Road 21s05, The Needles Road; 22s69 the Dome Rock Road; 21s50 to 20s79 to 20s53a the access roads to Hermit Spire; 21s50 to 20s71 to 20s81 the access roads to Trilogy (McIntyre Rock); 22s82 the access road from Johnsondale to Elephant Knob, Sentinel Peak, the K and L; [and] Wonder Bluffs, the lower Needles, Demon Dome and Merlin Dome. [This statement was repeated on 14+ of the forms]

USFS 21S05, 22S69, 21S50, 20S79, 20S53a: Roads near the Needles Climbing Area, Dome Rock & The Hermit (rock formation).

28S05 spur road off 27S02; this short dirt road provides access to Forest trail 33E45. This is important because it is one of the few exit points from dead end 33E45. This segment provides a loop opportunity and reduces two way traffic on 33E45.

28S44 Solomon Ridge Part of Piute Proposed Action trail system, this road should be retained pending outcome of the Piute Trail Plan

22S14 Kern Plateau road that may be part of designated motorized trail 33E28. This should be evaluated for effect on the trail system, this road was rated mod/low.

23S23 Kern Plateau road that may be part of 33E32. This should be evaluated for effect on trail system, this road was rated mod/mod.

27S02 (H)?? Road segment not shown on Travel Analysis map, but this road is on the Travel Management Inventory Map but was not assigned a number. It is located slightly south of 27S02G and connects 27S02 to 33E65 Liebel Peak trail; this road should be evaluated because it was in good condition and not as steep as some of the other roads in this immediate area that connect 27S02 to Liebel Peak trail.

28S34 Squirrel Meadow, connectivity: This route is an important recreation access, connecting road 28S06 to the top of motorized trail 31E78. 28S34 could be considered for use change from road to OHV High Clearance or ATV or MC still allowing connectivity to 31E78 which is a Motorcycle only route.

22S02 Last Chance, important for connectivity and loop options: This route is an important recreation access and connecting road tying County Rd. 107 and 22S82 together. Beautiful road passing thru vegetation zones as altitude changes. Recently graded and graveled.

25S21 Cooks Peak, important for connectivity and loop options: This route is an important motorized recreation access and connecting road linking with 32E46, 21E84 and 25S15.

27S12 Delonegha Access, maintain administrative access: This route is important for motorized administrative access to 32E49, 31E22, 31E76 for maintenance of a number of connecting motorized routes.

13S97 Millwood, connectivity and loop options: This route is an important recreation access and connecting road tying many roads together.

24S28 Rincon , connectivity to 33E23 and Kern River Hwy: This route is a vital access route to the south end of the Rincon Motorcycle trail 33E23. If 24S28 closes to motorized 33E23 becomes a dead-end at its southern end. 24S28 must remain open as a road or be converted to a motorized trail.

26S30 Davis Loop, connectivity to 25S15 and 26S06: This route is important for motorized connectivity and loop options with 25S33 and 26S06

28S44 Solomons Ridge, connectivity and loop options: This route is addressed in the Proposed Action for the yet to be completed TMP for the Piutes and as such must await the conclusion of that process before any action.

Reasons you use Forest Roads (Additional Feedback):

ACCESS TO ROCK CLIMBING [This statement was repeated on 12+ of the forms]

The Needles and Dome Rock are world class rock climbing areas attracting rock climbers from all over the United States and also internationally. This important recreational resource needs to remain an available for visitors.

The Needles are an unbelievably important climbing resource. They are not only unique in their steepness, providing a climbing experience found almost nowhere else in America, but the aesthetic and quality of the rock combined creates a truly world-class climbing area. Climbers come from all over the world to experience such a place, and I make it out there multiple times a year.

Road system you prefer to have in the forest (Please rate top 3: 1 to 3, highest to lowest)

Other (Please explain):

Keep existing road open and maintained.

No net loss of roads.

Maintain 21S05 (dirt road) with inexpensive annual grading

The road that is the subject of this comment is a season dirt road. [This statement was repeated on 15+ of the forms]

The road that is the subject of this comment is a seasonal dirt road. With very few exceptions, keep the current road system open seasonally for user groups.

Maintain the existing roads we have!

I would like to see this road maintained as it was 3 years ago, with annual grading and maintenance so that the campground is accessible and the toilet, which was funded by climbers, can be cleaned and emptied.

Repair the existing roads.

Maintain existing roads to keep them open and passable with a reasonable passenger vehicle.

Improve roads where they are very rough.

For God's sake, please do not interpret my comments as justification for even more windshield tourism. NO MORE BUS TOUR ROUTES! NO MORE AUTO TOUR LOOPS!

paved main routes [ranked 2 behind keeping road system as it is]

Just maintain the roads so people can drive to their destinations, no more roads or tour bus routes.

Keep forest roads as they are, with fixes, grading as needed. Please do not pave or otherwise increase access to tour buses!

Keep as is but maintained as a seasonal dirt road for cars. (I don't understand the other answers relative to the question).

Make more drivable with a 2 wheel drive vehicle.

This road provides access to a well-known climbing destination.

Please keep the road to the Needles maintained and open. Thank you.

Grade road to make passable to normal vehicles.

Increase maintenance on dirt and fire roads.

You can add/improve some roads, but do not close any roads.

Keep the roads open and allow or provide some basic maintenance. Please do not close the roads.

The road that is the subject of this comment is a season dirt road. Restore and maintain to previous level suitable for 2wd vehicles.

Maintain roads to ensure they are passable by automobiles and/or bicycles after seasonal rains and snow. The road system should not be enlarged or made to accommodate tour buses, which would just increase the level of impact on the area. Keep the road system as is, just maintain them on a seasonal basis to allow access to a highly significant area.

Make more motorized loops.

Prefer existing road system with selected closures, after public input has occurred (Tule River Indian Tribe)

Additional Feedback:

This is an important three-mile access road to The Needles climbing area, one of the most important climbing locations in the Sierra Nevada-see <http://www.mountainproject.com/v/the-needles/105851693> . After the lookout burned down a few years ago this road has been neglected; what was once a trailhead accessible by low clearance two-wheel drive vehicles is now nearly impassible except for high-clearance 4WD vehicles; most do not attempt to drive the road now. What was a 3-mile hiking approach to the Needles climbing area is now a 14-mile round trip. Even before the lookout burned down, the gate at the pavement (Western Divide Highway) was closed for much of the climbing season (spring through the fall until snowfall). This gate should remain open throughout the climbing season. Another problem with the road falling into disrepair is that the trailhead toilet (paid for years ago by The Access Fund and Southern Sierra Climbing Association) receives no maintenance and is now a mess and health hazard. We request the Sequoia National Forest to prioritize maintenance on this road and expand the season which the gate is open. [This statement was repeated on 15+ of the forms]

Backcountry roads are essential for the public to have reasonable access to public lands. Responsible use of the road system should be encouraged by public agencies without any net loss of roads or access fees. If a road must be closed for a valid reason, then another route should be opened to compensate.

The Needles is an international rock climbing destination.

I am writing specifically to address the continued maintenance of the access road to the Needles, a world class climbing destination. I have traveled to California to specifically visit this area on several occasions, spending money in Kernville and the surrounding area. The road is currently in bad shape, but would not take much to be improved.

This is an important three-mile access road to The Needles climbing area, one of the most important climbing locations in the Sierra Nevada – see <http://www.mountainproject.com/v/the-needles/105851693>.

It is the cover shot for Mark Croese's book 'Fifty Favorite Climbs: The Ultimate North American Tick List' http://www.amazon.com/s/ref=nb_sb_noss_1/190-6130710-0205745?url=search-alias%3Dstripbooks&field-keywords=Fifty%20Favorite%20Climbs

I have climbed for over thirty years and of all the many places I have visited this in my opinion is the best.

This area is also a popular destination for day hikers.

After the lookout burned down a few years ago this road has been neglected; what was once a trailhead accessible by low clearance two-wheel drive vehicles is now nearly impassible except for high-clearance 4WD vehicles; most do not attempt to drive the road now. What was a 3-mile hiking approach to the Needles climbing area is now a 14-mile round trip. Even before the lookout burned down, the gate at the pavement (Western Divide Highway) was closed for much of the climbing season (spring through the fall until snowfall). This gate should remain open throughout the climbing season. Another problem with the road falling into disrepair is that the trailhead toilet (paid for years ago by The Access Fund and Southern Sierra Climbing Association) receives no maintenance and is now a mess and health hazard. We request the Sequoia National Forest to prioritize maintenance on this road and expand the season which the gate is open.

Forest Road 21S05 plays an important role in reducing the impact from hikers and climbers who go to The Needles. If the road is open and passable by normal vehicles (as it has been in general since the lookout opened in 1939) then visiting climbers camp near the trailhead and dayhike out to the Needles to climb, returning to the camp at night. Since The Needles are a pristine natural area, if climbers and hikers were to camp out there in any significant numbers the impact would be obvious. Campsites and fire rings would appear, and human waste would be a real concern. Today The Needles are a world famous destination for climbers. With 21S05 maintained the hike is 2.5 miles and climbers will prefer to return to the trailhead camp each evening. If 21S05 is not passable the climbers will come anyway, but with a hike of 5.5 miles they will camp out at the rocks, an area which is not well suited for this use. Keeping Forest Road 21S05 open and maintained during the climbing season will have a very positive result in terms of preserving a very special resource.

This is a rich recreational area served by these roads. They have been in an increasing state of disrepair and need to be maintained appropriately.

These roads provide critical access to world-renowned rock climbing destinations in Needles area of the Sequoia National Forest. These granite formations are treasured by the rock climbing community around the world, and for me they are highly significant and important on a very personal and spiritual level. Losing access to these one-of-a-kind formations would be a devastating loss for rock climbers, outdoor recreationalists, and nature lovers everywhere.

Please keep these roads open and passable. Some of them are getting very rough. I use them to access areas for rock climbing as well as camping where it is possible and near the climbing areas.

The Needles are a special places, spiritual and spooky and proud. Without the use of this road, folks like myself who live far away will not be able to hike in and climb without spending an entire day hiking in and camping . There's not much water up there, so car-camping is pretty essential. Thanks.

I am mainly using these roads to access rock climbing and hiking opportunities but also backpacking, fly fishing and nature watching. I think it is essential that these roads are maintained as 2WD passable dirt roads. I have been using these roads since 1999 and closures of these roads would adversely affect my ability to access and enjoy these resources in a Leave No Trace way.

In our area we have already lost many roads and access points due to previous and current Forest Plans and are losing more as we speak. We have even lost access to an entire bridge that spans a freeway. Yesterday I received notice from the local district Ranger that we will lose three recreation areas along with river access and now here's yet another plan for road closures. Loss of these road systems in the Lake Isabella area and surrounding mountains will have a devastating impact on the local economy and the morale of the people. Fewer roads will also mean larger and more destructive fires placing residents and firefighters in danger. Roads are needed for fighting AND escaping wildfires. We do not want to see another tragic incident like the one that happened in Arizona earlier this year.

I would like these roads maintained to ensure access to climbing routes is maintained

If these roads close, access to the climbing areas comprising the Needles will no longer be available.

I use these roads to access rock climbing at the Needles. The Needles is a very special place to me and a one-of-a-kind climbing area. Losing vehicle access to these roads would make climbing difficult or impossible for most individuals. This would be a huge loss for myself and the climbing community.

The roads in question and their condition immediately impact a region that provides benefits that cannot be measured in dollars and cents. These roads provide access to some of the best climbing areas in the United States as well as avenues to pursue other outdoor recreational activities such as hiking, fly fishing, camping, etc. Further deterioration in the condition of these access roads would be a tragic oversight in a world that is in need for means in which to balance the hectic modern day life. Access to these regions provides people with the ability to commune with nature in a way that is no different then those congregational members that assemble in churches throughout the country every Sunday of the year. It is with great hope and anticipation that those persons responsible for the care and maintenance of these areas look to their conscience and determine that providing legitimate access to these areas is the only right decision to make.

Hiking and rock climbing at the Needles is a remarkable experience for me. I am moved, spiritually and emotionally, every time I go there. The road is in poor condition, but gets traffic plenty during the summer, with other hikers and rock climbers. I would love to see the road (and the bathroom at the trailhead) maintained to keep this wonderful destination available for us today and for future generations.

FS 21S05 is the road I use most often and am most concerned with staying open. In addition I also use 22s69, 21s50 to 20s79 to 20s53a, 21s50 to 20s71 to 20s81 and 22s82 to access climbing areas.

Please, under no circumstances, close the access road to the Needles/Needles camping area. Its use is vital for climbing access to the Needles. You do not need to improve that road – it is fine as it is. If you want to improve the road anyway, I doubt anyone will argue against that. However, please, do not close that road. The Needles is a unique climbing area that I – and many others – have been enjoying for a long time. The closure of the access road would mean its loss as a climbing area, and it would be irreplaceable.

I generally spend one to two weeks per season (spring – fall) using these roads to access some of the best rock climbing on granite spires in the country. Without these roads the impact on these areas will certainly become more severe, as the current roads keep us closer to our vehicles and minimize human waste, fire rings, etc.

The Needles are one of the preeminent rock climbing destinations in California and rank alongside Yosemite Valley in prestige. Climbers from as far afield as Europe and South America dream of climbing on the vivid, almost neon lichen-stained rock of The Needles. As a Southern California resident I consider this area to be a special local gem, and I hope that the Forest Service will keep the access road mentioned above open so that climbers can continue to access this wonderful place. Thank you!

As a rock climber, I climb all though out the Sierras, from Yosemite, to Whitney Portal, Tahoe, Bart Dome, the Needles and Joshua Tree, among other places. These roads provide reasonable access for climbers to reach beautiful areas to climb in within the framework of a weekend trip. Closure of these roads would severely impact the ability of the average, 9-5 working climber to enjoy these beautiful settings.

Letters

(individual)

Travel Analysis Process: I don't have the time to go through all of your *Travel Analysis* information but would like to pass along the general comment of opposition to the idea of closing off access to National Forest lands. I recently purchased a dual sport motorcycle. At this point I don't know which roads down the line I will or will not be riding on. Generally, I would like to keep my options open. I'm not really sure of what the point is of bottling people up into smaller and smaller areas to access public lands.

(individual)

I am having trouble with your Feedback form download, so will provide my comments within this email rather than on an attachment of that form. My number one recreation destination in the Sequoia National Forest is the Needles rock climbing area, typically accessed with a standard passenger car via the Needles road several times per year. I believe this is road "21so5", which leads to the needles spring trailhead to the old (now burned) Fire Tower and beyond that into the Needles themselves. This is one of the premier climbing areas in North America, famous around the world, and in 22 years of climbing, still the best I've ever experienced. I've driving a Ford Taurus station wagon into the primitive camping just before the trailhead many times. As an aside, this camping should stay primitive/undeveloped, we do not need or want "facilities". I strongly urge you to maintain access and maintain the road (21so5, the "Needles Road") in a state that is passable by normal passenger cars, not just high clearance 4x4s and similar. Thank you for the opportunity to comment.

(individual)

I have used Road 21s05 to get to the needles area for a climbing trip. This place is gorgeous and unique! I hope to spend many more days there as my climbing progresses (because there's a lot of hard routes!) and recently saw there is possibility for closing the road due to conditions. I am hoping this road stays open to allow visitors to access this area with all types of cars, not just 4x4, and believe keeping this road open will enable more people to car camp at Needles Spring Area instead of backpacking into the wilderness (trash, fire rings, human waste, etc.). Please let me know if there's anything I can do to help - including volunteer work on the road!

(individual)

Comment Period Way To Short!!!!!!!!!!!!!! The possible closing roads off. Roads, 25S21, 25S21, 25S15, 25S04, 26S05, 26S30, are all important roads for fire fighting access and evacuation routes for the local communities of Alta Sierra, Slick Rock, Shirley Meadows Cabins which is well over 300 cabins. They are also very important to many types of recreation. They also are needed to gather wood for winter heating. There is so few roads already that we are limited access for wood harvesting. Wood cutting helps with the cleaning of the forest of dead trees each year. As for Road 24S50C, it is not a road. It is only about 12" wide and is a designated bicycle trail! Roads in the Greenhorn Roadless area are gone from the map. 26S06 which is a old stage coach route. It dates back to the late 1800's! I could go on and on but after being a resident of Alta Sierra (Greenhorn) for 34 years and have fought to keep are forest open to all, They continue to keep closing more and more!

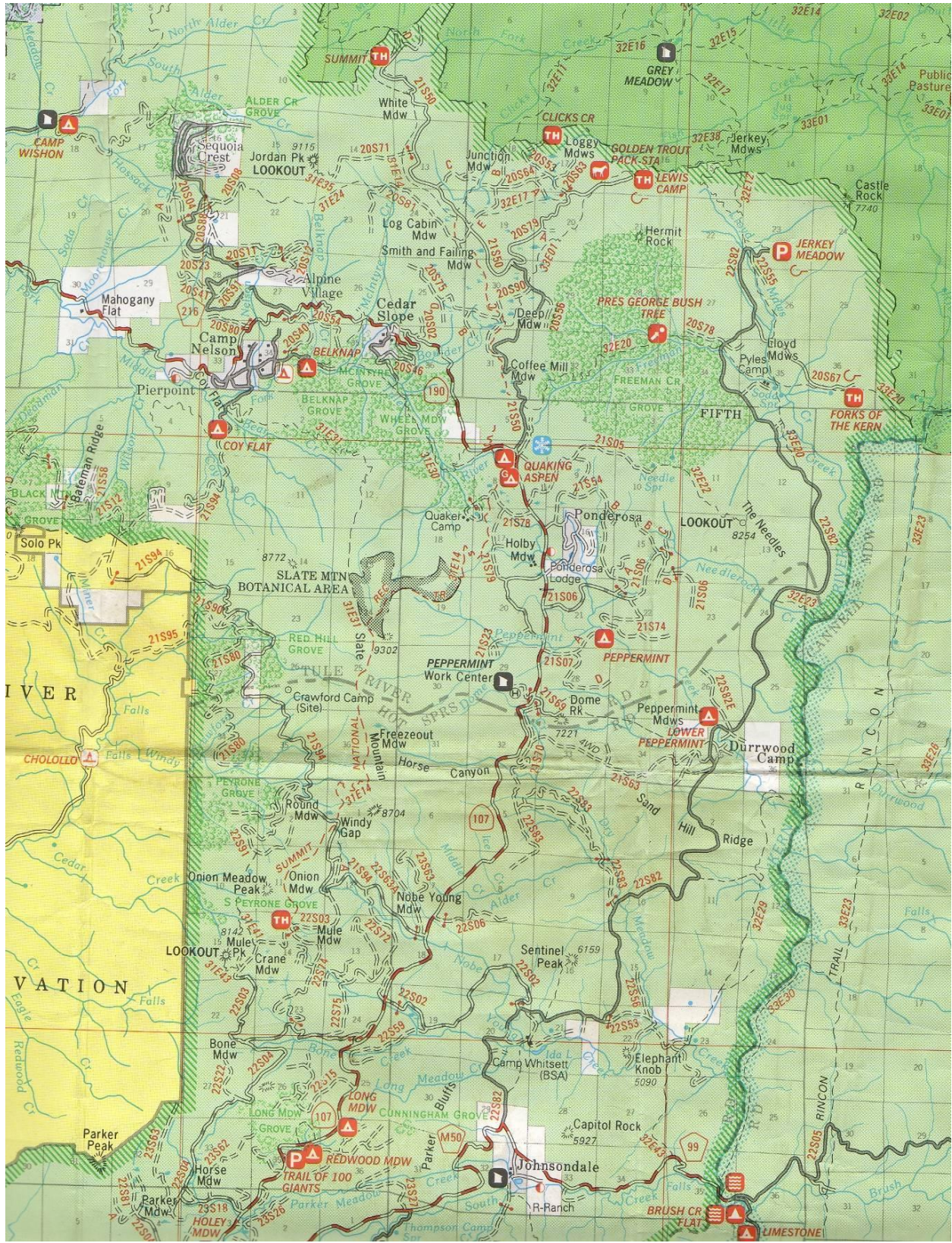
(individual)

I am a regular user of the following two roads in the Sequoia National Forest: Road 21so5, The Needles Road (to the Fire Lookout that burned down a year or two ago) 22s69 The Dome Rock Road This past summer, I have used the Needles Road on about 8 weekends and the Dome Rock Road 3 or 4 times. I hope that you can keep these two roads open to the public.

(individual)

The Needles are one of the premier rock climbing venues in the WORLD. Climbers from around the world make the trip to climb at the Needles, so closing this road should not be taken lightly. Please don't close this road and prevent access to a national treasure!

(Individual)



Road Survey

Purpose

The purpose of this memo is to document the condition and assess relative priority for road maintenance of the forest service roads near the Highway 190 corridor. The roads can be grouped into several geographic categories: Redwood Drive (RED), North Road (BLUE), and other (PURPLE).

Road Priorities

In order to allocate resources to maintain these roads one must consider how to prioritize the roads in this area. Some roads provide strategic access to a community or for fire equipment. Some access one or more recreation sites. Some are more scenic than others and some roads are just merely left over from logging days. The values for Strategic, Recreation Access, and Scenic factor range from 1 to 4, depending on the metrics listed below.

In order to characterize total priority, several methods were considered. If values are assigned for each attribute and then summed it does not differentiate or amplify the value for a combination of factors. By taking the product of the three values, it amplifies the values for roads that have more than one value. For this reason it was determined to use a product of the three values.

Strategic 1-4, 2= some importance, 3= secondary access, 4= emergency or fire access

Access to other recreation 1-4, 2= campsite, 3= trail, 4= more than one

Scenic 1-4, 2= nice drive, 3= grand vistas, or streams, 4= amazing

The highest possible value would be 4 x 4 x 4 = 64 for a road with emergency access, access to more than one recreation site, and an amazing scenic factor. Priority > 16 have been highlighted below.

Redwood Drive	Pts	
Fox Farm Rd.– 4,4,3	48	Access from Wishon/Doyle to Sequoia Crest
20S08 – Jordan Rd., 3,3,3	27	Western trail from Redwood to Jordan Pk/Mckentire Rk
20S04A – Hossack Meadow, 3,3,2	18	Meadows, Indian tubs, and historic USFS cabin site

North Rd, 21S50

20S44 – 1,2,1	2	Blocked road
20S75 – 1,4,2	8	Many nice campsites at the ends of this road
20S81 – 2,3,3	18	Access to trails and streams
20S71 – Jordan trailhead, 2,3,3	18	Jordan Pk Lookout
20S19 – 1.5,3,4	18	A real hidden gem of a road to great vistas
21S50 – Summit Trailhead, 2,4,2	16	Summit trailhead and access to the Wilderness
20S79 – Golden Trout Pack Rd, 3,4,2	24	
20S64 – Junction Meadow, 2,3,2	12	Collection of small roads in this area, Clicks Creek TH

Other Roads

21S94 – Coy Flat to Nobe Mdw, 4,4,3	48	Access from Camp Nelson, collection of side roads, Windy Gap to Divide Hwy
21S05 – Needles Lookout, 2,4,4	32	
21S69 – Dome Rock, 1,4,3	12	
21S70/22S83, 3,3,3	27	Links Divide Highway with 22S82 in Kern River canyon

Conditions

In general most roads that are still open are in good to fair condition. The trend that has been occurring in this forest, and many others, is that if a road is difficult to maintain or has degraded condition it is simply gated or abandoned by placing large boulders at its entrance. The survey notes the condition of the surface of the road, any obstacles, and any other noteworthy issues. Examples include "rutted, sandy, overgrown, campsites, etc"

Light grading means that a truck with grading blade is required to scrape enough soil to fill ruts that are 8-12 inches deep or remove 4-8 inches of mounded soil or rocks in some locations.

