

SAR - DEIS - Chapter 3 - Uses - Roadless Areas

<i>Comment #</i>	<i>Comment</i>
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0022049-002

0022056-007

I urge you to limit ATV use to a few designated roads or trails, and provide a means for enforcing the restriction. ATVs destroy the vegetation and the aesthetics of a backcountry experience.

0022194-001

Wilderness this whole area and Keep the roads out of this area.

0022288-011

- Though fixed wing aircraft can land in wilderness areas, helicopters may not, and therefore access to a vast roadless area is reduced significantly.

0026718-004

Do not allow any building of roads or logging or mining

0026728-003

Protect all road less areas from new roads and logging.

0027014-003

Do not allow any building of roads or logging or mining.

0027904-002

Please halt using any tax dollars (road building, etc.) for the use of corporate welfare to benefit the interests and greed of the few.

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0029415-004

Limiting ATV use to a few designated roads is also vital to the future of CNF.

0034197-004

I also think that there should be absolutely No logging in roadless areas.

0034201-003

Before we spend any more money building roads in our forests, we need to expand our ability to manufacture value-added products that will demand a price worthy of shipping these products to far-away lands. Without the necessary infrastructure, we are digging ourselves deeper into a pit with no way out. We can barely maintain the roads that already run through our forests.

0034436-005

2. Kenai Peninsula:

I urge the entire length of Snow River be recommended as Wild. Wild river designation would still permit aquaculture conservation and riparian habitat projects. Finally, the road corridor to the headwaters of Snow River South Fork and beyond, toward Port Nellie Juan, should be taken out of the preferred alternative.

0034568-003

No more roads.

When the inevitable political conflicts arise, compromise should favor the place, the creatures and the solitude -- those who cannot speak for themselves. Those that will be here for us, if we let them be.

0034801-001

Your preferred alternative fails to designate sufficient wilderness protection for Chugach national Forest. This unique rainforest deserves such protection; although at present almost completely roadless, no wilderness has been made, and a unique, one-time opportunity is being lost to keep it roadless. In view of the current political outlook, this may be the last chance to take this action.

0034802-001

First, I am apposed to the proposed road corridor established from the Seward Highway to the headwaters of the Snow River South Fork and beyond towards Port Nellie Juan in the Prince William Sound. Wilderness designation should be extended to watershed parcels numbers: P593, P536, K279 and the Snow River South Fork should be designated 'Wild'.

0034823-001

Please revise the Draft Environmental Impact Statement for the Chugach National Forest to include all roadless areas in the forest as wilderness.

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0034875-008

The Resurrection Trail and Russian River corridors should be recommended for and managed as wilderness with an exception for mountain bikes on the existing trails only. These are nationally significant areas that should be protected. The recent attempt to include the north end of the trail in logging and road-building plans makes it more urgent that the Resurrection be protected.

0034891-006

6. Roadless Areas. The Cumulative Effects section is totally inadequate because it does not address the proportion of roadless areas in different areas of the forest and different ecological types. The analysis should specifically contain a quantitative analysis of the change over time in the percentage of roaded and roadless acreage in the different vegetation types of the Kenai Peninsula.

0034892-006

My last request is that you adopt the Roadless Policy into the forest plan and chose an alternative that is truly roadless.

0034894-007

We disagree with many aspects of the current draft EIS for Chugach National Forest.

A substantial amount of scientific information collected from both aquatic and terrestrial environments has demonstrated the importance of roadless areas in protecting the nation's wildlife, fisheries, and water resources. Roadless areas are critical because they represent the least human-disturbed sites in an almost universally disturbed landscape. As such, they act as de facto refuges for numerous plant and animal species, reservoirs of genetic material, and benchmarks for experimental restoration efforts in a federal forest system plagued by intensively managed landscapes.

There is a growing consensus among academic and agency scientists that existing roadless areas--irrespective of size--contribute substantially to maintaining biodiversity and ecological integrity on the national forests. The Eastside Forests Scientific Panel, including representatives from the American Fisheries Society, American Ornithologists' Union, Ecological Society of America, Society for Conservation Biology, and the Wildlife Society recommend a prohibition on the construction of new roads and logging within existing (1) roadless regions greater than 1000 acres, and (2) roadless regions smaller than 1,000 acres that are biologically significant (Henjum et. al. 1994). Is there any credible reason to ignore the recommendations of both the scientific community and the American public? Please protect these ecologically valuable areas from human-induced degradation and disturbance.

The Forest Service acknowledges that roadless areas often provide vital habitat for species that require large home ranges, such as grizzly bears and wolves. Clearly, without adequate suitable habitat, native wildlife will spiral further toward extinction, violating the mandate of the Endangered Species Act to protect and restore America's native wildlife. The analysis should consider the value of roadless areas to the protection and recovery of native wildlife.

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- 0034894-009 The analysis, therefore, should consider the impacts of fragmentation on wildlife and the value of roadless areas as corridors for wildlife.
- 0034894-012 The EIS should analyze the cumulative effects of road construction, logging, mining, oil and gas development, off-road vehicle use and other harmful activities in roadless areas cumulatively, not in isolation. This includes analysis of all reasonably foreseeable activities in these roadless areas.
- 0035649-004 Apply a roadless designation, and limits to timber production and mineral extraction for the Copper River Delta.
- 0036309-005 8. I support to roadless area conservation rule and its application to be Chugach NF. The rule is well thought out and applying it to be Chugach would maintain the forest's health and be consistant with the proposed [Illegible] stated intent.
- 0036573-008 , I also recommend that all roadless areas in the Chugach Forest be included in the wilderness recommendation for the Forest Service's preferred alternative.