

Keith Hammer <keith@swanview.org>
To: Krueger, Joseph -FS <jkrueger@fs.fed.us>
Re: Temporary Public Road Access to Security Core

June 17, 2016 10:14 AM

Joe;

Thanks for the response and page numbers in the Draft GBCS.

Page 51, however, deals with exceptions for PROJECTS, not exceptions for general public motorized access.

And page 67 does not say that temporary opening of closed roads may occur in Security Core, or may not.

That's why we are scratching our heads over why closed roads would be allowed to be temporarily open to public motorized travel for such things as firewood cutting during the non-denning season, which essentially negates the definition and intent of security core.

I'll include this concern also in later comments we submit.

Keith

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"Nature and human nature on the same path."

On Jun 17, 2016, at 9:40 AM, "Krueger, Joseph -FS" <jkrueger@fs.fed.us> wrote:

Keith, the information in response to your question can be found on the following pages of the Draft GBCS:

- **Draft GBCS Pg. 51 : Application Rules for Temporary Changes in Motorized Access on Federal Lands**
- **Draft GBCS- Pg. 67:** All roads newly constructed for timber sales will be single purpose roads and will be closed to public motorized access not associated with timber sale operation and administration. Exceptions to this could include seasonal openings for other important resource uses or for short periods of time such as firewood gathering.

<image002.png> **Joe Krueger**
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<image004.png><image006.png><image008.png>
Caring for the land and serving people

From: Keith Hammer [mailto:keith@swanview.org]
Sent: Wednesday, June 15, 2016 1:12 PM
To: Krueger, Joseph -FS <jkrueger@fs.fed.us>
Subject: Temporary Public Road Access to Security Core

Joe;

I see in the Flathead Plan DEIS (Vol 1, p 27) and the Griz DEIS (Vol 3, p 16) that Alternatives C and 3, respectively, would not allow roads to be opened in Security Core for temporary use by the public - which implies that other action alternatives would allow this (and which is actually confirmed on page 72 of the Draft Revised Plan, under FW-STD-IFS-04).

I don't recall any such provision for public motorized access to Security Core mentioned in the Draft NCDE Griz Conservation Strategy. Nor in the Modified Proposed Flathead Plan (Proposed Action) in this regard, other than the temporary reductions in Core and temporary increases in road densities allowed for PROJECTS, which is something other than general public motorized access and is indeed treated separately on pages 70-71 of the Draft Revised Plan, under FW-STD-IFS-02.

The Proposed Action, on page 69, did mention that restricted roads could be opened temporarily for such things as public firewood cutting other than during spring and fall bear hunting seasons. But within the context of maintaining 2011 habitat security levels, one would think that Security Core would continue to be protected by A19's

Appendix D prohibition that restricted roads in Security Core "may not receive motorized use during the non-denning period."

I'd appreciate an explanation of where the allowance for temporary public motorized use of restricted roads in Security Core came from and of course any specific pages in the Draft Conservation Strategy, DEISs and Draft Revised Plan you can direct us to that help explain where this apparently new Security Core provision came from and how it is or is not consistent with the Draft Conservation Strategy.

I've not been able to find the answers to this on my own, so your help will be greatly appreciated.

Thanks,

Keith

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