Conditions Detail

The following attempts to provide a summary of detailed information about each road with photos of important features.

Fox Farm Rd. (48 pts)

This road winds its way 6 miles from Camp Wishon to Sequoia Crest, providing the only escape path for residents of Doyle Springs in case of fire. Even though the road is well travelled, it has extensive wildlife. It has had brush removed from the sides for the lower mile or so, but there is significant overgrowth along the upper portion of the road. There are areas of erosion in steep sections and exposed rock making travel difficult for vehicles with standard ground clearance. There are two sections that have poor drainage due to improper grading.

Proposed action: light grading to fill ruts and removed exposed rocks over the entire 6 mile length, complete brush clearance 5 feet on each side for the remainder of the road.

20S08 – Jordan Rd. (27 pts)

Gate is usually open in summer, has trail marker that reads 2-3/4 miles to Jordan Pk. road is good for first mile or so, then is overgrown in Silverthorn, quad width passage, 70% open, some ruts and rocks. After trailhead is reached, the road is only 30% open with extensive Silverthorn overgrowth. Overgrowth continues to close in until it is completely covered. End of road appears to end at a large clearing at 36° 10.258, 118° 36.560

Proposed action: brush clearance on both sides for entire length to fit standard truck width, some localized fill for erosion

20S04A – Hossack Meadow (18 pts)

3 trees downed across road, removed on 11/26, hunter quad tracks had bypassed all the trees. Road is fairly clear nearly to the end, minor erosion. 2 large rocks block at end.

Proposed action: light grading, remove large rocks to permit travel to the end of the road

20S75 (8 pts)

This area is comprised of an extensive array of roads to meadows and campsites.

75A 3 trees, passable in small jeep,

Silverthorn overgrowth, 80% open

75 recent brush clearance to end, nice clearing and view

75 has moderate erosion at steep uphill section before 74 splits

74 recent clearance

74a short

25S01 Silverthorn 20% clear walkable to small stream, continues around meadow 74 ends at campsite, short off of 75

Proposed action: light grading, especially in the section of S75 before 74 split (pictured above), continue brush clearance and tree removal to ends of all roads

20S81 (18 pts)

Long single road, heavy duty clearance completed, ends at 21E24, continues behind gate as quad track for a mile. Nice stream with fish is crossed with a large culvert, but extensive erosion has degraded

quality of road to quad tack. Several trees down with quad arounds, change to single track at clearing on knob at 36° 10.28, 118° 34.87

Proposed action: Open locked gate, remove fallen trees, repair erosion at stream crossing

20S71 – Jordan Lookout (18 pts)

This road provides access to the Jordan Peak Lookout tower. The primary road had several trees down and one was removed on 11/25/09. New sign at TH is in good condition. There is a service road that pitches sharply upward from the main road to gain access to the tower for service vehicles.

Proposed action: Remove fallen trees

20S19 (18 pts)

This road has been recently opened. It has great views toward Needles lookout and into the canyons. It is in fair but bumpy condition and recently cleared. Start 36° 11.56 118° 34.17 End of 20S19 went 2 miles to top of ridge 36° 11.50 118° 34.93 lots bumps, 3 campsites

Proposed action: Light grading to remove bumps

21S50 – Summit Trailhead (16 pts)

This long road is in fair condition, providing access to the Summit Trailhead. The sign has fallen and is in poor condition.

Proposed action: replace the sign

21S50C

There is a spur road that is designated as 21S50C that is a decent road with 5 recently logged trees, 1 is still blocking the roadway.

Proposed action: remove the trees

20S79 – Golden Trout Pack Station and Lewis Camp TH (24 pts)

This well-travelled road is in fair condition, providing access to the pack station. The road is rutted and sandy in places.

Proposed action: light grading in rutted areas

20S64/20S53 – Junction Meadow and Clicks Creek TH (12 pts)

This area is criss-crossed with several small roads. One, 20S64F even connects with 21S50. The roads are in good condition except for overgrowth of trees and branches.

20S64 has a small coral at the end. 20S53 has secret cutoff to meadow restoration project

Proposed action: trim overgrowth

21S94 – Coy Flat to Nobe Mdw (48 pts)

This is an important road linking Camp Nelson, through Coy Flat, up through a corner of the Black Mountain Grove of Giant Sequoias, then through the corner of the Reservation property, up over Windy Gap and joining the Divide Highway at Nobe Creek. This road has automobile-sized boulders that nearly block the road, except that vehicles have driven around them. There is some erosion in places. This road provides access to cabins and trails and many other roads that lead to other groves, campsites, and many streams. This is perhaps the most neglected road in the survey and requires the greatest equipment and manpower to restore it to full operation.

Proposed action: light grading nearly the entire length to repair erosion damage, removal of large (15 ft dia) boulders.

21S05 – Needles Lookout (32 pts)

This is a heavily travelled road with extensive erosion damage.

Proposed action: light grading for entire length

21S69 – Dome Rock (12 pts)

This short road is well-travelled, but has exposed roots, rocks and erosion damage.

Proposed action: grading of ruts and rocks

21S70/22S83/21S63 (27 pts)*

This road links the Divide Highway with 22S82 in Kern River canyon, but it has never been open with repeated visits to the area to survey the road. It has several stream crossings.

Proposed action: reopen these roads.

* it is difficult to fully access the value of these roads until they are opened

Equipment and Resources Required

- Grading – a full-sized grader would not work on these roads. Instead, a mid-sized truck with grading blade is needed to scrape enough soil to fill ruts that are 8-12 inches deep or remove 4-8 inches of mounded soil or rocks in some locations. A small dozer could be used for this purpose too.
- Tree removal – chain saws with at least a 20" bar to buck large trees that block roadway
- Brush removal – Silverthorn is the most difficult to control as it self-roots if it has been left unmaintained for long periods. Chain saws are needed to cut it back and the grader would be helpful in removing the roots and clearing the cut branches.
- Boulder removal – in most cases the truck with grading blade will suffice, but the 15' diameter boulders will need other means to break up and move the rocks from the road.
- Manpower – Grader/dozer driver, 2 chainsaw operators, 2 laborers would compose a typical team. It is assumed that the laborers could swap out with the chainsaw operators. This team would be about right for almost every road. In some cases the road will require more clearance or more grading, but most roads require a bit of both. The clearance crew would move ahead of the grader on quads or a truck, followed by the grader/dozer.
- Schedule – This team would probably need about 5 days for the 3 roads near Redwood, another 5 days to handle priority work on the North Road complex, 2 days to do Needles and Dome Rock, and 3 days to complete 21S94 (assuming the boulders were split up prior to work beginning on that road).
- Housing – There is USFS work-center housing at the Springville and Peppermint camps.

(Sequoia ForestKeeper & Sierra Club)

Sequoia ForestKeeper (SFK) and the Kern Kaweah Chapter of the Sierra Club (SC) thank you for the opportunity to comment on the Subpart A Travel Analysis Process. Please consider these comments. Like the other nine participants on the September 10, 2013 Webinar Call, we believe that 10 days is not enough time for the public to provide informed comments regarding the Subpart A Travel Analysis Process, which is meant to (1) determine the minimum road system for the entire Sequoia National Forest, and (2) determine which roads should be identified for closure. See 36 C.F.R. § 212.xx(x). We request additional time, so we can identify roads that we believe are unnecessary and that should be closed, restored, or converted to trails, especially those that were built initially in support of logging in giant sequoia groves.

Furthermore, we believe the Feedback Form is not appropriate for this process. The form appears to be designed to solicit comments in support of keeping roads open. This is contrary to the purposes of the Subpart A process, which should be geared toward identifying roads to be closed, obliterated, or converted to trails. Given the statements on the Webinar Call, we are also troubled that the forest is biased against closing and obliterating roads because, as stated on the call, if there were questions about the status of any road, the ID Team decided to err in the favor of access. Given the massive maintenance backlog and the known environmental risks to watersheds and water quality from road

systems, we believe the Forest Service should, instead, err in the favor of closure and then justify and present data for keeping a road open.

ISSUES and COMMENTS

1. Road Segments Should be Separately Analyzed by (a) Maintenance Level and (b) at the Point where the Segment Ends as a Spur

a. By Maintenance Level

Thank you for providing us with the spreadsheet titled SQF_II_Road_Core_02192013.xlsx, which includes all of the road segments broken down by Maintenance Level (ML). That spreadsheet includes 1795 road segment entries, whereas the spreadsheet provided to the public (SQF_RoadsRiskBenefitsOpportunities_Summary090913) includes 1512 entries. The difference of 283 entries represents the segments where road segments include sub-segments with different maintenance levels. We think these differences in ML, which represent a significantly different economic commitment for each road sub-segment, should be considered in the final analysis, including whether some ML-2 roads should not instead be re-designated as ML-1 roads. Given that there are only 283 additional entries, it would make sense, therefore, to include a ML column in the Road Risk, Benefits and Opportunities Summary table, which will provide additional insight in how to approach the analysis.

b. Road Segments with End Spurs that have the same Road Number that Terminate at Protected Resource Areas (Wilderness & Roadless Areas)

We believe there are a number of road segments with end spurs, which, even though they have the same road number, should be analyzed separately. On the call, we suggested that there a limited number of such end-spurs that need to be analyzed—those that terminate near a Wilderness or Roadless Area boundary. The following example illustrates the issue. The table on the next two pages represent our understanding of the remaining roads we believe should have their end-spur analyzed separately.

Example: 20S53 on the Western Divide RD

20S53 terminates at the boundary of the Golden Trout Wilderness. Before you reach the end-spur of 20S53, another road turns off to the left (20S64), which is also used as the main access route to the Clicks Creek Trailhead (20S64B). The end-spur segment of 20S53, starting at the turn-off of 20S64, does not seem to have any discernible purpose for recreation or resource management. While the recreation map of the Sequoia NF erroneously puts the Clicks Creek Trailhead at the end of 20S53, there is no trailhead there, but only a turn-around without any evidence of campsites or any other recreation use at that location. In my recent conversation with District Ranger Rick Stevens, there do not appear to be any plans for vegetation management in the area. The road also appears to be more of a user-created road that has not been engineered and does not include deep road-cuts, making it an easy-to-restore road and a good candidate for closure—it lacks a purpose and would be easy to restore/decommission. In the Risk-Benefits-Opportunities table, the end-spur of 20S53 has not been broken out separately. Instead of identifying that end-spur for consideration of “Reduced Maintenance Level, Closure, Conversion or Decommission” (red), the table and map suggest that the entire segment should be “Prioritize[d] for Maintenance with Available Funding” (light green) with no regard to the difference in use of the end-spur. This makes no sense, and even Rick Stevens agreed with me on that point. At the very least this end-spur segment should be analyzed separately, it should probably be identified as a candidate for reduction in ML from ML-2 to ML-1, and it should also be considered for decommissioning. Given the risk that any open road is a potential source of fire ignition, it makes sense to consider this “road-to-nowhere” end-spur as a separate road segment, just like the nearby segments that are shown

in red: 20S63 and 20S68, both of which are ML-2 and terminate at or near the Golden Trout Wilderness boundary.

For all these end-spur road segments, the “should be red” recommendations in the table below represents a suggestion that the Forest Service needs to revisit ALL the Evaluation Criteria for these end-spur segments separately. Moreover, SFK & SC suggest that the Forest Service should specifically change the Social Factors of **Lifestyle, Attitudes, Beliefs & Values** to a level of “6,” the **Private/Non-recreation Public Access** value to a level of “6,” and the **Public Access (Recreation)** value level to “3.” We have provided the Exhibit A Spreadsheet for that purpose.

Other Road Segments with End-Spurs that should be Analyzed Separately

Southern Section Map

End-Spur of	Starts at	Terminates near	ML	Current Opportunity	But Should be
20S50	20S50D	Golden Trout Wild.	2	light green	red*
20S67	ML-1 seg.	Golden Trout Wild.	1?	light green	red
22S82	22S82B	Golden Trout Wild.	3?	light green	red
20S31	20S31A	Golden Trout Wild.	3	light green	red
20S18	20S18A	Golden Trout Wild.	2	light green	red
20S25	20S25A	Golden Trout Wild.	3	light green	red
21S42	21S42A	Golden Trout Wild.	2	light green	red
21S27	22S27A	Slate Mtn. Roadless	2	light green	red
22S63	22S63A	Slate Mtn. Roadless	2	green	red
21S09	21S09A	Dennison Peak Rdless	2	light green	red
21S12	21S25	Black Mtn. Roadless	2	light green	red
23S02	21S02A	Lyon Ridge Roadless	1?	green	red
21S60	33E21	Rincon Roadless	2	light green	red
21S36	20S39	South Sierra Roadless	3	light green	red
(20S39)	(21S36)	South Sierra Roadless	3	light green	red
21S01	21S37	South Sierra Wild.	3	light green	red
21S32	21S32D-A?	Domeland Wild.	3	light green	red
22S07	22S07A	Domeland Wild.	1	light green	red
24S13	24S42	Domeland Wild.	3	light green	red
24S14	24S25	Domeland Wild.	2	light green	red
24S12	24S12D	Cannell Roadless	3	light green	red
24S56	24S56C	Cannell Roadless	2	light green	red
22S12	25S18	Cannell Roadless	1?	light green	red
24S39	24S39D	Cannell Roadless	2	light green	red
28S24	28S24D	Woolstaff Roadless	2	light green	red
28S27	28S25	Woolstaff Roadless	2	light green	red
28S04	28S04A	Cypress Roadless	1	light green	red
28S08	28S08A	Mill Creek Roadless	2	light green	red
26S24	26S04	Greenhorn Cr. Rdless.	2	light green	red
25S36	25S39	Chico Roadless	1	light green	red

* Denotes the **Lifestyle, Attitudes, Beliefs & Values** to a level of “6,” the **Private/Non-recreation Public Access** value to a level of “6,” and the **Public Access (Recreation)** value level to “3,” resulting in a corresponding “red” opportunity level.

Northern Section Map (Hume District)

End-Spur of	Starts at	Terminates near	ML	Current Opportunity	But Should be
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12S19	13S94	Oat Mtn. Roadless	3	light green	red*
12S02	12S02A	KRSMA Roadless**	2	light green	red
13S03	13S66	KRSMA Roadless	2	light green	red
13S55	13S55D	KRSMA Roadless	1?	light green	red
13S50	13S07	KRSMA Roadless	2	light green	red
(13S07)	(13S50)	KRSMA Roadless	2	light green	red
13S06	Rdless Bdr.	Agnew Roadless	2	light green	red
13S26	13S44	Agnew Roadless	3	light green	red
13S87	13S87A	Agnew Roadless	2	light green	red
14S11	Last inhold.	Agnew Roadless	2	light green	red
13S14	13S14A	Jennie Lakes Wild.	3	light green	red
14S16	14S16A	Jennie Lakes Wild.	2	light green	red
14S03	14S03A	Jennie Lakes Wild.	2	green	red
14S18	14S15	Jennie Lakes Wild.	3	light green	red

* Denotes the **Lifestyle, Attitudes, Beliefs & Values** to a level of “6,” the **Private/Non-recreation Public Access** value to a level of “6,” and the **Public Access (Recreation)** value level to “3,” resulting in a corresponding “red” opportunity level.

** The Kings River Special Management Area (KRSMA) includes the Kings River Roadless Area.

2. Other Roads That We Think Should be Eventually Be Considered for Reduction of Maintenance Level, Closure, Conversion or Decommission (red)

Roads Built in the Black Mountain Giant Sequoia Grove to Support the Solo Timber Sale

We have a tentative agreement with the Western Divide RD to convert the road network that supported an old timber sale in the Black Mountain Giant Sequoia Grove to trails after implementation of the Tule River Reservation Protection Project. Therefore, we request that the following roads be identified in “red” on the opportunity maps and that the tables be changed to reflect the Social Factors of **Lifestyle, Attitudes, Beliefs & Values** to a level of “6,” the **Private/Non-recreation Public Access** value to a level of “6,” and the **Public Access (Recreation)** value level to “3.” We support the “red” identification for 21S25D on the map.

FS Road Number	Road Name	Private / Public (non recreation)	Recreation Access	Attitudes, Beliefs, Values
21S25	LONG CANYON	6	3	6
21S25A	LONG CANYON	6	3	6
21S25B	LONG CANYON	6	3	6
21S25C	LONG CANYON	6	3	6
21S25D	LONG CANYON	6	3	6

Other Road Segments in Giant Sequoia Groves Built to Support Past Timber Sales

Similar road decommissioning and/or conversions to trails should eventually occur in any giant sequoia grove where logging has taken place in the past and roads were built in support of a timber sale on both the Hume Lake and Western Divide RDs. This policy should be based on the agreement reached in the Mediated Settlement Agreement (MSA), as stipulated, which states:

f. Regeneration of Cut-Over Sequoia Groves

- (1) The objectives of regenerating cutover Giant Sequoia Groves will be to restore these areas, as nearly as possible, to the former natural forest condition.*
- (2) The Forest shall implement the regeneration plan required by the Stipulation for Entry of Judgment dated 12/27/89, in Sierra Club v. U.S. Forest Service, Case No. CVF-87-263 EDP.*

MSA, p. 27. As we stated before, and we believe is the correct interpretation, restoring cut-over giant sequoia groves “as nearly as possible, to the former natural forest conditions” necessarily requires roads built in support of logging in these groves to be closed and decommissioned. We would, however, accept converting these roads to trails.

Unfortunately, we have been unable to pull together the names of the giant sequoia groves, the timber sales, and the associated road numbers due to the unreasonably short timeframe provided for this process and the fact that some of this data is decades old and only in the possession of one or two of our members who were not available to assist in this effort at this time.

REQUEST: Therefore, we request that the Sequoia National Forest either provide us with additional time to pull together this information while the TAP moves forward or, alternatively, we request that the Sequoia National Forest, whose silviculturists or timber staff likely have this same data (probably in a GIS database), pull out their data about the giant sequoia groves, the timber sales, and the associated road numbers for the Subpart A process, since it is likely more accurate than the data that SFK and SC members possess in their historical records.

For the sake of providing input to this process for roads built in groves as a result of a timber sale, we suggest that any road segment built in those groves be colored “red” on the opportunity map. For these roads, the tables should be changed to reflect the Social Factors of **Lifestyle, Attitudes, Beliefs & Values** at a level of “6,” the **Private/Non-recreation Public Access** value at a level of “6,” and the **Public Access (Recreation)** value at a level of “3.”

(Trout Unlimited)

This letter transmits the comments of Trout Unlimited and Trout Unlimited of California (“California Council”) on **Subpart A** of the **Sequoia National Forest Travel Analysis Process (TAP)**.

Trout Unlimited is the nation’s oldest and largest coldwater fish conservation organization, with over 140,000 members nation-wide including some 10,000 members in California. Our mission is to conserve, protect, restore and sustain native trout and salmon populations in their historic watersheds. Many of our members enjoy fishing and hunting native species in the Sequoia National Forest (SNF), in particular golden trout and mule deer.

Sportsmen have a clear stake in the management direction, strategy, and priorities that may derive from the travel analysis process. Trout Unlimited has a particular stake in the outcome of Travel Analysis on California’s national forests because route designation and off-highway vehicle (“OHV”) use can quickly and permanently damage salmonid and upland game habitat and diminish backcountry fishing and hunting opportunities. We appreciate the opportunity to work with the Sequoia NF to create a travel management plan that protects fish and game habitat and populations, minimizes user conflicts, preserves hunting and fishing values, and establishes an affordable, sustainable, and enforceable motorized route system.

We appreciate that the TAP identified 420 miles of roads for reduced maintenance level, closure, or decommissioning. We agree with the SNF recommendation to decommission several small Kern River access roads off Highway 99 located north of Kernville and south of 190 (e.g., 24S57A/B, 24S54/A,

24S51/A). There is more than sufficient opportunity along the 99 corridor to accommodate recreational access.

We are primarily concerned with roads and stream crossing in areas that are of especially high value for fish or wildlife habitat, such as, Riparian Conservation Areas (RCAs), Critical Aquatic Refuges (CARs), Meadow Management Areas (MMAs) and Inventoried Roadless Areas (IRAs). There are five CARs in SNF (Trout Creek, Mill Flat Creek, Little Kern River, Fish Creek and Fairview). The Trout Creek and Fish Creek CARs are managed to protect South Fork Kern Golden Trout, Little Kern River CAR is managed to protect Little Kern Golden Trout and Mill Flat Creek is managed to protect “native fish assemblages.” Currently, there are 223 roads totaling 323 miles on or within 50 meters of these CARs. Of this, the TAP rating categorizes 83 miles for decommissioning, 32 miles for reduced maintenance level, 161 miles for medium priority reconstruction and 47 miles for high priority reconstruction.

We suggest that:

1. All CAR roads in the opportunity category to “reduce maintenance level” be re-rated and recommended for “closure or decommissioning”, particularly roads in CARs that are managed for golden trout (Trout Creek, Fish Creek and Little Kern River CARs). For example, 20S64B, 20S79A, 21S37, 21S73, 21S36A, 21S36F, 20S22, 20S24, 21S03K, 20S28.
2. Keep current year-round road and trail closures in effect and do not open motorized routes for seasonal (summer-fall) use.
3. Where authorized motorized routes exist and are allowed to remain in CARs, we strongly urge the SNF to make necessary improvements so that stream crossings are not impediments to fish migration throughout the sub-watershed and so that water quality and stream channel structure are not compromised.

Most roads in the SNF cross RCAs (88%) and 147 roads pass through or are within 50 meters of MMAs. Unfortunately, the TAP Risk Ranking categorized many of these roads as “low risk”. We feel that the “Aquatic Risk Factors” evaluation criteria should incorporate the proximity and quantity (i.e., road length and/or area) of road relative to RCAs and MMAs, thus more accurately defining the risk associated with unmaintained roads in areas sensitive to increased erosion, runoff and sedimentation.

TU supports the restrictions on road building and motorized use articulated in the Roadless Areas Conservation Rule of 2001, currently the law of the land with respect to Forest Service Inventoried Roadless Areas (IRAs). As IRAs provide some of the best habitat for large game and native trout, as well as some of the best opportunities for hunting and fishing in real backcountry, our position is that no new roads or trails for motorized use should be built or designated in areas with this classification. Currently there are 109 roads totally 385 miles in or within 50 meters of IRAs. Of this, the TAP rating categorizes 34 miles for decommissioning, 22 miles for reduced maintenance level, 286 miles for medium priority reconstruction and 43 miles for high priority reconstruction. The overwhelming proportion of roads ranked in the opportunity category for “medium priority reconstruction” (75%) have Recreation Access Factor Rankings of “moderate” or “high” importance. We feel that this “tips the scale” in a way to accommodate the interests a single recreational group, OHV users. We suggest that all IRA roads providing redundant access or access for purposes in misalignment with the Roadless Areas Conservation Rule of 2001 be decommissioned or have seasonal closure with respect to critical habitat and range for wildlife, particularly mule deer. For example, 23S73, 22S89, 22S53A, and 21S58.

Trout Unlimited is committed to protecting and restoring the unique fish and wildlife and habitat values of the Sequoia National Forest. We appreciate the opportunity to participate in the Travel Management process and would like to work cooperatively with the Forest Service on the issues discussed above.

(Pacific Crest Trail Association)

I am writing on behalf of the Pacific Crest Trail Association (PCTA) regarding the Sequoia National Forest's Travel Analysis Process Subpart A specifically as it relates to motorized use in the Piute Mountain area. As the Forest Service's primary partner in managing the Pacific Crest National Scenic Trail (PCNST), we take our role as an advocate for the PCNST seriously. In 2012 alone, Pacific Crest Trail Association volunteers worked over 92,000 hours on the PCNST.

On October 2, 1968 President Lyndon Johnson signed the National Trails System Act, which named the Appalachian and Pacific Crest Trails as our nation's first national scenic trails. The Act defined National Scenic Trails as "extended trails so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass." In the Act the US Forest Service was given lead administrative responsibility for the trail.

The Trail attributes much of its national significance as a recreational resource to the fact that hikers and equestrians can leave our fast-paced, motorized, and mechanized world behind and experience nature at a slower pace. The presence of motorized vehicles on or closely paralleling the Pacific Crest National Scenic Trail within the Sequoia National Forest is unacceptable. The intent of Congress in prohibiting motorized use of the trail, as expressed in the Hearing Documents, reference (S. 827 and H.R. 4866), was to eliminate the safety and noise conflict with hikers and equestrians.

Currently, Sequoia National Forest Law Enforcement Officers are part of an ongoing, multi-agency project to eliminate motorized trespass on the PCNST. Also involved with this are Kern County Sheriff's Department, BLM-Ridgecrest and BLM-Bakersfield Law Enforcement. This group has been working for the past few years to combat the growing problem of illegal motorized use on and adjacent to the PCNST. This is taking place on the 111 miles of trail north and south of the 9+ miles of trail in the Piute Mountains in the Sequoia. Further, the BLM has submitted a \$59,000 grant to secure funds for the rehabilitation of illegal, user created motorized routes that cross or are adjacent to the PCNST on BLM land.

It is with this knowledge and experience that the PCTA hopes the Sequoia will assist this ongoing effort to reduce the impacts of motorized vehicles on or adjacent to the PCT while balancing the public's ability to access the trail for its intended purpose.

We at the PCTA appreciate the Sequoia National Forest considering our feedback. We look forward to working with Forest staff to protect the integrity of the Pacific Crest National Scenic Trail and the experience of the user as they recreate on the Sequoia National Forest.

(Stewards of the Sequoias-Bruce Miller)

Thank you for the opportunity to submit comments relating to the Sequoia National Forest's Travel Analysis Process (TAP), Subpart A, and Road Analysis Project (RAP). This letter will accompany my road specific comments using the Forest supplied feedback form. The following are my general comments which should be applied to all roads within the SQNF.

- 1) In order to preserve public access and reduce road maintenance costs, roads considered for closure or decommissioning should first be evaluated for lowering their maintenance level and remain open to the public.
- 2) In order to preserve public access, reduce road maintenance costs and enhance recreation opportunities, roads considered for closure or decommissioning should first be evaluated for possible conversion to OHV routes. The Forest could then apply for state OHV funding for route development and maintenance.

- 3) System roads should not be closed or decommissioned if doing so will negatively impact access, connectivity and looping options for other Forest routes unless that impact has been fully analyzed and mitigated.

While I realize this is not a NEPA process, I have serious concerns about the incredibly short stakeholder and public comment period (10 days) given the sheer volume of data (over 22,000 data points) and the format (.pdf only) in which the data was published. I question if the public has been well served during this process and whether the quality and number of comments received will suffer as a direct result.

I would like to suggest that in the future when seeking stakeholder or public comments that:

- 1) A 10 day comment period post document publication is wholly insufficient with 30, 60 and 90 day comment periods being the norm.
- 2) Large data spreadsheet tables need to be published in a format which can be fully searched and sorted, I would suggest .xls format. For medium and large tables PDF format should be avoided as the resulting documents are not searchable by column or row and cannot be sorted.
- 3) With the technology now available to everyone, geospatial data should be released in Google Earth format (.kml, .kmz) and should include all map layers that could be impacted even if technically beyond the scope, in this case Forest routes other than ML 1-5 roads.

(Stewards of the Sequoias-Chris Horgan)

We provide the following extremely limited comments with the understanding they are far from complete and likely have missed many important points regarding the need to keep specific important routes open. Routes that have not been specifically included in our comments should not be considered less important. It is just that we lacked the time during this incredibly short comment period to include them in our review. This comment is in addition to those submitted by Bruce Miller our Director of Public Lands.

We are shocked by the precedent setting short 10 day comment period with zero advance notice for the public to review, analyze and comment on the proposal regarding 1646 miles of roads. We feel this short comment period with zero notice fails to meet the intent of the regulation (36 CFR 212.5(b)(1)) to “*involve a broad spectrum of interests and affected citizens*”. The short comment period has made it incredibly difficult or impossible for most people to make any comment and certainly not a thorough comment.

*In determining the minimum road system, the responsible official must incorporate a science-based roads analysis at the appropriate scale and, to the degree practicable, **involve a broad spectrum of interested and affected citizens**, other state and federal agencies, and tribal governments.* 36 CFR 212.5(b)(1)

Since the only way the Sequoia has provided to access the proposal maps, data, spreadsheet, comment form is on the web and the comment form is only available on the web and the only public meeting was held on the web the majority of the public have been summarily excluded from reviewing the information and making comment. Additionally since many of the files are extremely large they cannot be accessed by the public using dial up, however many of the people in the affected area only have dial up service, therefore they have been excluded from making comments.

The majority of the public who recreate and have long term knowledge of the Sequoia Forest do not have internet service or computer skills to download the maps and data. Yet the only method provided by Sequoia is online access.

This Road Analysis will affect access to trails however the data and maps do not show trails making it most difficult for the public to ensure that what may appear on the Road Analysis Map as a dead end spur road of less value is actually the access point to the trail.

It has been stated that the public was involved in 2003 in Road Analysis and that is why only a 10 day comment period was provided today in 2013. However that public comment was only for the roads in the Sequoia Monument. Today the forest is analyzing the roads in the entire Sequoia National Forest. Much has changed with respect to roads over the past ten years not least of which was Travel Management Sub Part B. The public was allowed four to five months to comment on just the Monument roads in 2003, yet the public is only allowed 10 days to consider those changes and others in relation to this new proposal including far more roads.

- Have all roads, especially those perceived at high risk for closure, been analyzed to see if they provide connectivity for 4x4 trails or single track trails?
- Have all the spur roads proposed for closure been analyzed to see if they offer camping, fishing, hunting opportunities?
- Can the roads proposed for closure be downgraded to 4x4 trails to provide continued opportunity?
- Have forest recreation officers and their staff been tasked with reviewing the proposal and commenting and have they been given a block of adequate time without any other projects to do this?
- The Sequoia needs to provide a map and spreadsheet showing all forest roads, 4x4 trails and single track trails in order to enable them to make informed comments about the current proposal.
- Google Earth maps including all routes with tags describing the status and issues for each route was provided to the public by the BLM during the recent RMP process. Google Earth maps with all the routes and tags should be provided to the public in order for them to be able to make informed comments.
- The data provided by the Forest Service explained how each of the fifteen categories were rated, but we could not find an explanation of how the each of the three final categories were calculated to create the three Travel Analysis Maps. Without this information it is impossible for the public to verify the final ratings or to ensure they represent on the ground conditions.
- The use of fifteen category criteria and the three tier rating system appear to be a new method which the public is unfamiliar with. A much longer comment period is needed for the public to have time to get up to speed on this new approach in order to make complete comments.

FIRE FIGHTING AND FOREST HEALTH PROJECTS

Virtually all of the roads in Sequoia and especially the spur roads were built for forest health fuel reduction project access. With the current overgrown high fuel loads in our forest there is an increased need for fuel reduction projects. Therefore the rating of each road would need to be adjusted up to take this into account.

Considering these roads will also be needed for planting and other forest health projects the ratings should be even higher. This makes it apparent that management access ratings need to be given more weight when considering the overall rating of each route

RECREATION AND TOURISM

Not so long ago timber harvesting was greatly reduced in our National Forests the public was told that recreation and tourism would replace the lost timber income. However the closure of routes to recreation will reduce recreation opportunity negatively affecting recreation and tourism. Likewise the

closure of routes will concentrate use increasing impacts on remaining routes and increasing maintenance costs. This makes it apparent that recreation and access ratings need to be given more weight, just as private access has been in the analysis when considering the overall rating of each route. *When the road provides access to other landowners, the Forest Service is obligated to provide for reasonable access. Because of the need to provide and manage this access, **this factor is heavily weighted.*** (Page 6 Access Factors)

ENVIRONMENTAL

Most of the routes being analyzed have been in existence for a long time. Their largest impact most likely has already occurred and their current impact is likely quite small. Closing these routes will hamper or stop the Sequoia Forest staff from implementing projects of benefit to the environment. The routes need to be kept open in order to allow the Sequoia Forest to perform more environmentally beneficial projects such thinning and planting.

PIUTES

Sunset road 26S04A is mistakenly shown as shown as RED proposed for closure and as RED low benefit rating.

The spreadsheet actually rates is Moderate benefit rating not Low. However Sunset 26S04A is the access to 33E65 Liebel Peak Trail and should be rated high value for access. The route also provides access to a beautiful viewpoint as well as to watch sunsets hence the name. It is also one of the few spots where cell phones work.

The Access rating for 28S04A should be changed to high. The route must be kept open. Perhaps it could be changed to a 4x4 trail. The route also provides access for vegetation management.

The Piutes Travel Management Plan is on hold although this road analysis includes the Piute Roads. There are many roads in the Piutes which are currently shown as **U routes**. Are those two track U routes part of this process or are those considered 4x4 trails? For example one of those routes is U00141 and is an important connector from 34E44 to Piute Mountain Road. The connector two track U00141 is not shown in the road analysis, nor are any of other two track U routes. Are they going to remain open? Do we need to include comments for each of them?

The road down to **Burton Mill** which connects Clear Creek Trail from Saddle Springs Road is not shown on the map. Is this Burton Mill Road a 4x4 trail or should it be shown on the Road Analysis? It is an important loop connector road that must remain open.

Piute Mountain 27S02F is mistakenly shown as LOW importance for Access; however it is a segment of 33E65 Liebel Peak Trail. The 27S02F connector must remain open or the Liebel Peak trail will dead end. It could be converted to trail to be in keeping with the 33E65 trail that is a segment of.

Solomons Ridge 28S44 is part of the Piute Proposed Action and should remain open pending the outcome of the Piute Plan

GREENHORN

The Greenhorn road and trail system was heavily impacted by the closure of routes due to perceived Condor issues. However since those closures were enacted it has been revealed that Condors favor living in areas where people are located, so humans travelling on roads is clearly not a threat to them. Also it is known via radio tag data that the Condors do not visit the area often. Since there are gates located on routes now it would make sense to allow those roads to be reopened and to close them if needed for specific Condor nesting.

For example-

Oak Ridge 26s20 is not mapped correctly and is important for atv and dualsport by opening gate. This would also increase safety by providing an OHV route to keep people off of Rancheria Road

Basket Ridge 26S08 that ties to 26S05 is important for atv and dualsport

Black Gulch Keep Road 26S06 is and an important part of the loop around the mountain and also connecting to Keyesville and Freeway Ridge.

However the map shows a portion of that loop **26S30 Davis Loop Road** as RED proposed for closure. As the name Davis Loop implies this is an important loop road and should be rated High importance but somehow it is mistakenly rated as Moderate. It connects to 26S06, then to motorized trail 31E22. This road is part of 31E22 and should be retained as a motorized trail if not as a road. Actually the 26S30 Davis Loop Road is of such importance that it has just been graded by Forest Crews this week so it should be retained. There is clearly a need to have this entire Road Analysis reviewed and updated by recreation staff to ensure that existing on the ground conditions and knowledge are included in the analysis.

Davis Loop Road 26S13 also is part of the above mentioned loop and should be retained

Rincon Road 24S89 is mistakenly shown as Moderate for Access. This road, as the name implies is the access for the Rincon Trail 33E25. It is of high importance and must remain open to access one end of the trail.

Windy Gap 25S17 is mistakenly rated as Moderate Access importance, but should be rated High since it provides access to motorized trail 32E66.

Wagy Flat Road 25S02 is mistakenly rated as Moderate Access importance. It is the Westside Greenhorn access route and should be rated High Access and retained as connecting route between Old State Hwy and Wagy Flat Road (County Road)

Greenhorn West 26S01 segment is important to connectivity of road system in this area. It is an access road to the Davis Flat trail head

Delongeha Access 27S12 provides access from HWY 178 to motorized trail 31E75. This gate is not open to the public but is used by volunteer trail crews to maintain 31E76 and 32E49. It may also be used as part of a grazing lease in the area. The road should be retained for these purposes

The following roads are of extreme importance and need to remain on the system-

26s05

25s15

25s04

25s21

22s02

22s05

22s99

21s80

25s31

25s25

Many of the sections shown as private are not any longer so the roads to these areas should not be closed.

Has the Forest Service contacted property owners like Bill Prince to buy sections like the one at the end of 26S06A that would affect roads, 4x4 trails and single track trails?

We support the comments submitted by Bruce Witcher on behalf of CORVA.

(The Wilderness Society)

We submit the following letter in response to the Sequoia National Forest's (SNF) Draft Travel Analysis Process (TAP) documents. We appreciate your offering an opportunity for the public to comment on these documents. Our comments offer feedback on these documents for the SNF to consider as it

moves forward with finalizing its TAP Report. Based on the TAP documents released to date, we believe the SNF has undertaken a very good analysis. There are a few shortcomings that should be addressed prior to completing the TAP and issuing a final report.

We look forward to working with the SNF in this process to achieve a sustainable roads system that protects natural resources, minimizes user conflicts, and establishes an affordable, safe, ecologically sustainable, and enforceable motorized system that meets administrative and public access needs.

I. TAP SHOULD CONSIDER THE RISKS THAT ROADS POSE TO RECREATION AND WILDERNESS RESOURCES

The Region 5 Travel Analysis Guidebook (Guidebook) provides guidance to units for completing travel analysis. In terms of Step 4 of the process – assessing risks, problems, and benefits – the Guidebook offers six risk categories that units should use; one of these categories is recreation and wilderness resources. In terms of risk, the guidebook notes that “[a] road can pose a risk to quiet, non-motorized recreation and wilderness character.” Guidebook, p. 14. The Guidebook notes that:

[T]he Travel Analysis Process should assess the NFTS’s risk on quiet recreation for visitors using selected non-motorized trails of national importance and the direct risk of roads in Wilderness areas.

Guidebook, E-2. The Guidebook also details the methodology units should follow when evaluating the risk a road poses to recreation and wilderness resources; this methodology is found on E-2. Specifically, to determine the risk that roads pose to quiet recreation experiences, the Region suggests that units consider the proximity to selected trails including the Pacific Crest National Scenic Trail, National Recreation Trails, and National Historic Trails. Guidebook, p. E-3. To determine the risk that roads pose to wilderness resources, the Region suggests that units consider road intrusions into Wilderness and reported incidence of motorized incursions into Wilderness. Guidebook, p. E-3.

The SNF has not considered the risks that roads pose to recreation and wilderness resources. Not only is this an important evaluation criteria to be conducted as part of the TAP effort, the information collected in this recreation/wilderness resources risk analysis could be valuable for the land management planning process. It will help the agency manage and provide for quiet recreation opportunities across the forest and improve Wilderness Area management. Additionally, analyzing the risks a road poses to wilderness resources would help implement the Chief’s 10-Year Wilderness Stewardship Challenge that was launched in 2005. Under this initiative, units are to ensure that forest plan direction is adequate to prevent the degradation of the Wilderness resource and that Wilderness character is protected or restored.

Recommendation: We urge the SNF to evaluate the risk that roads pose to quiet recreation and wilderness resources as part of the TAP. We encourage the SNF to follow the approach offered in the Regional Guidebook.

II. BENEFITS OUTWEIGH RISKS IN TERMS OF MANAGEMENT OPPORTUNITIES

The SNF assigns management opportunities based on where a road falls in the risk/benefit matrix. Only roads with a cumulative low benefit score are considered for decommissioning, closure, or a reduced maintenance level. Meanwhile, roads in both the medium and high benefit categories are recommended for maintenance, storm-proofing or reconstruction. We believe the SNF is giving more weight to benefits than risks by taking this approach. For any road where the cumulative risk outweighs the benefit, we believe the road should be proposed for decommissioning. This would put risks and benefits on equal footing.

Recommendation: The SNF should assign decommissioning as a management recommendation to high risk, *medium* benefit roads. This is a reasonable solution that would strike a better balance between risks and benefits.

III. METHODOLOGY FOR MEASURING RISKS TO WILDLIFE SHOULD CONSIDER DEGRADATION AND DISTURBANCE BASED ON LAND ALLOCATION

We are pleased that the SNF used road density when measuring risk to wildlife resources. Road density is a great tool for measuring the landscape level risks that the transportation system poses to wildlife. We encourage the SNF to go further, however, when evaluating wildlife risks. Roads can have localized impacts on wildlife that are important to consider in addition to the landscape level impacts captured in a density analysis. Specifically, the Guidebook encourages units to consider degradation and disturbance based on land allocation such as protected activity centers (PACS), threatened and endangered species critical habitat designations and recovery plan areas, and known active wildlife sites. The Guidebook offers a methodology for evaluating risks to these indicators, which starts on page E-3. We feel that it is extremely important that the SNF take into consideration the site specific risks that an individual road can pose to wildlife resources.

Recommendation: We are pleased that the SNF analyzed density when measuring risk to wildlife resources, but we encourage the SNF to go further. We request that the SNF follow the Region 5 Guidebook direction starting on page E-3 and evaluate degradation and disturbance based on land allocation.

IV. MANAGEMENT RECOMMENDATIONS REGARDING LOW BENEFIT ROADS

An important product from travel analysis is the list of unneeded roads proposed for decommissioning. The SNF recommends that low benefit roads be decommissioned, closed, or downgraded to a lower maintenance level. We strongly encourage the SNF to prioritize decommissioning low benefit roads, rather than closing/storing or downgrading them, for several reasons:

- Forest Service regulations require each national forest to identify a road system that “reflect(s) long-term funding expectations.” 36 C.F.R. § 212.5(b). The SNF has not released a fiscal analysis of the road system, yet, as part of the TAP. Based on the findings from the SNF’s Final Environmental Impact Statement (FEIS) for Travel Management, it is reasonable to expect that the Forest Service’s appropriated roads budget is woefully inadequate to maintain the existing road system to standard. In this FEIS, the SNF noted that the deferred maintenance backlog is over \$94.7 million. FEIS, p. 440. While the TAP cannot solve these budgetary issues, it can help put the agency on a trajectory towards fiscal sustainability. Offering recommendations that lower annual and deferred maintenance costs and that set priorities is a sound first step. The SNF can use this process as an opportunity to make recommendations that, if implemented, would make the road system more affordable while not diminishing public access on frequently used roads. To this end, the SNF should decommission a significant number of these low benefit roads. Decommissioning low benefit roads would permanently remove them from the maintenance cycle and lower the maintenance backlog of uncompleted road work. We acknowledge that annual maintenance costs would still outpace the SNF’s annual appropriated roads budget even if all low benefit roads were decommissioned. While decommissioning low benefit roads will not solve all of the SNF’s fiscal issues, it would help. The TAP documents identify 420 miles of low benefit roads. Decommissioning many of these roads would remove them from the routine maintenance cycle and would permanently reduce the deferred maintenance backlog, thereby helping the SNF move a little closer towards achieving

fiscal affordability. We recognize that road obliteration costs money, but the upfront investment to right-size the road system will surely save money in the long run.

- Many of these low benefit roads pose a high or medium cumulative environmental risk. Many more miles of low benefit road pose a risk to a subset of resources while the cumulative risk score is low. The agency must not lose sight of the fact that all of these categories of roads are posing a risk to some forest resource, and that it is important to address this risk and not let it continue unabated. We recommend that the SNF decommission, rather than store or downgrade these roads, as we believe this is a simple solution for eliminating all risks associated with low benefit roads.
- We recommend that the SNF refrain from storing a low benefit road unless the agency can point to a definitive reason why it needs the road in the foreseeable future. Retaining roads by closing and storing them can result in illegal incursions from motor vehicles. The Rio Grande National Forest in Colorado raises this concern in their Roads Analysis Process (RAP) Report:
Although level 1 roads are technically considered closed by the Forest, many are still passable for motorists who disregard such closures.
RGNF RAP, p. 118. In those situations where a road is considered low benefit, we suggest that the agency recommend this road for decommissioning and full obliteration rather than permanently keeping this road on the system in storage.
- It is well documented in scientific literature that roadless areas are important for conserving biodiversity, protecting water quality, and maintaining overall ecosystem health. The SRD should recommend for decommissioning any roads, particularly low benefit roads, located in Inventoried Roadless Areas or any other area that is largely unroaded. Decommissioning roads in roadless areas would improve ecosystem integrity.

The Roads Rule EA released in January 2001 estimates that the overall road system would shrink by 20-30% if the Forest Service were to decommission all of the roads it does not need.¹

We realize this is a coarse, national projection that is hard to down-scale to an individual forest, but it offers a rough benchmark that sets expectations. We very much interpret the spirit of the Forest Service's road right-sizing initiative to be "if you don't need it, get rid of it."

We believe that many of the low benefit roads identified in the TAP documents are likely not needed. Reducing the multi-million dollar fiscal backlog, defragmenting wildlife habitat, improving water quality, enhancing non-motorized backcountry recreation, and designing an enforceable transportation system that does not facilitate illegal dumping, travel, poaching, and other violations are all sound reasons to remove low benefit roads from the system.

V. CONCLUSION

We appreciate the SNF offering a comment period on its TAP documents. Based on what we have seen in the travel analysis documents that the SNF has released for public comment, we believe the SNF's TAP is off to a good start. There are a few shortcomings, however, that we would like the SNF to address before completing the TAP and releasing the final Report. Specifically, the SNF should include recreation and wilderness resources as criteria in the risk assessment; evaluate disturbance to land allocations

¹ USDA Forest Service, National Forest System Road Management Strategy Environmental Assessment, p. 108. January 2001. The EA states that the USFS manages about 375,000 miles of roads. The Forest Service states that they see it stabilizing at around 260,000 to 300,000 miles nationally after they decommission unneeded roads, which computes to a 20-30% reduction.

when measuring risk to wildlife resources; and, in order to ensure that risks and benefits are on equal footing, include decommissioning as a management opportunity for high risk, *medium* benefit roads. The agency's transportation system is having profound impacts on water quality, wildlife, ecological processes, budgets, and non-motorized users. If designed well, however, the transportation system enables the public to access our forests, which can help people to connect with nature and inspire people to care about our public lands. Travel analysis is a process that will help lead to an improved transportation system. We appreciate your considering our feedback as you undertake this effort. Designing and designating a transportation network that minimizes user conflicts, is ecologically sustainable, affordable, safe, enforceable, and meets the needs of forest users is sound land management. We look forward to working with the Forest Service in this process.

(Tule River Indian Tribe)

Tribal use of the Sequoia National Forest predates the construction of forest roads. Forest roads are used by the Tule River Tribe for natural resources management access, fire protection, cultural resources access, emergency response and evacuation, and general administrative use.

Please consider the following input from the Tule River Indian Tribe regarding the Sequoia National forest Travel Analysis Process. We appreciate the opportunity to provide input on this important process.

There are a number of existing Forest Service roads in the Sequoia national Forest/Giant Sequoia National Monument road system that are important to the Tule River Tribal Council and out community (Tribe). These roads have both historical and current beneficial uses to the Tribe. These uses include access for cultural, recreation, and natural resources management purposes, as well as emergency escape routes during disasters.

Attached to this letter is a list of specific roads important to the Tribe, and their level of importance. It is noteworthy that there may be additional roads we have not been able to identify on behalf of the Tule River Tribal community. As such, we respectfully request that if any roads are proposed/planned for closure or decommissioning in the future that the Tribe be consulted as part of the decision process.

Appendix E Respondent Comment Summary

The following comments were sent in by individuals, agencies, organizations and other nations (Tule River Tribe) during the public involvement process for the Road Analysis Process focused on Giant Sequoia National Monument. There were 471 respondents to the approximately 3,500 packages sent out to individual addresses. Most of the responses were associated with portions of the Road Use Data Sheet, though many people wrote letters as well. Where the identity of the respondent seemed significant to the context of the comment, the RAP team leader included such identification.

COMMENT TALLY SHEET for Road Use Data Sheet Road Analysis Process for Giant Sequoia National Monument January through May 2002

Reasons you use Forest Roads:

Other (explain):

We use highway 190 to Redwood Drive to Alder Drive to reach our cabin on Redwood Drive-your maps don't clearly delineate these roads with the exception of hwy 190.
Cabin for family use is located in a special use permit site only accessible by Forest Roads.
Private land at Roger's Camp. (+3 additional respondents said same thing)
To see mother nature's beauty.
Roads could be maintained but left as is.
Access to my property in Pecks Canyon via the North Road.
We enjoy using all the roads-forest service-old logging roads to access areas around Upper and Lower Kern Plateau to hike, sightsee, camp, fish, hunt, etc.
We use the roads in the area of Rogers Camp practically year round.
Home.
Get to our cabins at Big Meadows.
Access to cabin in Sequoia Crest.
Promote tourism rather than logging! I want to promote more backcountry skiing (cross country) too.
20S03-I use this road to get to the Redwoods from Doyle Springs and Camp Wishon-also it is the only fire escape from these 2 areas if there is a fire and 190 & 208A are closed.
Access for employment.
As full time residents of the monument we use the roads as city residents use neighborhood streets.
We have a cattle-grazing permit. We own property in Rogers Camp. Our primary access road is 21S94.
Hartland Christian Camp-fire protection.
To get to my cabin and land (yes it's on a dirt road).
For access to private lodging and private camping site.
Fire escape!
Get to other nature use-birding, forest education, etc.
I am a Hume Lake Cabin owner.
Access to private property in monument area and escape route from forest fires.
Access for Tribal natural resources and cultural resources management and public works activities. Use of fire protection, fuels management, range management, timber management, emergency response and evacuation, watershed management, and general administrative and recreational use.
Mountain biking.
Our property in Peck's canyon, our water system and the National Parks.
Get to back country.
The pleasure of seeing an area I would be unable to reach on foot, as I am an amputee and have limited distance and duration of walking.
Snowmobiling and motorcycle riding.

The use of 4x4 trails and the scenic enjoyment of our beautiful land.
 My interest is not so much the destination, but the enjoyment and beautiful scenery on the way and the driving experience.
 The challenge of driving a road whether difficult or not, the scenery and the solitude of the area.
 Affordable family access to dispersed recreation within the time allowed in a three or four day holiday weekend.
 We live on FS road 20S46 just off 190.
 For access to privately owned land and lodging. (+4)
 Private land access. (+21)
 We have a grazing permit for cattle.
 More "Green sticker" OHV please.
 We live in the area full time and are dependent on many of these roads and trails for recreation, legal wood gathering, and travel.
 Fire escape plan.
 I am handicapped and the use of roads is essential because my wheelchair is not equipped for off road use.
 Get to trail for horseback riding.
 Travel with my children, parents and friends into the areas where there are giant sequoias.
 4 wheeling (tread lightly).
 Forest volunteer.
 Enjoying the scenery on the way to our camping or hunting sites. Being able to use my 4WD to enjoy the backcountry.
 Since I was a kid, I have loved going to the mountains where are passing on this to our son.
 Equestrian day rides and stock use.
 Mountain bike riding. (+1)
 I am disabled and use of roads is only way I can enjoy the forest.
 To be able to take my family in off-road areas for solitude, bonding and peace.
 Climbing at Needles and Dome rock and McIntyre rock-mountain biking on trails in the Tule watershed.
 Trail riding experience.
 Scientific study.
 Have a cabin in this national monument.
 Cross country skiing on unplowed roads.
 We utilize 14S42 to access personal property. (+1)
 Access to clean/maintain our adopted trail if available.
 Get to my homestead, and get to friend's homestead.
 Management of Mountain Home Demonstration State Forest and Fire Protection.
 Have a cabin in this national monument.
 Fox farm road 20S03-for evacuation in case of fire. 20S03 is an official USFS evacuation route if Wishon road is closed. I like to explore lovely places via roads. What is the designation of the road to Dome Rock? Please keep it passable.
 Take our children and their grand parents into groves.
 Horse trailheads.
 To sequoia crest.
 Numerous trailheads, to cabin in the monument take area.
 Four wheel drive events in national forest.
 Like enjoyment of driving and scenic views.
 Snowplay-non-motorized.

Road Amounts You prefer to have in the Monument:

Add More Roads:

High clearance 4x4 and scenic routes with more loops dead ends that [?].
 Scenic and challenging-recreation destinations.
 Would like to see more primitive backcountry roads suitable for high-clearance 4 wheel drive vehicles.
 As needed determined by use.
 Add some more OHV trails.
 Dirt roads and trails for OHV use.
 More dirt roads usable by car, leading away from main paved roads.

For fire protection and access to our government property.
Dirt-Long Meadow Grove (Red Chief Tree).
Highway 190 should be maintained year round from Quaking Aspen to Kernville Road 170 for winter access to groves.
Dirt-to see redwoods.
Paved-from Hume Campground to Quail Flat behind the dam.
Improve-gravel-Camp 7.
Reopen existing roads around Hume Lake for OHV and mountain bike use, currently some are designated for no type of bike use-OHV or mtn. Bike.
We need more roads for 4 wheelers and hiking.
Roads usable by fire equipment.
Please add more OHV routes for four wheel drives, ATVs, motorcycles, hiking and remote camping areas.
4x4 trails.
Dirt-4WD/OHV roads/trails. (+9)
Need to have more access for multiple use.
Increase OHV trails and access.
Dirt and gravel trails and roads to allow families with small children and handicapped to visit remote areas.
I would like to see more off road trails for responsible off-roading trips to enjoy the beauty of these areas.
Add more roads because we can add roads to roads to enjoy more and more of our mountains.
Connect dead end roads to make useful loop roads. (+2)
Add roads to improve dispersed recreation opportunity, high clearance dirt roads to maintain wild character, and relocate roads as needed to best mitigate habitat protection goals without closing any roads. Add roads with a combination of surfaces to minimize negative effects of road traffic: paved or grave stream crossings, gravel parking lots, easy-intermediate-difficult roads of primitive dirt to retain wild values, and paved roads where public traffic demands protection of the subsurface.
Add more OHV roads to remote areas-the rougher the roads the less traffic you will have. The public does, however, have the right to access remote areas via a vehicle such as an OHV.
Dirt road or trail-180 to Independence, CA.
More roads and trails (motorized and non-motorized) loops.
Make all 4WD trails loop together.
A loop road would be nice. The monument should be accessible to ALL sectors of the public, including; the young, old and handicapped. A network of displays and trails should connect to the roads so the monument can provide more than a "drive-by" experience!
14S13B-connect to 14S11E-Rabbit Meadow; 14S18A-connect to 14S14-Rock Road/Starlight; 14S01A-connect to 14S47-4WD trail.
If necessary-paved to major significant areas, dirt & trials to less significant areas.
Off road vehicle use for 4 wheelers, snowmobiles, 4 wheel drive.
Dirt-OHV-off highway.
Able to get to the firewood, and more snowmobile trails.
Add more OHV roads/trails to tie together the existing road system and trail systems within the Forest.
OHV road for recreation, campsites.
Make more roads for all OHV use. These would best serve the monument if they were loop trails. These have less impact on the forest vs. one way in and one way out.
Dirt roads-all the groves.
This is a mute question-the greens aren't going to let you do anything.
You have more roads than you can take care of right now.
OHV roads to backcountry. (+1)
OHV high clearance roads to camping areas.
Dirt-usable by high-clearance vehicles.
Provide unmaintained route to remote primitive camping areas.
Usable by cars-Dillonwood.
4x4-buck rock, hume lake, anywhere.
I wish to be able to move about in 4wheel, see places, spend time with family, see nature.
Loops to connect existing trails for a complete series of trails. (+1)
Add loop trails for jeep/4WD for driving pleasure. (+5)
Dirt-high clearance-all over.

Add more OHV trails and dirt roads, closing trails only encourages off roading in [in]appropriate areas.
Add more OHV roads in the area. (+2)
Dirt-Mule Peak, Horse Meadow.
Dirt-dome rock, dirt-all groves, dirt-mule peak lookout.
Please add loops to existing trails.
Dirt-through out.
Would like to see OHV trails and roads.
All-fire hazard abatement-all fire hazard areas.
Add OHV trails/roads on all portions of monument, away from landmarks and fragile features and without destroying trees. Beside the many 4x4 clubs there are helpful for forestry maintenance and education.
To scenic areas.
4x4 roads OHV/OSV use.
If they suit a purpose of keeping the forest healthy and providing access to sightseeing and recreation, [not or but] limited to fishing and hunting.
Dirt-high clearance vehicle-lakes/streams; dirt-picnic & camping areas; paved-sightseeing/overlooks.
Please extend dead end trails to form loop trails.

Keep Same Amount of Roads:

Dirt-OHV-trailriding-hunting, fishing.
Grant grove, lodgepole and Crescent meadow.
Dirt-4x4-Grant grove, cedar grove and Hume Lake.
Paved-grant grove, Hume Lake and Delilah lookout.
22S82 and 21S50-paved-established areas year round; 21S23 and 21S54-gravel-fishing, hunting & camping;
21S50 and 20S79-dirt-summer uses.
Dirt by car & dirt by OHV-camping, hiking & spiritually significant places.
Kennedy meadows road-kennedy meadows; state route 198/180/245-access to monument/park; state route 190-communities.
Dirt/gravel-kings river, Delilah lookout, McKenzie ridge.
Allow for visitor travel to established destinations/maintain roads as necessary to allow comfortable access.
Paved-lower boulder, groves at Camp 7, dirt-bearskin, aspen grove.
No new roads!
Retain all that are possible-all citizens deserve access to all possible-not just backpackers.
Dirt roads to picnic areas and trailheads.
13S06 Unimproved Road, round trip to Hume Lake.
13S05 unimproved road, Hume Lake.
14S63 unimproved road, buck rock.
Paved-Millwood to Cedarbrook, and Todd Eymann Road to Cedarbrook.
Paved, gravel and dirt-pleasure, picnic, fishing and hiking.
Paved or dirt-Quaking Aspen area, Upper and Lower Peppermint area, and Camp Nelson area.
21S94-dirt-Roger's Camp. (+2)
21S94-gravel or dirt-all destinations.(+2)
21S94-dirt/gravel-Camp Nelson to Mountain Aire to 107.
Road XX-dirt-Western Divide Hwy (107).
21S12-dirt-Solo Peak. (+1)
21S12-gravel or dirt-all destinations. (+1)
Keep road system as it was before the monument.
I would like better dirt road to Evans Grove.
Paved to Resort.
Dirt, gravel, paved-hiking trails and fishing.
Paved-Hume Lake. (+2)
Paved-Hume Lake Christian Camps. (+1)
Paved-Camp Nelson. (+1)
Dirt-Tule and Kern backcountry.
Permit site-gravel-White River Summer homes.
Paved-Cedar grove.

Existing roads seem adequate.
Dirt-back country Kern River.
24S02-Baker Lookout. 24S77-Rose Quartz mine. 19S09-Dillonwood.
Paved-main monument destinations-Big Meadows, Hume Lake, Cedar Grove, Highways 180 & 198.
Dirt-Buck rock, Camp 7, Chicago Stump.
Dirt-places for hiking, and motorbiking.
Dirt-Forest Service roads from Pondersoa Lodge to Lower Kern River. We use all forest service roads around this area of Upper Kern Plateau down to Lower Kern, also to access Jordan Peak and the Needles, Dome Rock, Lower Peppermint, Nobe Young Creek, etc.
Build roads usable by cars to all places of interest.
Dirt-recreational use. (+1)
Cars and pickups-special permit areas, campgrounds and hiking trails.
Dirt-usable by cars-groves(+9)
Hwy 190-paved-Sequoia Crest.
Leave as is with normal maintenance.
Recreational-dirt for cars to shulve camp, Click's Creek (21S50)-close the north road a clicks creek trailhead.
19S36-keep but open at road from Kramer Creek through Grouse Valley to the south fork Kaweah. Kern River
21S63. Open 190, Balch Park and Mt. Home all year.
20S03-fire escape - Camp Wishon to Sequoia Crest.
1) Roads needed for youth camps and General's Highway. 2) Roads needed for Hume Lake Christian camp. 3) Roads needed for cabin permit-Hume Lake. 4) Roads to camp grounds at Hume and Kings Canyon. 5) Roads to hiking-back packs out of crescent meadow and to Pear Lake, and Jennie Lake [Note: first 2 locations NPS]. 6) Road to Hume Lake Church. 7) Fishing at Tenmile Creek and Hume Lake.
Dirt-gravel to Black Mtn. Grove area.
Paved-dirt to Jordan Peak-Clicks Creek area.
Dirt-needles-peppermint area.
Paved-year round- to residence and outside services.
All terrain -existing for services and fire protection.
Gravel-connector/all weather throughout forest.
Dirt- usable by cars to campsites, etc.
Dirt-4WD to hunting and fishing.
Dirt-where they are now.
You have many existing roads which are not on your map-please leave them open. If you will keep the existing roads open this would be great.
Maintain improved dirt and gravel roads to private land, and maintain all types of roads to public lands.
20S03-dirt and gravel-Camp Wishon to Sequoia Crest. (+1)
20S04, 20S04A-dirt-Hossack Meadow.
20S08, A & B-dirt-Jordan Peak Road.
190, 208A to Camp Wishon.
Keep the paved roads you have well maintained to all destinations.
Keep the paved roads that we have and build no more.
13S09, 13S06, 13S45-Paved-Quail Flat to Hume Area, eastside access all way to dam, Huckleberry Meadow, Converse Basin and Camp 7 road.
Keep existing main roads-pave main roads to Summit Meadow. Maintain roads from Quail Flat to Hume Lake Area. Annually maintain all roads on major access roads.
14S11-paved main road-dirt access off black top to summit meadow. 13S09-Tenmile to hwy 180-dirt access of main trunk. Maintain all of above. Annual maintenance on all major access roads (paved or dirt).
I feel the roads to giant sequoia groves, campgrounds, houses, fishing streams should be left as is. Also any fire roads. I do not have an opinion on small side finger roads. I know of one road 20S10 that goes through the outer fringe of a grove that should be left but not necessary maintained as paved.
20S03-paved-camp wishon-sequoia crest.
13S97-paved & dirt, 13S87-paved and dirt- Rte. 180 to Millwood Creek to Sequoia Lake to 180, Rte. 180 to Kings River.
Forest fires control, prefer to replace by trails.
Paved-big meadows, Hume Lake, fishing areas; dirt-into buck rock campground.
Dirt-cars & pickups to Kern River Canyon, dirt-jeeps to kern river canyon.

Dirt-OHV-hunting & fishing; dirt-to camping area; gravel-for pleasure riding.
 [TR Tribe]Our primary concerns are with maintaining road access within the South Fork Tule River, and portions of the Middle Fork Tule River and Middle Kern River.
 Paved-to facilities, stores, camps, services; dirt-to get to views and recreation areas; 4WD trail-for recreational and viewing nature, and historical purposes.
 Dirt-Camp 7 to Evans Grove, Evans Grove to Buck Rock, Huckleberry Meadow to Grant Grove. (+1)
 Paved-hiking, forest product gathering, biking; gravel-hiking, forest product gathering and biking.
 21S50 public access-Pecks Canyon-trailhead, Mountain Aire, Lewis Camp Trailhead.
 All off road trails because that is my main reason to go.
 Keeping the same amount of roads will help reduce overuse of any one.
 All types to provide access.
 More access for all recreational aspects, also logging to thin forest to help prevent fires.
 All roads to camping and resorts. All roads to points of interest and all existing 4x4 trails.
 I like the roads as they are-there are enough good ones to get around easily.
 We have adequate access at this time.
 The status quo is based on a system that has worked in the past. Roads should be maintained in their current designation and condition.
 I like all types and all destinations. Keep all we have so that each trail won't be so overused.
 If the road exists, let us use them. Dirt (both types), paved and gravel.
 The recreation in this area has developed over many years and has developed into what it should be.
 I do not require more roads-I prefer to keep what is there open. All current OHV, 4x4 or high clearance roads should remain open for use. I do not support any reduction.
 More rural and OHV.
 The existing road system, including OHV accessible roads and historic trails/roads should be maintained.
 21S94-dirt, gravel, mud-ancestral home.
 23S16 paved-sugarloaf Dr. to Panorama Campground. 24S23 gravel/dirt-24S23A. 24S87 dirt-24S29 to 23S16.
 Paved-golden trout wilderness, dirt-needles trailhead, dirt-dome rock. (+1)
 Maintain-improve dir-private land. Maintain-gravel-private land. Maintain all types-public lands.
 Dirt roads are fine, we need them to access areas of our grazing permit.
 Forest roads-dirt to Solo Peak, 21S94.
 From sugarloaf, Portuguese and Posey-all roads south, east and west with "245" designation.
 20S03-dirt-Ponderosa from Wishon.
 Dirt-21S94-Roger camp, solo peak to black mtn., crawford.
 21S94-dirt/gravel-rogers camp. (+2)
 Paved-lower peppermint, paved-quaking aspen, dirt-frog meadow.
 Paved-private land, dirt-cabin
 Primitive roads for OHV use must remain. There should be no reduction in these types of roads.
 Paved roads are best suited for me for access to campgrounds and picnic areas.
 I feel existing roads should stay open-this day and age I feel that no way you will ever approve a new road. I would work keeping all exiting roads open.
 Whatever is there now. We enjoy what is there now.
 Paved-Hwy 190-cedar slope, dirt-20S46-private property.
 Dirt-to go to fishing place.
 Existing type-all current destinations.
 Gravel-sugarloaf mtn. Park.
 21S94-gravel preferred to rogers camp.
 21S50, etc.-dirt-Maggie Lakes trail; 107 & 190-Paved-Access through monument; Lloyd meadow road-paved.
 Paved-Hume Lake and campsites; dirt-selected, huckleberry meadow.
 Access-private holdings, streams, redwood groves.
 OHV use-I believe in Tread Lightly use existing roads for X [can't read it].
 Paved-big meadows/Horse corral meadow; dirt usable by cars-Heart meadow and Buck Rock Lookout.
 Loops to connect trails for high clearance vehicles.
 Different type to serve different types of people 4WD especially important.
 4WD trails preferred.
 20S79-dirt-lewis camp trailhead; 21S50-dirt-clicks trailhead; 21S99A-dirt-freeman creek trailhead. (+1)
 No change to existing roads.

Gravel/dirt-Cedar slope-Tule River, Roger's Camp.
Surfaced-through monument, gravel-to trailheads, dirt car usable-to fishing and hunting areas. (+74)
Paved to all present locations.
I'm in my 80s and enjoying retirement but it's more difficult to get to destination without driving.
Put in OHV specific and provide adequate maintenance plans.
Off road use.
I think there are enough roads but it would be nice if some of the dead-end logging roads connected to each other or to another road.
Keep roads (paved or not) that already exist open.
Paved-horse corral meadow.
Paved-home, dirt-recreation. (+2)
Dirt-hunting.
Paved-camping; dirt-hunting & fishing and OHV/OSV use; 4x4-hunting & fishing, OHV/OSV use, picnic and natural beauty areas and pleasure.
Paved to all present locations.
Gravel/dirt/paved-all.
Same as present (+3).
Dirt, 4x4, greensticker-various.
dirt and gravel-get to camping and fishing and hunting and driving pleasure.
Keep roads the way they are. There is now a diverse system of roads on the monument.
Leave the roads the way they are, just add more trails.
21S12, 21S94, 21S58-dirt-private property.
High clearance vehicle roads (loops to connect existing roads).
20S03, 20S08A and 20S04-dirt/gravel-Sequoia crest to wishon and roads.
Roads are fine as they are.
The roads are already there and allow the public access. I see no reason to close already existing roads/trails.
Graded roads and 4 wheel drive trails, motorcycle and ATV trails.
Maintain current roads to facilitate travel to camp spots, trails and awesome sights.
Maintain roads so the highest level of public land use is possible.
Paved-historic areas, gravel & dirt-all current destinations.
Dirt used only by high clearance vehicles. (+5)
Dirt and gravel to get to our camp and fishing and hunting sites.
190-highway-clear snow.
All of existing roads should be kept, but upgrade roads to some groves, such as: 23S64-paved between M50 and 23S16 (access to 2 groves); 23S04-gravel-deer creek grove.
Gravel-camping, hiking & OHV.
Paved as existing to private property.
Road that access trailheads by pickups & trailers.

Reduce Amount of Roads:

Dirt-4WD/AWD-dead end 4WD-all dead end roads not to groves.
19S09-dirt-dillonwood-close road from Jack Flat camp to Dillonwood, use only as a fire road and as a trail.
Logging roads are not necessary in the monument. Abandon all old logging roads.
Eliminate roads in areas where wilderness areas can be created. Eliminate many spur roads which formerly served timber harvest but are costly to maintain.
Paved, gravel & dirt.
Get rid of little spur roads that were put in for logging.
Logging spurs to nowhere.
Those currently not serving a "purpose."
Close all unimproved roads.
Where feasible to reduce negative impact on forest.
Close some new logging roads that go nowhere.
We enjoy backpacking, but not hunting and fishing. It's good to have a trail system, but our preference is to maintain only existing main access roads and let most roads go back to nature.
Logging/harvesting roads all over-they're everywhere-all the logging spurs.

OHV/OSV use-limit to roads.

Keep only roads to trailheads and roads to allow people to reach areas which will give them opportunity to experience the representative beauty of the park.

Old logging roads throughout monument.

Do not pave more roads-allow dirt to return to trails, all destinations.

Dirt (high clearance vehicle only).

Low importance, short length, no apparent destination.

All types to all destinations.

Just retain the major roads.

Dirt-clear cut areas.

Old logging roads that are infrequently used.

No logging roads. (+2)

Replant the logging roads. Just keep the main roads.

Logging roads-all, dirt (usable only by high-clearance vehicles).

A minimum of roads for recreation. No roads for logging.

Just keep the main arteries.

Just keep the main roads.

Maybe eliminate needless spurs.

Logging roads that should not have been created.

Just block off ones where USFS says problems occur. Where people/vehicles have created problems, including law enforcement ones.

Unclassified or user-made roads-dirt-no purpose; classified roads of no significance and no purpose.

Ones that go to Native American sites like the Indian grinding and bathtub rocks and the rock paintings. Ones that are made by ORVs-there are too many of these. Do not make roads bigger-there is already too much traffic.

Get traffic out-slow traffic-various stops in grove.

4 wheel drive and ORV tracks/roads to areas that are getting torn up from over use. Dirt roads to sensitive areas-meadows, steep mountains, and archaeological/Indian sites. Roads (mostly dirt) used by "dirt bikes" and motorcycles -anywhere-they are too noisy.

Dirt roads and tracks to archaeological artifacts-numerous in this area. Dirt roads to and through ecologically sensitive areas-meadows, wetlands, old growth areas, steep slopes. OHV/OSV roads and tracks-anywhere.

Road System You prefer to have in the Monument (Rate top 3):

Other (Explain):

This area does not need any more roads. They have proliferated in the last 30 years and need to be cut back/closed. Too much of the area has had people drive around and creating roads.

Get rid of roads to Native American sites.

The redwoods simply cannot be replaced.

Stop eliminating access to pre-existing.

Leave the road and trail system as it was before the monument.

Keep roads to a practical minimum-walking is the best way to enjoy forest-and easiest on the flora and fauna.

Open roads back up for OHV.

Keep road system as it is-no other option is satisfactory in my opinion.

No roads at all.

Confine motorized vehicle use to designated routes, (a few?).

OK to keep all highways and improved roads as shown on map.

Basically, I like the system as is. Definitely NO new roads.

Open locked gates of logging roads.

Bus compatible roads are inappropriate: width, sounds[?], exhaust. This has been a major pain in the NPS high use areas.

Close as many as possible but keep one main road to a central trail head. The logging roads and spurs have fingers everywhere. Create driving loop from Springville to Three Rivers through Grouse Valley! A loop to Balch Park.

No diesel buses!

Allow limited number of vehicles per day to enter the monument to reduce pollution.

If bus tours are needed like Yosemite-but they have fumes

Safety issues-20S03 as escape route from Wishon & Doyle Springs in case of fire.
 Add unclassified 4WD existing roads to road system.
 Only way to see the redwoods now is on dirt roads, why block them off. Doesn't make sense.
 Move hume road to go behind the dam and then up to Quail Flat instead of through the HLCC.
 Allow old logging roads to be "reclaimed" by forest.
 Maintain access to private lands.
 Allow dirt roads to return to trails, but maintain paved roads.
 Establish more parking areas for trails to groves.
 Maintain existing roads for fire protection.
 Add some roads to Kern River Canyon.
 Off road use roads.
 More OHV routes.
 A system of more roads for recreational vehicle use-4 wheel drive vehicles, motorcycles, snowmobiles.
 Add more off road access to help with forest access/maintenance and education of our children beyond
 campgrounds and zoos.
 Add more to park.
 Connect dead end roads to make more off road places for us.
 Connect dead end roads to make loop roads.
 Make spur roads into loops.
 Provide and maintain a challenging road system with a variety of difficulty. Fix the existing roads and trails where
 habitat protection conflicts exist, and build new roads to provide more habitat friendly access adjacent to groves.
 Add more OHV roads to remote areas, OHV loop trails are always desired.
 The area serves the recreational user at any level adequately.
 Reduce roads in groves.
 Return road conditions to that of 1980s through mid 1990s (when logging was in full swing).
 Motorized and non-motorized trails loops.
 Maintain access to private lands.
 Just retain the major roads.
 No road closures, period!
 Make roads as needed for good forest management.
 Roads keep safe for all travelers.
 Decommission old logging roads which are infrequently used. Road system needs to be better marked.
 I find that the road system in place now is sufficient for my use. [Note: respondent mentioned earlier that he uses
 wheelchair]
 Add more OHV trails.
 Designate bus tour routes on existing pave roads. Eliminate all logging roads and logging.
 Develop a new trail system for all OHV users that have less impact on the groves.
 Need more OHV routes. OHV use is increasing significantly while OHV trail miles has drastically decreased.
 We travel to our lot in Rogers camp to be with family and enjoy the mountains.
 No logging roads.
 Maintain existing roads more often; CCC rockwork.
 OHV trails keep intact.
 Add more dirt roads-high clearance vehicles and campground services in those areas.
 Add more trails for high clearance/4WD vehicles.
 Ability to use all roads to gain access to different areas.
 Use of all accessible roads, may it lead to a finishing or camping spot.
 You don't need more bus tour routes/auto tour loops, etc.
 Keep current access to and through the monument as is. (+74)
 Open the routes that have been closed.
 Make more loop roads out of logging roads. There are a lot of dead end roads (gravel or dirt) that would make it
 better.
 Road system is good-we do not need another park experience (i.e. more paved roads & parking lots).
 The forest belongs to the people and should be kept open for all the people of the U.S. It should not be allowed for
 certain groups to close the forest off to other groups. We the people should all be allowed to use the forest the way
 I would like to. I do not want to see the forest closed to anyone.
 Restore logging roads that are causing erosion.

Open the roads and "trails" that the monument closed.
 More OHV trails. (+3)
 Keep system as it is to allow visitor enjoyment and to keep parts of the monument secluded and more challenging to access.
 Make roads as needed for good forest management.
 OHV dirt roads. (+2)
 Keep 4WD roads open-more 4WD roads.
 No road closures. (+1)
 Add dirt roads to replace lost 4WD trails. (+6)
 Walking trails. The trail into Chicago Stump is excellent. But look at the vandalism even with that.
 As the monument is not just in the area of the groves I would like to see a diverse road system that has some of all road types.
 Just leave the roads they way they are.
 Fix 19S09 to Dillonwood, maintain 24S02 and 24S77.
 Add more roads to groves if this adds more dirt roads for OHV/OSV use.
 Eliminate 1/3 of roads outside the groves.
 Public access to see grove is important. You might consider making loop roads/trails one-way.
 Make roads as needed for good management.
 Bike paths and footpaths would be great.
 Keep all OHV roads or add to them, away from sightseeing areas.
 Maintain road system so a broad range of public use is possible.
 Open roads and trails to OHV/OSV that were usable before the monument.
 Improve vehicle access to groves using existing road system by upgrading roads to some groves.
 More driving/auto tour loops using existing roads as much as possible.
 Off road vehicle use to lakes/streams for fishing/picnic.
 Replace [roads in groves] with low emission buses.
 Keep main roads but get rid of many of the dirt roads.
 Primitive backcountry roads for high-clearance 4 wheel drive vehicles.
 More OHV trails.
 Limited paved roads. Freedom to ride on existing dirt roads.
 Eliminate all dead end roads and all 4WD routes, improve trails.

Other Remarks or Comments you have about the Monument Road System:

I remember coming up here from Bakersfield in the late 1940s and early 1950s. I am very concerned about the number of places that have been denuded-with the vegetation killed off by people driving around and making their own tracks. We have to prevent off road vehicle use and restore areas were tire tracks and eventually dirt roads have proliferated. I am especially concerned about the numerous ecologically sensitive areas (from dry open ground prone to erosion when vegetative cover is lost to wetlands and steep slopes) and about the numerous cultural archaeological sites. We need to encourage much more walking that is less intrusive and more sustainable! As the number of people using the area increases the damage to cultural and ecological sites will increase.

All of the unimproved roads/trails located within the boundaries should be kept open. If trails are closed, this will cut out the access to many areas from use and visitation use for the handicapped and disabled. If money fro maintenance is an issue, the forest service should put these endangered trails up for adoption to 4 wheel drive clubs, motorcycle clubs, hunter and fisher groups. Please keep the road system as is. Public land must be open to all the public, if road and dirt trails are removed then handicapped and disabled people cannot enjoy our land.

Do not close any roads and reopen some of the roads closed in the past. Some are nice, scenic, challenging roads. We need more of the off-road roads.
 During road analysis determine number of stream crossings/sq. mile including class IIIs and prioritize roads to decommission base on crossing density-also prioritize road for decommissioning with high fire risk or high fire potential that are maintenance category 3-5. (Letter) I am familiar with the roads analysis process having completed a similar effort for a client of 90,000 acres here in northern California. As I note in my comments I

suggest using the crossing density analysis with an emphasis on obtaining the density inclusive of class III (CDF classification) streams. In addition, I am curious about whether an analysis of fire starts compared to location would show that some roads have a high history of fire starts but are rated as use access 6. I would suggest eliminating these roads. Finally, I suggest eliminating all use access 6 and recreation access 3 roads for the simple fact that the expense to maintain these roads is high compared to the public benefit. I am a firm believer of eliminating all dead end roads, maintaining existing paved and gravel roads (if they meet the dead end criteria) and reducing dirt AWD roads and severely reducing dirt 4WD roads, particularly those with high erosion potential.

Make more OHV trails and reopen old trails.

Development should not sacrifice preservation of wildlife.

The road systems as they are are ok. Just allow us our Freedom to use them. Not just a select few.

We have had a family cabin and land above Camp Nelson since the 1960s and have spent time in the monument area since the 1940s.

I've been going up to this area since I was a baby and was married at Dome Rock. We do not need more people going up there.

Please get buses (clean burning-natural gas, etc.) so car traffic is limited and pollution kept to a minimum.

Please keep the land open for multiple use.

These are the closest/easiest accessible "big trees" from Ridgecrest. They need to be accessible to all segments of society, including young children, seniors, disabled.

My family has been traveling through the monument road system for years. We really haven't had any problems with the roads in getting to our private property. We hope they are kept up to the same standard as before.

Roads open to snowmobiles and other over snow driving should be greatly reduced.

These groves were already protected and did not need to be made into a monument.

Elimination of current road system may be more harmful to the ecosystem than maintaining it.

We also use hiking trails from the end of Redwood Drive to areas near the former rope tow and the waterfall-also visit grove at end of redwood drive.

(Letter) I have had a large outdoor experience but at 84 I no longer have the use of our wild land riches as I once did-including Alaska, Canada, Africa, India, Borneo. But from all of it I deserved this-quiet, solitude, wild land beauty are great teachers, great restorers but if roads are more than minimal those qualities fade with over use. Serious visitors to the wild will take a little trouble to reach that which is pristine. I know your job is difficult and often discouraging-but if you can keep your eyes on the needs of future generations rather than encouraging those who would squander our resources or destroy them with snowmobiles, etc, we will have cause to be grateful.

We are retired here at Sequoia Crest among the Giant Redwoods. I understand the government would like to buy the 550 acres which most of the redwoods are on that is owned by the Rouch family, but Art Gaffrey says the price is too high. If this should ever happen we here all wonder what effect this would have on us.

Prefer fewer dirt "logging" roads; they provide access without supervision.

As a visitor, I come out in the fall to go camping/hiking. I am certainly willing to walk to my campsite and prefer fewer roads.

I recognize the need and desirability to limit roads in the monument in order to preserve the wilderness, wildlife habitat and beauty. However, I would like to maintain our current access to the area through the present road system.

Need to maintain existing roads.

An important factor in keeping/eliminating roads is the fire suppression policy and the road use for that purpose. That point is not addressed and should be. The questions on "attitudes, beliefs, values" is politically correct baloney. P.S. You forgot diversity.

Do not shut us out!

The more roads-the more destruction by people who want to rush in, camp, shoot wildlife, get out. The true appreciation of outdoors comes from hiking on trails and camping.

Leave the roads the way they are.

Minimize and eliminate roads where possible to preserve wildlife and habitat.

I like roads that will bring people to the monument and will encourage them to come back and explore more of it. Just what roads are best I'm not sure.

Roads that I have been going on for many years are being blocked off to OHV and I do not think this is right. I do not think this is going to do any good but these are my comments.

Most senior citizens enjoy the monument as well as many people who cannot walk and have physical disabilities they need roads, they are also taxpayers, the environmentalists and Sierra Club want it all for themselves.

I live in Texas but have extended family in CA. We visit every time we're in CA.

Please no roads in any monuments.

Since I am a hiker, and hike to experience a "natural" system, roads are sometimes useful for trail access.

Close to all off road vehicles.

No new roads! Maintain dirt roads for forest access-hunting, fishing, horse riding, fuel gathering, etc.

I very much appreciate opportunity to give feedback. I feel strongly that the giant sequoias have an intrinsic value they are a spiritual and biological treasures, and while I support access to them, I do not support encroaching upon the forest and I am vehemently opposed to endangering any forest area for the sake of motorized "recreation." I visit the forest at least once a year and treasure it (no eastern trees compare!). My first visit was in 1963, and the trees had a profound effect on me (I was 9 years old).

(letter) My mom and dad first went to Hume Lake in the summer of 1932. In the late thirties, my grandfather and my dad built cabins for people who had gotten use permits from the Forestry Service to build summer cabins on the government land on the south side of Hume Lake. These use permits were issued because money was hard to come by and the Forestry Service wanted to build a camp ground on the north side of the lake. They offered about 52 permits to raise money to build this campground, which along with the cabins, still exist today. My mom and dad got their permit in 1941, and that summer they built their cabin. I now own the cabin. Presently my folks are 93 years old, and every time we talk about Hume Lake I learn new things about the area. I fee the paved roads are adequate for people to access the main parts of the monument. I think some of the old dirt roads should be kept open such as Camp 7, Buck Rock, and Converse Basin, but I also feel that some of the newer logging roads that go nowhere should be closed. What worries me more than the roads is the garbage people leave lying around. I feel this is more damaging than any road could ever be. Maybe the Forestry Service should start a program that would

inform the public about all the damage this garbage has on the ecosystem. The old teaching, "what you carry in you carry out," doesn't seem to apply anymore.

Please don't close any roads. Enough areas are being shut off-closed already. The trails are long enough. If you closed roads to access areas then my family won't be able to physical[ly] access areas to enjoy them!

Paved and unpaved roads need to be maintained in excellent conditions to facilitate the maximum use of the monument by the maximum number of people.

I plan to visit the sequoia monument and would like to have the least impact possible while visiting. And for the area to be maintained in as near a natural undisturbed state as possible.

The monument belongs to the public. There should be a minimum of a \$10.00 fee for use by "non-residents" for maintenance of roads.

Please open the gates on logging roads-especially the road into the Long meadow Sequoia Grove and Hossack Meadow.

It is a wonderful area that can be enjoyed only if there is access. Keep the roads open.

My main concern is having the roads in our area [Rogers Camp] maintained a little better so that access to our property is not limited or hazardous. The road was not graded this year and parts of the road are pretty rough. Another concern would be emergency vehicle access in the area if the roads are not well maintained.

I would like to have road from Sugar Loaf to White River paved and the dirt road to the Redwoods paved from above Hot Springs.

We hiked in the Kings Canyon area last year, my first time there in 20-30 years, but plan to return and do more exploring. In general we bemoan crowding in "wilderness" areas, but realize it is good for people to get a "feeling," however quick, of the out doors. A couple of tour buss loops with gift shops and overlooks for people to get out and look for a couple of minutes. Otherwise reduce the number of existing roads. People will drive wherever there is a road-but not too many want to walk.

We use the unimproved roads around Sequoia Crest for firewood gathering and OHV-including snowmobiles-20S03, 20S04, 20S04A, 20S08,A, B, 20S23, 20S88,A, 20S11, A and 20S12. Also use those around Ponderosa, Needles and Dome Rock.

Leave as is with special access guide driver/vehicles.

Close or improve peppermint campground. It's a mess.
Make trail from Stag Tree/Sequoia Crest to summit trail above Burro Creek.

Points of recreational entry and sensible loops or scenic routes to promote year-round tourism are what I'd like to see. Tourists from other places will come through the monument if it is on the way to the National Park. There needs to be more direct access from Springville to three rivers through the mountains.

A lot of people continue to snowmobile on monument property between hwy 190 and the peppermint development. Put a snowmobile corridor-path right along 190 or at least send someone out to enforce the law. You spend lost of money plowing a path but no one is writing tickets for people who are creating exhaust and noise pollution in the monument next to my cabin.

Need to keep 20S03 open for fire escape for Doyle Springs and Camp Wishon in case 190 and 208A are closed.

We live too far away to be able to enjoy the monument frequently, but would hope that its protection and preservation be of utmost importance.

Roads we use (county) are very poorly maintained, filled with potholes, etc.

Our family has enjoyed this area since I was born. Parents were staff at Camp Redwood/Sequoia Lake-as I was staff at Tulequoia. We have camped at Kings canyon, Sequoia, Hume, General Grant. Children worked at Giant forest-have trained many staff for youth camps through college of Sequoias Recreation program. 1) Due to my experience in the monument, feel we did not need all this new legislation for groves. They were already protected by previous laws. 2) Due to delinquency of youth in Tulare, Kings and Fresno County, it is Imperative that all youth camps and HL Christian Camp be able to use their facilities-add to them-roads as needed to improve their offerings. We need these camps. We need the churches-and their roads! 3) Imperative that you recognize an aging population-that may need to drive to where they hiked before. 4) If you close off roads, then only young and able can use areas and you shut off all use by older, handicapped and blind both young and old. 5) We need more campgrounds-not less. 6) We like to explore roads 1, 4, 5-7 in the Hume area. We take our grand children to see the trees, views rocks and wildflowers. We hope our children will be able to continue this closeness to nature. 7) We are good stewards of the mountains. We know that the cabin owners, Hume lake Church Staff and campers all pick up cans, garbage, diapers, and other items that can injure the land and environment. We are good watchdogs as well in protecting environment. 8) It seems that some environmentalists want to protect to the point that no one can use or see them-so who are they protecting for? Mountains are to use and enjoy. We are responsible people who care and take care of our Forests. Please don't shut us out. 9) At Hume, we maintain our own roads and cooperate with Forest Service on others. 10) Youth camps should be allowed to construct roads in their camp areas as needed for safety and efficiency.

The existing road system provides important access for dispersed recreation activities. Minimizing "bus tour" routes while maintaining "primitive" roads will assure the Forest Service retains its dispersed, rather than developed, recreation emphasis. This recreation type emphasis is an important distinction between the Forest Service and National Park Service that should be considered and maintained.

The roads are fine as they are, but should be maintained.

The road to Wishon is narrow and that's OK. The problem is if there is a fire and that road is not usable! The only other way out is 20S03 which is a logging road. It must be maintained as an escape route.

We are a resort area community and I know of no other communities where existing roads are closed to satisfy environmental concerns of a few outsiders.

I am against further development because I think that the environment is serving the optimal number of residents and vistas now. It is a fragile ecosystem.

Just leave everything as is. Don't create any more expenses, as our taxes are too high as is. We don't need to add to them.

All the club members [50] use the road system including the unclassified 4WD roads in our recreation/sport of training dogs, hunting, fishing and family camping and consider very important to our lifestyle.

Please do not rationalize destroying any part of our park lands. So often it is the roads first, then electricity then....The car seems too often to rule decisions. Lets rule for the monument.

We use a road to go to our cabin in Rogers Camp. We use same road and beyond to go to our grazing permit on Black Mtn. We love the mountains and enjoy camping in other areas of the monument.

Please allow off road vehicles to use the existing roads instead of closing so many of them. The Forest around Hume has done fine with this multiple use for years. Please open up some of the existing roads.

Hartland Christian Camp ...consensus runs beyond the marked roads that are in closer proximity to us to include the general belief in multiple use of the entire monument land. This of necessity requires keeping open all existing roads to facilitate access to the PUBLIC LAND and NOT closing them off.

Logging has helped maintain the roads in the Forest, stop logging and there goes the roads (Right). We need this monument like I need a new hole in my butt. This monument doesn't make any sense at all. It's stupid.

Part of 21S54 crosses through a meadow. This should be declared "off limits" for OHVs. Last summer OHVs chewed up this meadow by getting stuck there. There are still deep ruts in the meadow. The Forest Service recently tried to close this portion of the road by routing OHV traffic around the meadow. I would appreciate the Forest Service doing whatever it could to keep OHVs out of this beautiful meadow and enforcing the detour they established.

Please, don't forget to maintain road access to private lands.

The roads in the monument are there because they became necessary over the years of use and should remain "as is" since this is a "monument" to time-This is how this land has been preserved. Please keep the road from Whittaker Forest open to Quail Flat! From Hartland this is an "escape route" in case of fire from below Hartland. Please do not close this access to General's Highway.

(Letter) Since the establishment of the Sequoia Monument very little useful information has been shared with those of us who are concerned about the future of the 4x4 trails within the boundaries of the park. The original proclamation stated "motorized vehicle use will be permitted only on designated roads." (As opposed to trails?) And "motorized vehicle will be permitted until but not after December 31, 2000." An update dated December 2000 did not help with the statement "Only roads for high clearance vehicles (e.g. pickup trucks) will be open for OHV use." The trails are still not included in this description. Roads rated for high clearance vehicles are the type used for access to 4x4 trails. The December 2000 update states that maps are not yet available and the management and science advisory teams have not been filled. This makes it harder to know how to assess the future of the trails. **Points of concern: Hume Lake Ranger District.** Over snow routes used by Kingsburg 4WD Club and Lock and Low 4WD Club of Visalia for their annual snow runs. The Kingsburg 4WD snow run (normally held in March) is a run held annually for over 20 years under a permit with the Forest Service and an agreement with the Park Service. The Park Service controls access even though the run is not in the park but access to the trailhead is through a corner of the park. The concern is about permits to continue this event and for access for checking the route prior to the run (which has never required a permit.) This run normally starts at Quail Flat continues on 10 mile Road (13S09) a paved road not cleared of snow, then follows this route to Hume Lake. When snow conditions permit (when there is enough snow) Lock and Low 4WD Club uses this area for our annual January 1st snow run. This route is often used later in the year as long as there is snow on the trail. Normally this route starts at Whittaker Forest continuing through Kings Canyon Park to Quail Flat on Tenmile road to Bearskin Road (13S02) over the mountain back to Highway 180. The Sequoia Trail Plan showed 13S02 as a snowmobile route. This inconsistency was pointed out in the ROD appeal dated 2/26/99. Because this run has always been fewer than 25 vehicles no permit was ever required. **Tule River Ranger District.** Devils Canyon currently gated, access by permit. This is a rough dirt road but could allow access to Kramer Creek. Access to Kramer creek was denied in the Train Plan (even when dry) because of potential red-legged frog habitat (no frogs, just habitat). This decision was protested in the appeal dated 2/26/99. Copper mine Trail is a small steep route to a campground. We have done maintenance work on this trail. There was never a formal maintenance agreement. We made a proposal to reopen this route to reconnect to the original road (30E14, 31E15, 30E18). This proposal was denied in the ROD. These routes are open to non-motorized traffic. This decision was appealed in the letter dated 2/26/99. **NONE OF THE ITEMS ON THE APPEAL HAVE BEEN ADDRESSED. Hot Springs Ranger District.** Dome Rock routes 21S70, 21S63, 22S83. The status of this trail is not known. When I inquired about these routes I was told they were being maintained by Bakersfield 4WD Club. I found out later this was not the case. It is possible another club has the maintenance agreement on these trails.

(Letter) I assume the Sequoia NF intends to prohibit public access on all of the roads that do not contribute to the lifestyle of Native Americans or supporters of the Monument. Your letter never states the final action of this analysis. I thought that President Clinton and Art Gaffrey wanted to preserve the monument in a manner that would protect the environment from destruction by local residents. What does lifestyle and value have to do with the effect of a road on the environment? The Sequoia National Forest should first obliterate all of the Level 1 and 2 roads within the boundaries of the monument. The Forest has done no maintenance on these roads for the past 10 years. My version of obliteration is one where all of the drainage protection is removed, the road surface ripped and the site returned to its natural condition. Your version of installing green gates and tank traps to stop

public access is not satisfactory. Secondly, all Level 3 roads that have not been maintained to the criteria set forth in the FSM for the past five years should be obliterated. After these roads are returned to their natural state, then you could analyze the access needs for whatever is left. **Erosion control should be the only criteria for closing roads.** All Forest System Roads that have not received proper road maintenance for the past decade should be eliminated. I realize that you do not have the skills, people, knowledge or money to accomplish such a program in the foreseeable future. Therefore, I believe that the Forest should begin by prohibiting all government and private use/transport from every road with a rank of 6 on the Public/Social Access Factors Chart in your 18 Han 2002 letter. This should not be a hardship on the Forest as it is obviously not practicing land stewardship in the Monument.

(Letter) The Roads Analysis Process scoping letter dated January 18, 2002, states that, "The Monument Planning Team will use this information to develop the transportation system analysis as required by the Presidential Proclamation that established the Monument." The public needs to know the current impacts of all of the Monument roads in order to make a proper judgement on this subject. The Forest Service should first be analyzing the impacts caused to the objects that should be protected in the Monument by the existing roads in the Monument so that the public can understand the current impacts from these roads before they express their opinions and beliefs about maintaining these roads. Otherwise, if uninformed opinions by the public are used, the agency might be influenced to continue providing a road that is popular but causing impacts to the objects that must be protected. The agency should not make a decision on roads without a Monument Transportation Plan and the public cannot make a decision on roads without knowing their impacts. The Roads Analysis Process scoping letter states that, "The Forest Service must find an appropriate balance between the benefits of access to the national forests and the costs of road-associated effects to ecosystems values." On the other hand, the Presidential Proclamation, which is the legal document guiding the development of Monument Management Plan, does not permit trading away ecosystem values when it clearly mandated that, "The management plan shall contain a transportation plan for the monument that provides for visitor enjoyment and understanding about the scientific and historic objects in the monument, consistent with their protection." The Presidential Proclamation also states, "The plan will provide for and encourage continued public and recreational access and use consistent with the purposes of the monument." The Presidential Proclamation also states, "NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, by the authority vested in me by section 2 of the Act of June 8, 1906 (34 Stat. 225, 16 U.S.C. 431), do proclaim that there are hereby set apart and reserved as the Giant Sequoia National Monument, for the purpose of protecting the objects identified in the above preceding paragraphs". The Presidential Proclamation does not permit roads or a transportation plan that would degrade the habitat or the objects in the habitat. Roads are causing erosion problems that are harming the objects to be protected. The agency must define these and any other problems that are harming the objects to be protected so it can develop a Monument Management Plan with roads and a Transportation Plan that does not compromise the objects to be protected. The agency must show how each road furthers the protection of the Monument objects. We want a plan that moves toward a natural pristine forest. We do not want a plan that compromises these values in order to further logging.

It is important to people at Doyle Springs and Camp Wishon campground to keep 20s03 (Fox Farm Road) open as an escape for residents in case of fire from below on road 208A Camp Wishon road or a devastating fire on 190.

(Letter) Firstly, the continued existence of each road should be based on the need for each road (your request for information on individual roads seems well-suited to gather this information). If no need exists, or if a different road can serve the need then the road should be obliterate. Secondly, the cost of proper maintenance of a road must be considered and plans put in place to periodically evaluate the monument's budget to determine whether a particular road can be maintained. If it is determined that the funds are not available, or if a road has fallen into disrepair due to past neglect then it should be obliterated.

Please reopen 13S06 all the way to the Hume Dame with a turn around. Now, with gate, parking is too limited and difficult to launch boats. Sandy Cove lot could be redone for more parking. Keep and maintain all roads to redwood groves, allowing people access to enjoy the trees.

Keep existing main roads. Have good access to all the groves. Make sure 14S11 and 13S09, 14S02, 14S42 and all grove access roads are well maintained.

Keep existing main roads-what good is a monument if no one can get to the groves? How many are really accessible at present time-Have you been to the groves and did you go see the [scenery?] on your own time?

We would like to see the entire monument road system maintained at current standards but these roads that we've indicated are the ones we prefer.

Giant sequoia groves are so wonderful to hike through. More people should have the opportunity to see them with better places for parking and labeled trails so more of us can support the saving of these groves.

We who have cabins in Doyle Springs (at the end of 208) are always aware of fires. The road from 208 to Sequoia Crest and on to Wishon, Ponderosa, etc. might be our only way out. (Wishon to Sequoia Crest! 20S03).

You have a few of the roads within our area shown that are not passable and no longer exist (13S85, 13S85A).

21S94 is the only access to my cabin at Rogers Camp. There are approx. 16 cabins here with others below and above Rogers Camp. I would like to see more gravel added to road from Coy Flat campground to at least the Indian Reservation.

We have our summer home in mountain Aire and hope the road 21S94 can be maintained-some areas could use gravel, culverts, water flow improvements would help eliminate or minimize erosion damage.

This spiritual business is rubbish. And such place can be reached on Foot. A roaring SUV detracts from the spiritual value of a site.

There are enough roads. Just maintain (clear down trees, rocks, etc.).

I believe we need to keep the road systems so in case of fire or lost people we can get in to where it/they are. What good is a national monument if no one but hikers see it and use it for pleasure. I think we can go-exist with the redwoods.

Access is generally good and roads are good. Would not want to see any fewer roads there are areas of Kern River canyon-upper areas-that it would be nice to have more access.

I don't see any environmental damage being done with road system that we now have in place. We need the roads we have for access for the very young and the very old who love the forest.

Please be advised that the Tule River Tribal Council should be formally consulted on a government to government basis prior to any road closures, decommissions, reroutings or other changes to the current road system within the Tule River Ranger district and the Hot Springs Ranger District, of both the Giant Sequoia National Monument and Sequoia National Forest. The roads that are identified on the data sheet are known to be utilized in varying degrees for Tribal program management and functions. There are likely additional existing roads we have not identified that are utilized by members of the Tule River Tribal community for cultural and recreational purposes.

Mass transit shuttles/buses to move people around the monument will not work. Destination sites are too dispersed and few people will come to see the sequoias-most will stop at the Nat'l Park to see the trees.

The roads that are my favorites close to Hume Lake are 13S05, 13S06, 13S98, 14S02 and 13S26.

We need 21S50 and 21S50D to gain access to our land in Pecks Canyon. We need 21S11 and 21S11A for access to our water system source of supply (by use permit) we supply water to 50 homes and supply water when needed to suppress fires in the monument.

(Letter) For the sake of the people and the environment, the current road system within the Giant Sequoia Monument should remain and should be maintained. Improvements that would reduce further environmental damage should be made, such as paving where dust and surface erosion has become a problem. Drainage improvements should be made to reduce further erosion of drainage facilities.

Our Great Grandfather Robert Haenggi purchased a 2500-acre ranch in the Springville areas in 1910. With the Springville land came a grazing permit north and east of Jordan Peak. In the early part of that century he built a log cabin in Sec.13, T13S, R31E, MDB&M. We both have been going into this area ever since we were about four years old. This has been about sixty years. This area is now all in the National monument and the Golden Trout Wilderness Area. The existing roads into this area are necessary for our continued use and enjoyment of this area. The road to the Haenggi cabin allowed us to take our Grandmother Louise Mauser for the last visit to her father's (Robert Haenggi) cabin when she was disabled and eighty-five years old.

In 1963 we purchased a portion of the south half of the north half of Section 27, T20S, R31E, MDB&M. We developed this area into what is now Alpine Village, a community of about seventy parcels and lots. There are currently fifty homes in this community. This area is now surrounded by the National Monument. We provide domestic and fire protection water to this area from a use permit source in Section 22, T20S, R31E, MDB&M. This water has been used for fire protection in this area and to the surrounding area for thirty-six years. The existing roads into these areas are essential to this community and to the operation of the water company.

In 1975 we purchased a portion of Section 10, T19S, R31E, MDB&M. This area became private land by patent in 1892 and is known as Pecks Canyon. We have constructed a cabin and other improvements on this land. The area is used as a retreat for our families and friends. This land is a tribute to our family's pioneering past and we hold it as our greatest possession. The exiting roads leading to within nine and a half miles of this area are in the National Monument and are essential to our use and enjoyment of this area.

In 1988 we purchased a portion of Section 21, T20S, R31E MDB&M. We developed this area into what is now Upper Alpine, a community of six parcels. The existing roads into this area are essential to this community. Ever since 1949 we have enjoyed the backcountry wilderness of the Sequoia and Kings Canyon Parks and the Sequoia and Inyo National Forests by way of horse and mule. The route that we take into these backcountry areas is form the Lewis Camp Trailhead. We have not missed one fall pack trip into these areas for more that thirty years. These trips would be difficult if not impossible without the exiting roads leading to the Lewis Camp Trailhead.

The existing road system benefits the public and private uses in the area and should remain. The environmental damage caused by road construction has been done and has had a chance to heal. The removal of roads will cause new environmental damage.

The roads are essential to fire protection and public safety. Fire protection is now more of an issue than ever because of the years of protection that has allowed vast amounts of fuel to accumulate. The reduced amount of timber harvest has further caused fuel accumulation.

Our Country has become increasingly aware of the need to provide access for the elderly and the disabled. In difficult terrain such as in the National Monument a road system is the only practical way to meet these needs. Please make the correct decision for the environment including the people of these United States and the World and leave the road system in place.

Keep all roads as they are.

As I see it, your DRAFT Public/Social Access Factors Chart is far too complicated. I could spend all day searching for the numbers of the roads I use and want kept open. Only very short OLD dead end logging roads need be abandoned.

Maintain exiting road conditions.

Access should be available to everyone!

Leave area as is, "please!"

Just leave things alone!!

We liked/enjoyed/loved our trips to your area during the years. We would like to have more roads so we can explore more remote areas. We do not enjoy hiking very much-we're not able to walk very far. We need roads so we can drive to these areas. We like to camp when we get there: full-hookup, basic facilities or primitive camping.

We must make public lands available to the public. We need to create in the forest. We can do this with proper forest management and common sense approaches. I am unable to identify specific roads at this time because they are covered with snow and will require a survey.

Please don't eliminate any roads. Families across the nation come to visit and enjoy mother nature at her best.

The Forest Service and Parks System do an excellent job of maintaining the roads with the funds that are available. Off road clubs can and do help with the trails they use.

We need to make the park accessible, usable to all the different stakeholders and not limit it to a few.

I feel need to maintain and increase opportunities for responsible OHV use in the area.

I would like to see a more fair and honest way of what goes on with the land that is for the people to enjoy. Not regulated by environmentalist that only want it closed to all people.

Beautiful area-sufficient roads, easy to get around to anywhere.

Nobody has any idea how much this land means to me. I have been using it all my life. It is a part of my life I use it in four wheeling, riding horses, and conservation projects. Please don't take this away from me!! I love it too much!!!!!!

I think the forest should be open to all people.

No more pavement-no more building or stops for people. Just maintain what's there. People have been enjoying the area as it is for years.

Roads are a necessary means for the average user to gain access to a national park. The average family simply carries many things when going on a picnic or camping. These items must be brought by a vehicle. Maintaining roads within the park provides people with continued access to all activities and areas within the park.

Each time a road is closed that act puts more use onto the roads that are left. With increasing OHV use this would make a definite impact. Leaving the roads alone and only connecting spurs to make loops would be best for the forest and the monument. This would minimize impact.

(Letter) I believe that our goal should be to minimize human impacts within both the Monument and Sequoia National Forest so that future generations are provided the priceless opportunities we've had to know the Giant Sequoias in the silent splendor of their natural setting to the greatest extent possible. I urge the USFS to provide fewer roads into the Monument and Sequoia National Forest. Let the Monument Plan be one which preserves to the fullest degree the pristine wildlands which earned it the preservation status it has been granted. Any plan which furthers logging efforts destroys the original intent of the protective designation in my opinion and does a great injustice to all those yet to see the park for lifetimes to come.

The only way to minimize impact in the monument area is to connect spur roads to make loop roads. You must not close any roads because that would put more use into the roads that are still here.

The monument road system must address habitat protection without closure or elimination of road access to the public. The monument is too large and rugged to visit by foot for the majority of the public. Roads are an important element that must be preserved and improved to provide sustainable managed recreation.

My wife and I are seniors and hiking is no longer possible. I would like to see all roads stay open. We use our jeep and often explore the dirt roads.

If the roads are there already, keep them and let people use them. If you need help maintaining them ask the OHV community. We'll be glad to help.

(Letter) I did not receive that survey package and I want fewer roads in the Monument and in Sequoia National Forest. I want a Monument plan that moves toward a natural pristine forest and not a plan that compromises these values in order to further logging.
The forest needs to have fewer roads so there is an increase in solitude and other spiritual values.

Please manage the road system in a responsible manner. Provide equal access and road types so that all forest users can enjoy their forest and public lands. If you keep eliminating one road type (OHV as example), that use group will overuse remaining roads or trespass and cause damage to the ecosystem. Sound and proper management is the key to maintaining ecosystem equilibrium!

It seems to me that you are letting non-involved parties influence your decisions that affect those of us that use the park and forested areas. The bottom line is money and noise. Those of satisfied with our situation have no need to waste our money in court battles and cause a commotion when we find no need for it. This causing peace-loving people to be provoked into a fight we don't want.

I fully support motorized vehicle access and believe that it need to be a recognized part of any use plan developed.

You close these down, what next, horse traffic, foot traffic? So the only way to enjoy is by video? Or DVD. I would like to see an adopt a "trail" program in the monument, so that existing OHV routes can be maintained. I feel it is the duty of the government to make reasonable efforts to maintain access to public lands for all Americans.

We need (as a people) to have access to lands that defy and at the same time inspire description. The monument holds the very soul of my family, the place we can go to even if only in our minds. We have to be able to return always.

Logging and ORVs are decimating public/private lands. Please limit to very specific areas and most importantly, ENFORCE THE LAWS OF USE, otherwise all this information won't really make a difference. There is historical precedent for ecological destruction that must be abated. Air and noise pollution are CEQA issues, as well as habitat. Please help to keep the forest healthy and alive for all living things.

After rain 20S46 gets runoff from 190. Deep ditch forms. Ice in winter becomes unusable.

As the saying goes; "If it ain't broke, don't fix it." I don't feel that any expenses that are going to be incurred in making all these changes, closures or modifications are truly justified in the eyes of the taxpayers!

Keep public roads available to all people.

It is my belief that this change takes away rights to free land use by restrictions not necessary to the maintenance of the forest ecosystem.

I use access road 21S94 to go to my cabin and would probably use it more often if the road was kept in better condition. The damage from rain run off is hard on vehicles.

Please don't forget to maintain access to private lands.

Please do not reduce the amount of roads! Public lands must remain available to the public, not just a select, physically fit, few hardy people, nor a select group of "ologists!" Those that want "wilderness and solitude" can go to a national park. Please remember, the public has a right to a multiple-use land management concept. The USFS must retain access for a multiple of uses!!

Maintain roads that are of strategic value for fire prevention, maintain roads that interconnect with other roads, maintain roads that lead to trailheads and other locations of social value. Roads that are to be closed, leave a wide area to park on maintained road.

Roads are environmentally destructive and conflict with the purpose of the monument to protect the giant sequoia ecosystem. Roads should be reduced to the smallest number possible, retaining only those that are essential for legally mandated. OHV use should not be permitted within the monument.

Just retain the major roads to keep a natural forest.

First it was the "wilderness act," then the fee and now monument, now I know how the American Indians felt in the 1880s. America land of the fee money for more signs and fences.

The major significant areas of the monument should be easily available to all who wish to visit. Access roads across monument and to privately owned property should remain open to the private property owners. (and cover letter) Road 19S14 is a one-half mile dirt road that provides access to 160 acres of privately owned land. My wife and I, along with our co-owners have owned these 40 acres since the early 1970s and have used this access road for over thirty years. We understand from the previous owner that this access road has been in use with this privately owned land since at least the early 1930s when the property was originally acquired by the Charles Raibley family. The access road is maintained by the private property owners and is graded each spring. Drainage culverts/pipes and berms divert most of the water from the road to the adjacent forested areas. The continued use of this access road is essential for the use and enjoyment of our privately owned property, and also the use and enjoyment of the owners of the adjacent 120 acres of privately owned property.

The summit trail has existed since any of us was born, and should continue to be used as is, for off road use.

The monument designation has literally ruined our former lifestyle. We retired to this area expecting to use the area's beauty and solitude and isolation for life enriching experiences. Instead we are "slapped" with laws that take away our access to these areas. We are sorely disappointed and unhappy.

The Sierra Club DOES NOT have the right to call all the shots! This monument is WRONG!

This road [20S03] needs to be open to provide an escape route out of the canyon at Wishon Campground and Doyle Springs.

(letter-NPS) In the northern unit of the monument we are concerned about four roads shown on your January 2001 designated roads map for that area: 14S36B, 13S09, 14S34 and 14S56. Road 14S36B is shown on your map as a designated Forest Service road. This needs to be reviewed since this road, which connects the Park Ridge Lookout with the Panoramic Point Road, is mostly within Kings Canyon National Park and is maintained by the National Park Service. Although a small portion of this road does cross over onto Forestland it would see that the road is primarily a National Park Service route and should be thus considered. We would appreciate your specific response to this question.

Road 13S09, which connects quail Flat with Hume Lake, is of considerable potential future importance to the NPS. As you know, this agency has been encountering increasing levels of vehicular congestion along State Route 180 in the Grant Grove Village area. Our ongoing General Management Plan effort has developed alternatives which might improve this situation, one of which is to attempt to divert substantial portions of the summer traffic to Hume lake to 13S09. The potential advantages of this action would include not only reducing congestion in and around Grant Grove Village, but also reducing the travel distance by three miles between "the wye" and the Hume Lake area. We believe that this move would be compatible with your existing management of route 13S09, but wanted to bring this matter to your attention at this time.

Road 14S34 crosses a portion of Kings Canyon National Park along the eastern slope of Redwood Mountain. The section of roadway within the park is approximately one mile. This portion of Kings Canyon National Park is officially recommended wilderness, and we would very much like to close and remove this road. Since other existing routes can be used to reach the same Forest destinations, we seek your cooperation in this closure.

Road 14S56 approaches the national park boundary in the vicinity of Chimney Rocks. Our concern here is that the park/forest boundary in this area has apparently never been precisely delineated, and it is not clear to us whether this road enters the national park. We believe it would be in our interest to review this issue together on the ground and agree upon a precise boundary. If, after this is done, it appears that a portion of this road does enter the park, we would then request that the Forest Service work with us to close off that section of road which is on NPS land south of the boundary.

Incidentally, there is a significant error on the USFS map cited above in that it refers to the Generals Highway as State Route 198. The highway in question, which connects Sequoia and Kings Canyon National Parks, is not a state highway and has no number. State Route 198 ends at the park boundary just above Three Rivers. The highway that begins at the Ash Mountain Entrance of Sequoia National Park and proceeds north for 46 miles is known only as the "Generals Highway." The Generals highway, including that portion which crosses the Giant Sequoia National Monument, is maintained and managed entirely by the National Park Service under the terms of an interagency agreement signed by our two organizations. Please correct this error in your final RAP report. The final road that is of significance to the National Park Service at this time is 19S09, which is the road to Jack Flats and Dillonwood, in the southern unit of the monument. Now that the Dillonwood tract has been added to Sequoia National Park, it can be expected that the role of this road will change significantly. In initial scoping meetings with the public about the future of Dillonwood, we have already begun to receive comments about the condition of this road and the need to improve it so that it is reasonably passable up to the park boundary by passenger vehicles. NPS administrative access to Dillonwood will also depend upon this road. For these reasons, we believe that our two organizations need to enter into conversations focusing on how we might work together to improve this route for public use. We also request that your RAOP mapping be corrected to show that Dillonwood is a part of Sequoia National Park and that the road system within Dillonwood is not a part of the forest roadway network.

We have concern about preserving the Cedarbrook/Cedars access road off Todd Eymann Road located one mile north of Pinehurst bordering Mill Creek. This access road serves 23 cabins year-round on private lands. It has been in continual use for over 70 years. The road is maintained by the cabin owners under an agreement with the U. S. Forest Service.

This very small road [14S42] has had a very large impact on the lives of my extended family since 1959, as it is the only access to our cabin and 40+ acres of private land now surrounded by the national monument. The fourth generation is now enjoying the solitude, recreation, natural beauty, and educational opportunities, as well as plain old family fun when grandparents, aunts, uncles, cousins and friends from throughout the state get together at the cabin at various times during the year. I know the information packet says the Forest Service is obligated to provide access to private lands, but, forgive my skepticism, things change; for instance, the national monument happened! Please don't let this road be closed.

We are sorry to have lost the form on which we were supposed to record our responses to your road survey. WE hope you will consider the information in this letter. We live five months of the year at cedar Slope. We trust that roads that are designated on your map as highways and improved roads are not being considered for closure (Including highway 190, the north road from Quaking Aspen to the Summit Trail, the Great divide highway from Quaking Aspen to Johnsondale, and the road from Hot Springs to the great Divide). These are vital for us to maintain contact with our property at cedar Slope and, in the case of the North Road, it is a vital part of our recreation, lifestyle, and attitude. Of the other roads we identify 20S46 is a 3 in public access and a 2 in Recreation, Lifestyle and Attitude. It is the alternative entrance to cedar Slope. The following are a 6 in Public Access and a 2 in Recreation, Lifestyle, and Attitude: 20S85, 20S44, 20S75, 21S94 and A&B, 21S06, 21S07, 21S70 & A, 21S63, 21S47, 23S16, and 23S18.

My family has 40 acres of private property within what is now the monument. I remember being there as a young boy in the 1960s eating watermelon with my grandparents and parents. Have been going there regularly for over 40 years. I hope that the Clinton Monument is not a government grab to take the public and private properties, and place them where the public cannot use or enjoy them. Someday I would like to sit under a sequoia and enjoy a watermelon with my own grandchildren.

We have used the dirt roads in and about Rogers camp-solo peak-crawford roads and minor road off of these for years and hope to keep it that way for our grandchildren and their grandchildren.

Please leave dirt road and trail system "as is" and allow mountain bikes to use trail system.

Preference is to maintain existing access system but eliminate vehicle access to areas beyond significant places.

Our cabin has been in our family for a couple of generations. This forest is so peaceful and a wonderful place to go to get away from traffic here in southern California! Please leave everything as is.

I would prefer that the road system not be expanded. I am opposed to any roads within the sequoia groves. I would like to see old logging roads decommissioned. I prefer to see the Forest Service concentrating its resources on maintaining existing roads and not build new roads.

The road which I am particularly interested in is the road leading to my property. It is my only access to my property which is in a private subdivision [Poso Park] along Poso Creek. I have no other access to my property which is a 2nd home for me and my family. It is approximately 1/3 of a mile in length and is a dirt road.

The roads, if maintained, are adequate. We do not do anything to lessen our ability to travel and enjoy the mountains as we have for generations. We must maintain 2 passages in and out in case of fire.

We have a cabin at Camp Nelson since 1980. We do some hiking, but mostly we enjoy going for a ride in the forest and having a picnic or low-key outing. Would like to see more "circle" routes so we could go one way and come back another.

Concentration should be preserving the area's environment, which too many roads cause the destruction of. Only a main road with branching-out trails would suffice.

Please keep OHV access as it has been. There has not been any reason shown to close any of the primitive roads.

Closing roads to vehicles will hamper access to the disabled and allow only those that are able to hike or walk see the beauty that this park has to offer.

Keep existing trails and roads open for all user types.

This is not a scientific survey.

My grandparents have been taking me to the monument for picnics and day use for over 39 years. I would keep all existing roads open and usable for many generations to come.

Return the monument to its natural state as much as possible with no logging roads.

I am a third generation family member that has been enjoying our "family cabin" for the past forty years. I would hate to think that my children may not be able to experience 40 years of cabin fun because there isn't a road to access it. Please keep the roads.

This survey is invalid without a monument management plan and transportation plan. I want a plan that moves the forest toward a natural pristine forest, I do not want a plan that compromises these values in order to further logging and OHV abuses of the environment.

All the user groups should have access to the monument and be able to use the land. It is all of our responsibilities to be good land stewards and protect the forest while using and enjoying it.

The roads that are being used must be maintained to prevent erosion. Fewer roads means less erosion and more favorable habitat for wildlife.

I do not agree with the scope of the national monument, and sincerely hope public access is not unduly restricted.

We as a family are up there constantly. It was great the way it was. My sons and I could 4 wheel and ride motorcycles while wife and daughter were at hot springs pool. Now all you can do is 4-wheel. My friends and I kept all the trails in monument area open by hauling chainsaws and handsaws on our bikes. The USFS did very little. Some trails are already blocked by down trees. After this winter, many more will be. Maybe you can get those elitist Sierra Clubbers out there.

We enjoy the beautiful mountains and are always refreshed when we spend time there. We plan to spend more time there on our property now that we are semi-retired.

It is fine like it is-passable and used by a lot of families who travel to their summer homes at Rogers camp. We enjoy the quiet and beauty and spend time with our family. Always a relaxing place to go, and go as often as possible.

Protect the wildlife habitat with fewer roads and no logging.

Maintain paved and dirt roads into recreational and scenic areas, provide auto loops in close proximity to groves etc. with adjoining trails. Eliminate off road vehicles.

My family has been a resident in this region of the Sierra's for more than 100 years. These areas provide the family with a gathering spot and a place to return to our families' origins.

Do not develop another Park! Leave monument lands accessible to folks from all socioeconomic levels and allow access to off the beaten path areas rather than only a few concentrated use areas.

Please design the monument for public use, don't keep us out.

I greatly enjoy non-impact use of dirt road. I tire of "Disneyland" type herding that happens in many developed recreation areas. I drive in, I drive out and "leave it as beautiful as I found it."

We need more roads for the ORV. I recreate in these areas with my family. We enjoy using our public lands and would like more access to the backcountry areas which include jeep trails.

I loved to use the mountains, but if we lose some roads to certain areas I think we will be cheating ourselves.

Promotes off road use.

Roads my family uses are primarily all on the Tule River Ranger District.

(letter) We want to have paved access to and through the forest. We want paved or well-graded dirt road access to many offshoot roads from the main access roads. We will own an RV and do want access for camping, both established and primitive style suitable for RV camping use. We want regular access for driving, walking (I am disabled and can only walk shorter distances), picnicking and meditating. We own 1 and will soon own a second 4x4 vehicle. We use them to access our favorite sites. We do the same with our cars. The land, its resources, and its beauty must be available by car, van, motorcycle, or truck via main access routes in all sections that you're inventorying. The public must have further access to the areas for camping, hiking, driving, spiritual renewal, meditation, etc. We prefer to keep our visits to designated roads and trails, paved and unpaved. This was true even when we owned an Odyssey and several off-road motorcycles. We did not highlight all the roads that are important to us. **Access is important to us.** The ones that are highlighted are the ones that we know the best. I find your system of classification cumbersome and awkward. These statements reflect our position. Please listen and, hopefully, follow them. The forest, "monument," or whatever you *brand it* is, after all, for human beings *...we are living beings too!*

(letter) Bearskin Meadow [Diabetic Youth] Camp serves as many as 1,000 campers per summer season. The mission of the camp is to educate children and their families as to how best to manage their diabetes care. This education is critical to raising healthy, well-adjusted children who happen to have diabetes. Obviously, the roads used by the camp are essential to its operation. We use the roads designated on the enclosed forms extensively to offer recreational and educational programs for children with diabetes and their families. As the president of the DYF a parent of a child with diabetes, and a camper at Bearskin myself, I know how vital the present road system is to the camp's future success and ability to provide medical education.

(Another letter from Bearskin) [Much the same, plus] Throughout camp we try to instill in campers an appreciation and respect for the surrounding natural areas and understanding of the balance between themselves

and the natural world. As an established camp we have been a beneficial program within the National Forest for over 60 years. We look forward to continuing to provide our campers with a dynamic experience while continuing to be sensitive and respectful to the natural area.

Keep normal maintenance.

Answer from the southern Tulare County Sportsman Club. (75 members remarks).

I have nothing against essential roads. The extra roads that are not necessary should be eliminated.

We have already lost enough of our public land to needless closures. As a taxpayer I prefer to be able to use my public land.

I fear the monument will bring more people in-we are currently blessed with a nice mix of wilderness, park and forest. It would be a shame to exploit our forests sequoia groves as recreational opportunities. Would like to see Evans and Kennedy Groves accessible by trail only.

(letter) The Springville Chamber of Commerce urges the United States Forest Service to consider the community of Springville and its primary artery into the Giant Sequoia National Monument, Highway 190, as a Gateway community and to provide support in the form of advice, planning and funding toward that end.

Do not discriminate against non-hiking senior citizens and the disadvantaged pedestrian! Saving roads now will serve car touring and car camping public and generations in the future. National monuments should be equally accessible by the full spectrum of national public.

No logging in the monument. No logging roads.

Forest roads 13S05, 13S06, 13S98, 14S04 and 13S26.

Please don't take anything away that already exists.

Please no new roads into the redwood groves. Please no big garish information and interpretive centers and pullouts.

It would be better for both the environment and the public for the number of roads accessing the monument to stay the same instead of decreasing. Fewer roads for the same quantity of people is a negative impact on the land as opposed to a positive one.

Please keep the monument available to all ages and physical abilities, not all people can hike into the remote beautiful areas.

We would like to continue to have paved road access to our cabin, and main dirt road access to groves, hiking areas, etc. Some of the smaller dirt roads branching off main dirt roads, and leading only to probable former logging sites could be eliminated.

Travel in the sequoias is very enjoyable and need to be preserved for present and future use at all costs.

Please-no new roads! We (my family) likes sequoia just as it is.

Thanks for your support of responsible OHV use!

Continue protecting our public lands but don't reduce access, thus under utilizing our natural resources.

Property behind Snowline Lodge next to Camp was homestead in 1907 by grandparents. Use road between 180 and Kings River- Delilah Ridge- McKenzie Ridge-Sampson Flat- Davis- Rancheria-Crabtree.

All former skid trails and minor logging access roads should be eliminated. No new paving. No wanted access where erosion would result. Maintenance is such a huge consideration and should be heavily considered in retaining any road. Some of these roads were built by Dotters & McDonald Logging Co in the 1940s and not meant to be permanent.

(Letter) The California Nevada Snowmobile Association represents a large cross section of the over 17,000 registered snowmobiles in the State of California. We are grateful to have the opportunity to participate in this process. It is important to note that due to the President's Proclamation limiting Off-Road vehicles to the roads only, leaves our group with the position of wanting all roads open and available to snowmobiles. Since there is no documented resource damage by snowmobile use on the Sequoia National Forest we feel that there is a unique opportunity to be involved in this process. We understand that some roads present environmental problems, closing these roads is clearly not the answer. Repairing environmentally dangerous roads is the only responsible direction to provide positive access. There are many ways that we can help in this area. The new Giant Sequoia National Monument cannot be properly managed or utilized by all Americans if there is no sound road system in place. In all categories we have given the High Importance evaluation.

The road we use to get to our family cabin has been in the family for 40+ years. My children are now enjoying the use of it.

Keep the forests open to disabled Americans!

Hume Lake is the only place where we navigate!

Roads are essential for reducing the danger of catastrophic fires.

I would like to get the point across that the forest is for the people to enjoy in a responsible manner and that we should not be "locked out" by reducing access.

Do not build any more roads in the monument. The monument needs roadless areas to preserve the sequoias.

My parents took me there, I take my kids there. I expect them to take their kids there. We don't smoke or destroy the forest and expect others to do the same. We don't favor wider roads and buses full of foreign tourists to the point of closing everything.

(Letter-CDF-Mtn. Home Forest Manager) Below is a list of the Forest Service roads that have been and continue to be utilized by State Forest staff for resource management and fire protection purposes. These roads allow for timber harvest plan preparation and harvesting, resource inventory work, wildlife monitoring projects, watershed protection, access to remote locations of our property, boundary line maintenance, and fire protection and suppression. Continued access to these roads is critical to the proper management and care of the State Forest. [19S12-Dome Rock Road, 19S20-Brownie Meadow Rd, 20S92-Old Fraiser Grade, 19S18-Old Fraiser Grade Spur, 20S70-Coburn Mill Rd, 20S93-Old Bear Creek Rd, and 19S29-Copper Mine Rd.]

(Letter-CDF-Mtn. Home Division Chief) Our concerns deal with responding to wildfires and other emergencies accessed by your road system. Most of the roads in your system have little or no impact on our mission. Four roads that are of concern to us are: 19S18, 20S92, 20S76 and 20S93. These four roads provide CDF with access to portions of Mountain Home State Forest. This is the crown jewel in the State's system, and we regard its protection as one of our highest priorities. The maintenance of the roads is critical to our mission.

Leave it like it is. (+2)

There is no need for a new road system. The monument shouldn't be there in the first place. (+1)

Set up a system of easy access high use area, medium access more rustic, hard to access-dirt or trail system. Similar to park system-a high use easy access "front country" and wilderness "back country."

As American's veterans, taxpayers, property owners, we have the right to use what belongs to all of us, not just the Sierra Club Dictators. I believe that each of us has the right to access the forest in a personally responsible manner.

Please keep the "road system" that same, change sometimes isn't always good.

(Letter) Tim [Kroeker] of the California Fish and Game Department came to the February meeting of the Visalia Sportsmen's Association and spoke to us about the Roads Analysis project. After his presentation the members present (about 40) voted to submit a form representing our clubs views and to make a comment that NO ROADS BE CLOSED! (In fact there were a large number of members that felt that roads previously closed by the Forest Service be reopened). This comment represents the wishes of the Visalia Sportsmen's Association which has 265 members.

I would like to have the OHV trails reopened.

Need more off roading trails.

(Letter) my husband and I met in the Camp Nelson area in 1971. He had been a frequent user of this area and what is now termed the Golden Trout Wilderness since the late 1940s. During the 1940s to 70s, he resided in the Taft and Wasco areas of the San Joaquin Valley. I first became acquainted with the Southern Monument area in 1971, when I resided in Orange Co., CA. And, in 1973, drawn to this area and its "specialness," I secured work and moved to Springville, visiting the Upper Tule area almost weekly. My husband and I purchased our first cabin in June of 76, sold and purchased our current home in 1978 in Camp Nelson. Remodeled in the early 80s and have resided here full-time since 1985.

During these years we have driven many of the roads throughout the area, and enjoy doing so. To cut or disallow this opportunity to others that would use 4-wheel drives or other motorized vehicles to transverse any road that has been created for whatever purpose-mining, logging, recreation would be a very sad, misguided and wrong decision on the part of the Dept. of Agriculture. This forest is lovely.

The 4th page, last sentence of the 2nd paragraph of the April 15, 2000 Presidential declaration states: "The plan will provide for and encourage continued public and recreational access and use consistent with the purposes of the monument."

The next to last paragraph on page 4 (or otherwise determined to be the 8th paragraph above the President's signature) speaks about designated roads and trails and usage of same.

I've been led to believe that a designated road in the Forest, was a road made by mechanical devise (as opposed to a trail, made by man with either shovel or spade). The map you've provided seems to be INCOMPLETE. For i.e. the Tungsten Mine Rd, allowed by patent, and developed with heavy equipment. On the Camp Nelson Provisional Edition 1987 MAP, revised 1994, said road is shown as trail. This would not be an accurate designation, and it doesn't seem to be specified in the material under File Code 7700, dated 1/18/2002.

I've attached only the lower corner of the referred to Provisional Map, on which have been noted by yellow markings true designated roads. "True" meaning passages made by MECHANICAL means.

The list provided in the package is incomplete...

Further...time for Public Comment on this matter is way too limited, and another 45 to 60 days should be allowed for those in the public domain to investigate and traverse these roads/trails. And, of course, this time period is right in the middle of the WINTER, where access isn't reasonable.

Don't close any roads or trails that existed before monument was established.

I think there are ample roads, trails, etc. for multi-use. To preserve the area, it should not have tour buses, etc. and more traffic to the area.

Public access to monument, particularly to "objects of interest," must be maintained. No need to expand road system, but existing road system should be kept in place, upgrading some for better vehicular access to groves. Future access should contemplate use of smaller hybrid and/or electric vehicles, which will become more prominent to combat air pollution.

Roads should be kept passable, but kept as rustic as possible and still be safe for the public.

Please do not allow certain recreationists to invade sensitive areas with OHVs, ORVs or SUVs which can tear up roads or go cross-country and disturb living things with fumes and noise. They do not belong in this natural setting. Some motorcyclists are invasive, also as are logging trucks.

Would prefer existing roads to expand into larger loop system.

As OHV use is now prohibited from trails-we need dirt road system to replace trail system.

I believe the road system is adequate at this time. As a private property owner within the monument boundaries my wish is that our family and their children can continue to use the property without hindrance.

I am a member of BCHA and share their beliefs that use should continue to have road access to trailheads and campground as we have in the past.

Major routes to enter and exit the monument should remain as is. Important routes to and from communities should remain as is. [Tulare County-RMA]

Obliterate every road that is not being maintained to the standard set forth in the FSM.

I believe it is important for sportsmen camping visitors and fire protection including thinning and brush removal. (Letter) My family and I have used the roads of the numbers I have indicated since the time they were put in through logging operations. I believe our children and their children should be able to continue to use these roads and trails. They are (roads) also important to continue better forest management and to have access for fire fighters and equipment.

I believe people who never use these areas and have no real idea as to the need to take care of these lands or the importance of having this land enjoyed are the ones who complain. Common sense must be used in all plans for use, should not go to extremes either way.

We have unclassified dirt roads around our private property, these road come up to our property and cause our fence to get damaged, our signs to get shot at and people to trespass. These are user-made roads and have no significant purpose. We request that these roads be decommissioned. (Letter) The main paved roads should stay and be improved or expanded if necessary to accommodate major features and scenic drives. Roads should be kept as far away from groves as possible. Roads other than paved roads should be limited to reasons for access to private land, permittees, utilities, and campgrounds that cannot be accommodated by paved roads. The most efficient road plan should be utilized. Your designated roads map shows a spider web of roads. Many of these were for logging and as no mechanical means are to be used in the future these roads should be decommissioned. Roads that are unclassified and user-made roads should also be decommissioned. Any item that is of interest and is not near a paved road should have a trail to it, if possible from an existing unpaved road so that no existing forest ground is disturbed.

Concerning your Draft Public Social Access Factors Chart. On pages 1-8 you show under the Recreation Access Column a small number of roads with a numeric indicator of #2. [range from 4-12, avg. 7] On pages 9-14 you show under the Recreation Access Column a large number of roads with a numeric indicator of #2. [Range from 22 to 33, avg. 28] This indicator shows a large amount of OHV use in the areas of page 9-14 which at this amount must be detrimental to the surrounding ecosystem. Review should be done to lower these types of road in the areas of pages 9-14 so that they are closer to the pages 1-8 areas.

Many of these #2 indicated roads under Recreation are indicated with a #6 under Public Access and as a #6 road under this column has no significant purpose or use for access, then all the roads with the 2 indicated under recreation and with a #6 under Public Access should be decommissioned. This would help to lower the number of roads, as these would be costly to maintain and patrol.

Having OHV adventure riding on #2 indicated roads under Recreation with the #3 Public Access indicator should also be reviewed to see that this type of recreation does not disturb or disrupt the accessee who uses the road for services. Maybe these roads should only be open to the people who have need for access to utilities, private land, permittees, etc, and the roads should be closed to the general public.

The areas with the large amount of OHV use may not have large groves of sequoias but these areas have mixed forests which shield the sequoias from the grasslands and change the environment so the sequoias can exist. These

areas should not be subjected to large amounts of OHV use. Do not make dedicated OHV only roads as this would give access to areas by only one segment of the motorized public, and if not patrolled, the areas could decline from erosion and other abuses.

Make a plan that you will have money to maintain and patrol. Enforce rules on roads. Make speed limits so accidents and injuries can be placed at a minimum. Install road signs clearly designating road number or road name so public knows how road is to be used, also install speed limit signs. This area is no longer the National Forest, it is now the Monument which means preservation to all land within its boundaries. Please think of preservation when making the new road plans.

(Letter) I believe it would have been better to have the criteria for the Transportation Plan for the Giant Sequoia National Monument completed before asking the public which roads they think should be retained and which should be eliminated before requesting input on specific roads. To ask for opinions about specific roads before the criteria are adopted could raise expectations that might not be realized once the Transportation Plan is completed. I realize there are conflicting processes you must try to comply with. The RAP must be completed by January 2003 and yet the process to adopt a Management Plan for the Monument, which must include the Transportation Plan, will not be completed until the end of 2002. However it might have been better to wait until at least the DEIS is released in May before input from the public regarding roads is requested. Then at least there would be draft criteria for a Transportation System the public could consider when commenting on specific roads. Having said that here are some criteria I would suggest when considering which roads to retain.

- *No new roads should be constructed within the Monument. That requirement is explicitly stated in the Proclamation that created the Monument.
 - *Roads to trailheads, developed campgrounds, resorts, and other significant destinations should be retained.
 - *Multiple roads to the same destination are not needed.
 - *User made roads should not be recognized as part of the transportation system and should be eliminated.
 - *Roads that are causing resource damage such as erosion should be eliminated.
 - *Roads that lead to no particular destination should be eliminated. This is particularly true of old logging roads and spurs. Since logging will no longer be allowed in the Monument nearly all of these roads, and there are a lot of them, are no longer needed. Furthermore many of these roads have locked gates and are not accessible to public now.
 - *All roads that are retained should be maintained to the standards intended when they were constructed. Roads should not be allowed to create resource damage due to inadequate maintenance.
 - *The Transportation Plan should not include roads that cannot be properly maintained within expected budgets. If you do not have the money to maintain them do not keep them.
 - *Some roads may be retained for 4WD and/or high clearance vehicles that would not be appropriate for ordinary passenger vehicles.
 - *Consideration should be given to converting unneeded roads to trails for equestrian, foot, and bicycle use.
 - *The overall Transportation Plan should provide for continued adequate access to the Monument for recreational purposes where it currently exists. *Adequate access roads to private property should be retained. *Roads required for traditional uses by Native Americans should be retained.
- There are certainly more criteria that need to be considered for retention of roads in the Monument. But this is a start for my personal comments. I will fill out the forms in your mailing for the roads I am personally familiar with. However I hope that any final decisions about which roads will be retained in the Monument will wait until the Monument Management Plan which will include the Transportation Plan is completed.

(Letter-Fresno Co.) As the survey provided in your January 18, 2002 letter appears to target responses of individual users rather than public agencies, we did not return the survey. However, we do want to insure that the importance of Hume Lake Road, for both the residents of Fresno County and for recreational users of the Sequoia National Forest and Monument is recognized in your report.

Hume Lake Road, (California Forest Highway 219, from State Route 180 to Hume Lake), although a County owned and maintained road, is located within the Sequoia National Forest. The road is the primary route to the Hume Lake recreational areas, and is the only road to Hume Lake in the winter months. Hume Lake Road serves three large Forest Service campgrounds in the Hume Lake Recreation Area: Hume Lake, Aspen Hollow and Logger Flat. In addition to extensive use by Forest and National Park visitors, Hume Lake serves the approximately 300 private cabins, and thousands of visitors to the Hume Lake Christian Camps each year. A 1996 Federal Highway Administration Reconnaissance and Scoping report for the proposed Hume Lake Road project estimated that the Hume Lake area served approximately 3,400 people per day.

We would also appreciate inclusion of Millwood Road, another County maintained road serving the Sequoia National Forest, in your analysis and inventory. Millwood Road, extending north and south of SR 180, serves a National Forest campground, and as access for a number of private holdings in the area. Millwood also provides the linkage between SR 180 and Forest roads accessing the south fork of the Kings River and Delilah lookout. We are therefore very interested in insuring that these routes be appropriately included in any transportation analysis for the Sequoia National Forest and National Monument, and in participating in any decision-making process about use or Forest access.

We also remain interested in pursuing, together with the Sequoia National Forest, a Public Lands Highways project, for improvement of Hume Lake Road. As you may recall, this project had strong local support from the Sequoia National Forest, Sequoia/Kings Canyon National Park, and the Hume Lake community, but was summarily dropped from the funded Public Lands Highways Forest Highways program by the Federal Highway Administration. The Reconnaissance Report prepared for this project clearly indicated the expected growth in recreational use of the area. Designation as a National Monument will only increase visitation to the area, and the need for safety improvements on this vital part of the National Forest Highway system. We look forward to an opportunity to discuss with you any opportunities for improvement of Hume Lake Road that may arise from your Roads Analysis Project.

We are committed to continue working with the Forest Service and other agencies for the safety and benefit of visitors, residents, and recreation seekers in and around the Sequoia National Forest. We would appreciate continuing involvement in your planning and decision-making processes for both the Sequoia National Forest and National Monument.

(Letter) On behalf of the Natural Resources Defense Council ("NRDC") and our 500,000 members, nearly 100,000 of whom reside in California, I write to comment on the United States Forest Service's Roads Analysis Process ("RAP") for the Sequoia National Forest. See Letter from Arthur L. Gaffrey, Forest Supervisor, dated 1/18/02 ("RAP Notice"). These comments will focus exclusively on the RAP as it pertains to the Giant Sequoia National Monument.

When President Clinton created the Giant Sequoia National Monument, he directed the Forest Service to create a transportation plan for the Monument. See Proclamation 7295, "Establishment of the Giant Sequoia National Monument," 65 Fed. Reg. 24095 (April 25, 2000) ("Proclamation"). To guide the preparation of that plan, the President's Proclamation provides:

For the purposes of protecting the objects included in the monument, motorized vehicle use will be permitted only on designated roads, and non-motorized mechanized vehicle use will be permitted only on designated roads and trails... *No new roads or trails will be authorized within the monument except to further the purposes of the monument.* Prior to the issuance of the management plan, existing roads and trails may be closed or altered to protect the objects of interest in the monument, and motorized vehicle use will be permitted on trails until but not after December 31, 2000 (Proclamation at 24096 (emphasis added)).

As this language makes clear, the overriding purpose of the Giant Sequoia National Monument is the protection of the objects identified by President Clinton in his Proclamation. These objects include the giant sequoia groves themselves, their surrounding ecosystems, a wide variety of wildlife and plants within the Monument's boundaries, and geologic, paleontological, and historic objects. *Id.* at 24095.

Accordingly, during the course of the RAP, the Forest Service must keep the protection of these objects at the forefront of its mind. In particular, we believe that the President's Proclamation compels two conclusions: First, the creation of "new roads or trails" within the Monument is subject to a high protective standard. As the Antiquities Act makes clear, the overwhelming and dominant purpose of national monuments is to provide for the "proper care and management" of objects of historic and scientific interest. 16USC § 431. President Clinton was equally clear that the primary purpose of the Giant Sequoia National Monument is "protecting the objects included in the monument." Proclamation at 24096. Given the well-known and thoroughly documented negative effect that roads and trails have on the environment, the creation of new roads or trails within the Monument must be strictly limited.

Second, for purposes of the RAP, a "new road or trail" qualifies as any road or trail not specifically identified and classified by the Forest Service *at the time the Monument was created*. The RAP must not be used as an opportunity to "add" roads to the Monument area. Rather, any road or trail not officially identified as such by the Forest Service before the President's Proclamation (that is, prior to April 15, 2000) must be closed and may only continue to be used if it meets the high standard for authorization as a new road or trail, discussed above. Any failure by the Forest Service to abide by both these principles would, in our view, constitute a violation of the Giant Sequoia National Monument Proclamation. Thank you for considering these comments.

(Letter) As the Natural Resources Consultant of the California Association of Four Wheel Drive, I represent over 5,000 families, businesses and clubs. We have been active in land use issues with the Forest Service and different agencies since 1952. While all of our members do not write separate comments I hope that you take into account the numbers of people I represent through my organization and the general OHV user.

Road Analysis

1. This is stated in your document

Interdisciplinary (id) teams may choose to revisit the analysis as new information becomes available; as management needs, ecological conditions or social issues change; and major disturbances occur; as inventory, monitoring or research results are revealed, or as regulatory requirements are changed.

This is what is stated in the roads analysis document (page 17) *Identifying and consulting other public and private collaborators who can contribute to the analysis process or review the final report may be necessary.*

It has been asked numerous times by the different user groups to be involved in the planning of what will happen with roads. While using the Roads Analysis Process Document as a guide, the users have only been asked to comment in a 30 day period during winter where they can't even go out and find out the roads that they have a vested interest in.

While I understand the need to do this process and the timeline it is under with the President's mandate it seems to be rushed and without comprehensive input from the public. After talking to of different people and organizations and finding out that they had not even been notified of this process, CA4WDC has put this out on their website for more of the public to be a part of this process. Thirty days, and by the time it is mailed actually is only about 20 days to get information to all our members is totally impossible.

2. Objectives of Roads Analysis

Page 2 of the RAP book

The objective of roads analysis in the forest service is to provide line officers with critical information to develop road systems that are safe and responsive to the public needs and desires, are affordable and efficiently managed, have minimal negative ecological effects on the land and are in balance with available funding for needed management actions

On page 2 of the Monument RAP it states to *Identify, minimum road systems to serve public access and management needs.* This sentence is not reflected in the RAP and I would like to know who came up with "minimum road system" What the definition means? If the trail system that has been closed is going to count as part of this "minimum road systems", the OHV community has had a major blow with the trail closures and to close more roads is not acceptable.

While you were at the meeting in Visalia, Marianne, you stated that the purpose of ratings of roads that will be proposed for closures are partly done due to finances. I would expect when the proposals come forth for the Monument that a financial, biological or other reason will be available for or each proposed road closure and to make sure that all financial alternatives have been explored through public process.

Lifestyle, attitudes, beliefs and values to be rated for each of the roads are very confusing. While the members of CA4WDC like to fourwheel, they also camp, hunt, fish, and just do back country exploring. They like to explore places they have never been. To rate each route on whether it is specifically for fourwheeling does not bring in all the other beliefs and values for all the other interests that is represented in a diverse membership like CA4WDC.

In closing I would like to say that, while we understand the constraints and issues involved in the monument planning at this time we will not support any closures of any roads without thorough monitoring and sound biological data to back up that the road is not needed or is detrimental to a species. Every road is rated a one to us on both lifestyles, beliefs, values and attitudes

12sO1	Davis Road	Good fourwheeling, Currently closed from fire. This is a very important road
12sO2	Rancheria	Good fourwheeling
12s19	Delilah	connects to lookout.
13sO2	Huckleberry	also called Short Cut.
13sO3	Verplank	Connector to Horst Ridge
13sO4	Buck Rock	Snowmobile Route and very scenic
13sO5	Camp 7	Good fourwheeling
13sO9	10 mile Road	Use for snow runs.
13s 18	1	ties into rockroad
13sl8a	I	groomer's way to rockroad

13s21		converse basin	Needs to be connected
13s25		Kennedy Meadow	Good deer Hunting
13s26		Tornado Meadow	Good Loop route
13s45	I	Big Whistle	Good loop road
13s45		Sunshine Loop	One used by the San Luis Obispo Clubs and And maintained by them.
13s52		Powerline Rd	Short Cut to 180
13s55		Converse	Very Scenic
13s62		Dorsey Creek	Decent Fourwheeling, ends up dead-ending. Scenic and hunting.
13s63			Scenic and hunting
13s64		off Huckleberry	Good fourwheeling and connects to shortcut
13s65	1	Horst Ridge	Good fourwheeling all year long
13s66	I	Horst Ridge	Good fourwheeling all year long
13s67		Horst Ridge	Good fourwheeling all year long
13s70		Goodmill	4x4 route very good
13s70C		Off Goodmill	Dead ends but well
13s77		Park ridge	Good fourwheeling and OHV route connects to Short Cut and full route over mountain 13s77a, 13s77b, 13s78 are also the same for this comment
13s78		McKinzie	Connects to Goodmill
13s79	I	McKinzie	Good Hunting Road
13s85	1		Connects Mc Kinzie road to Davis Road
13s92	1		Completes Millwood loop
13s97	1		Use to be main road to Millwood
14sO I	I	Cheater Trail	Connects to Buck rock Jeep Trail
14sO2	I		Gated in the winter. Connects to tornado meadow connector to many roads
14sI I	I		connector ties into Woodward, road loops, hunting
14sI4	I		
		And scenic	
14s20	I		Good camping
14s21	1		Good camping
14s34	I		Main Road to a lot of other roads
14s35	1		Connects shortcut from Dark Cyn to Loggers Pt

14s41 1 Upper Logger Good Fourwheeling
Good fourwheeling connector to Eshom
Campground

14s47 I Blackrock Jeep Trail Good fourwheeling
Again most roads are there for a reason either touring loops or destinations to campgrounds and those are a lot to list. So while I listed routes that do not mean to imply that the ones I didn't list were not important to CA4WDC.

(Letter) The Department of Fish and Game has reviewed your Roads Analysis Process packet for those roads lying within the Giant Sequoia National Monument (Monument). We understand that this is the first phase of your road inventory and prioritization process, with the remainder of the Sequoia National Forest (SNF) to be completed later this year. We have filled out and attached the appropriate forms as requested in your public information notification. We also have the following general comments regarding roads and road use on the SNF.

Maintaining full public access on the SNF should be given a high priority by the Monument Planning Team as they develop their plan, as well as by your other districts during subsequent planning efforts. We believe that all of the roads within the SNF are generally important to hunters, fishermen, campers, nature students, and other outdoor enthusiasts. We fully understand that the SNF has a limited budget for road maintenance purposes and may decide that some roads need to be closed due to funding shortages. However, we hope that any closures will be largely determined by specifically identified resource damage prevention needs. The recent SNF Order No. 00-16 prohibits the possession or use of motorized or non-motorized mechanized vehicles off forest development roads and trails. We recommend that the SNF reclassify roads that they do not intend to maintain rather than simply decommissioning them. If these non-maintained roads could be classified as trails suitable for non-motorized vehicles, at least some level of needed public access would be allowed. In this way, hunters using hand carts for the purpose of transporting big game animals from the field, recreationists using mountain bikes, and other similar users would be able to access areas otherwise inaccessible to them.

(Letter) This letter is in response to Forest Supervisor Arthur Gaffrey's January 18, 2002 letter for input and comment into the Roads Analysis for the Giant Sequoia National Monument. The various forms transmitted with this invitation are enclosed and complete for the areas with which I am familiar. At first glance, completing the information road by road didn't seem difficult; only time consuming. This was completed while at our cabin at Camp Nelson. However, during this process, several things began to trouble me- thus my delay until today so that I would have a chance to review some of the background information on the Internet.

I'll summarize my concerns as follows:

1. Requirements within Giant Sequoia National Monument:

- a) amend requirement number 3 to read as follows: "Consider linkages with public road systems and National Forest Trail systems". For example, if a road which links with a trail system is decommissioned, then a corresponding new decision must be made regarding this change.
- b) add the following new requirement (while assumed, it is not mentioned). The Monument Transportation Plan must be consistent with the spirit and intent of the Monument designation.
- c) add the following new requirement: The Monument Transportation Plan must be consistent with E.O. 12630, Alaska National Interest Lands Conservation Act (ANILCA) and other Federal laws which provide statutory, outstanding or reserved rights of access to private lands. You will see the importance of these items further in this narrative.

2. Road Types you prefer in the Monument:

You offer six possible road types and request they be forced ranked i.e. 1-2-3 etc. I have a fundamental disagreement with your options and the notion they should be forced ranked.

- a) options of No Roads, Only Trails and another option of No Roads and No Trails

I believe the Sequoia National Forest has clearly exceeded the Chief's mandate and the mandate in the Monument designation by including mention of trails in its Roads Analysis Process. While trails planning is included within National Forest Transportation Planning, it is separate and distinct from this current effort. Besides, you already have a Forest Trail Plan and FEIS.

The inclusion of the above two "so-called" road types is wrought with problems. The most obvious is that they are not road types at all but rather are road and trail system alternatives. The more one looks at this,

the more trouble one finds. The next problem is that these two choices are fundamentally at odds with the very reasons the Monument was established in the first place. Whether you look into the actual wording of the Proclamation, President Clinton's own words at the Dedication or even the Sequoia National Forest's repeated public announcements- you find one consistent message. The message is best described in President Clinton's own words at the dedication "this is not about locking lands up- its about freeing them up for all Americans." To further illustrate the inconsistency of these two "road types" ; under the first option there would be no road access to the President Bush Tree and in the second choice, there would be no "Trail of 100 Giants" nor would there be road access to the President Bush tree. These two consequences speak for themselves.

The Monument has numerous private lands scattered throughout and the two No Roads alternatives are simply not legally viable alternatives. The Monument Transportation Plan must be consistent with E.O. 12630, ANFLCA and other Federal laws which provide statutory, outstanding or reserved rights to private land owners within the Sequoia National Forest,

By advancing these two road types (No Roads, Only Trails and No Roads and No Trails) the Forest Service inadvertently or intentionally lends credibility to them when in fact, neither has any credibility. They are clearly outside the scope, requirements and intent of this road analysis process. The agency guidance and its statements of public policy along with the laws which govern the Monument, including private land access rights, precludes the Sequoia National Forest from offering them up as viable choices. Despite my obvious strong objections, should the Forest Service include them anyway, they are alternative transportation systems-not road types.

b) Forced ranking

The second point under road types is that you request a forced ranking from highest to lowest. After some considerable thought, it is my belief that these should not be forced ranked. Let me explain.

As my family travels within the Monument (or on any National Forest trip), it is most common to travel over a series of different road types. These types have been developed thru incremental Forest Service management decisions. Whether we are on a destination trip, such as a hike to Jordan Peak or are simply driving around, the last road type (usually a high clearance road) is as important as the State highway we first used to get there. All are an equally important part of our journey.

Your request to force rank them is akin to Congress asking the Forest Service to force rank its priorities for managing the natural resources when we know full well that an ecosystem approach that considers natural resources and human interrelationships is the only professional and correct way to manage these resources. The same is true with outdoor recreation activities. Outdoor recreation users have become accustomed to using the various Forest Service road systems to meet higher, more important purposes. These change with each trip. An attempt to fragment these road maintenance classes over the entire Monument is simply not the correct way to analyze nor draw conclusions about recreation experiences. It is the journey not the segments of the journey that matters.

The worrisome thought I have is that you will summarize the comments, as you have requested, and will make some general conclusions about them. An example might be "most respondents say they prefer paved roads over high clearance roads or most respondents prefer high clearance roads over paved roads." Each is a correct answer depending upon the destination. You can do this on a road by road basis but to extrapolate this for the entire Monument is misguided.

There is only one professionally supportable answer to your question and it is " a combination of paved (high use campgrounds), gravel (high use arterial roads and where needed for resource protection), dirt (passenger car passable for some main artery roads) and dirt (high clearance) for public use and resource needs." Now this can be accommodated in several different intensities and these are best displayed in the next category (Road Systems).

3. Road Systems

I have completely re-written this section to present a more complete and true range of road system alternatives. While I don't like some of them, I believe these and probably others should be analyzed. They are not listed in any order of preference. It would be premature to select one without first applying your science based data and public input to reach an informed and professionally sound choice. Suggested alternatives are as follows:

- A. Keep road system as it is
- B. Keep the existing Road system and add low impact parking areas or loops where existing resource conditions or public needs warrant.
- C. Keep the majority of the existing system and close short dead-end routes to reduce

maintenance costs or to accommodate resource needs.

D. Close the majority of existing roads to substantially reduce road miles maintained. Close most dead-end roads where they don't connect with another system (i.e. public highway or trail).

E. Manage or permit road systems which meet only the minimum legal requirements (i.e. access to private lands, special use permittees, State and County roads) and accommodates only high use recreation.

F. Keep the existing road system, except modify, re-route or close those roads where there is clear and convincing science to support these actions.

G. Manage a road system which includes portions of Alternatives B, C, D, E & F.

4. Closing Comments

I'll close with a compliment and a word of caution. First, my compliments! in my extensive travels on portions of the Monument during the last two and a half years, there is clear and very convincing on the ground evidence that the current road systems are in the hands of very good stewards. The Forest Supervisors, District Rangers and other Forest Service personnel responsible for these systems needs to be complimented. I extend mine! In those areas I have visited, there is so little evidence of resource damage that it's not worth talking about when compared to other National Forests and BLM areas I've seen throughout the west. I would like to see the Sequoia National Forest (as it displays its science based data) "toot its horn" as it has done an excellent job of designing, maintaining and managing its road system. Now for my concern and caution. The Monument is a brand new form of management for the Sequoia NF as it inherits more than 50 years of road building and public use patterns. The Monument now has a new management emphasis. You have lots of quality experience managing the natural resources but you have in your hands a new management baby and you are without the same degree of experience. In fact, its brand new to you. Public awareness and use of the Monument is likely to climb to a new level not seen or envisioned before. While it is extremely important to value public use of the past and current, you must somehow also factor in the latent demand of the future that follows with this National designation. In my view, the Monument is an uncut gem, yet to be discovered by many in our ever-aging society. It will be interesting to learn if or how you will consider this latent demand in your decision-making. My caution is to "go slow" with the needed closures of only those roads where there is strong natural science support and convincing economics to do so, not just vocal grandstanding and the practice of political science.

(Letter) I am writing in response to your request for public input on the Roadless Analysis Process (RAP). The point of this letter is to provide the best response that I can, given the package you sent me. I found the RAP materials to be very confusing and even a little weird. I am not sure what it means to ask people to state their emotional response to an inanimate object like a road! How are you going to use these responses? Frankly, I don't have an emotional opinion about any of the roads on the Forest or Monument. They are simply utilitarian tools, and when they are no longer useful, such as abandoned logging roads, they should be closed and rehabilitated. In any management you do, protecting the natural environment should always come first.

I am a recreational user of the forest. I visit on average about twice a year, usually for camping or backpacking, but sometimes passing through to other areas like Death Valley. Obviously, roads like the State Highways and major arterials are going to remain in the Forest and Monument. However, I believe that you should oppose any attempts to substantially change the character of these roads, such as large-scale widening projects. Other Forest roads that serve a permanent facility like a campground should be left as they are now. My general bias for these types of roads is that gravel or dirt is a preferable surface to pavement. If the road has enough traffic that a dirt surface would contribute to erosion, then the road should be graveled or paved.

All of this said, it is quite clear that there are way too many roads in Sequoia National Forest and Giant Sequoia National Monument. I am not familiar enough with many of these roads (has anybody actually traveled every one?) to provide a list of roads that should be closed. However, I am convinced that there are many good candidates for closure on the Forest and Monument. Many of the roads that end in a letter, like 2OS79A, 2OS79B, or 2OS79C appear to be good candidates. I expect that many of these are old logging roads that no longer serve a purpose, especially in the Monument. They should be closed and rehabilitated.

Most particularly, special attention must be paid to the Giant Sequoia groves. As many roads as possible should be closed in the groves. This is consistent with the purpose of the Monument to protect the Giant Sequoia trees. Under no circumstances should additional roads be built in any of the groves. It is outrageous that you should even consider this as an option in your RAP package. It is clearly contrary to

the President's proclamation creating the Monument and your charge in managing it to build any additional roads in the Sequoia groves.

Finally, I think it is very important that RAP be coordinated with other policy mandates on the Forest, particularly the roadless area policy. The RAP package talks rather casually about building more roads as if that is a realistic possibility. But where are these roads going to be built? In existing roadless areas? Certainly not, because this conflicts with the roadless policy. What sort of environmental mitigation might be necessary to build a new road? It is not fair to give people the impression that more roads could be built, without having specific proposals to review. This part of the RAP should be changed.

(18 copies) No new roads in monument. Keep major forest roads to trailheads, campgrounds, resorts and interpretive areas and maintain them. Survey all existing roads: roads that lead no where and which are currently blocked to the public year round or roads that are causing resource damage should be obliterated and renaturalized.

Cabin owned in Sequoia Crest-keep road 20S08 open, leads to trail 31E24. (+4)

Maintain the existing roads. Do not ever close them to the public. We as taxpayers want the roads maintained and kept open.

I don't think we need more roads but why not keep existing access system. Please consider trail improvement in the old Sequoia National Forest section.

(Letter) Enclosed find our responses to our request for public input on the Roads Analysis Process. Thank you for including us! Along with our ratings for specific roads, we'd like to make three points more emphatically: 1) Road 14S75 is the only used access road to our private property located at SE ¼ of NW ¼, Sec. 30, T14S, R28E. 2) Road 14S86 is rated by use a (1) in Private Use/Public Transport. The only reason I can think of for it to be so rated is because it also ends at our private land. In actual fact, the road is steep and eroding, is unusable during the wet months, and we do not need or want it as access to our land. Having it open is actually an inconvenience for us, and we would prefer that it be removed. If access to our land is the issue, a more appropriate rating would be (6). 3) For the rest of the roads in the Monument, we feel that the total amount of roads could be reduced with little loss to public access. Many roads seem to have been put in with little or no provision for land conservation or maintainability. They are steep, have no drainage to speak of, and are quickly eroding. Many of them are dead end roads left over from past logging. The land and the Forest would be better off without them. Other roads are laid out on a good contour, have adequate (or nearly adequate) drainage, and are doing little additional damage to the land. We feel that there are enough of these "good" roads to adequately access Monument lands without the "bad" roads. It is not worth damaging the land by keeping the bad roads, and is generally not worth the money (or is impossible) to reconstruct them in their current alignment to prevent further resource damage. This would leave a network of paved, grave, and unsurfaced roads for public access during the appropriate seasons.