

# Quiet

## Comment # Comment

- 0018-008 Keep heliskiers limited - maybe one time in AM for drop off to avoid disturbing the peace.
- 0019-004 Consider our overwhelming need for quiet areas in today's overly mechanized society. Reduce mechanized recreational access! Must we take the internal combustion engine everywhere we go? Why must we destroy all wilderness areas under the mantra of "access for everyone!?" Other species deserve the right to "access" to their natural world. Homo sapiens are not the only reason the natural world exists. We must consider the continuation of other species over our "right" to noise toys and destructive recreational activities on Nat. Forest lands.
- 0024-008 8) Keep the NOISY helicopters OUT. I just came back from 7 days camping in the Grand Canyon. The Hermit & Boucher trails were NOISY. DAMN helicopters.
- 0084-001 Why in the world did you include a statement by the Alaska Snow Industry Assoc. without presenting an alternate view!?! This is a sham. It is your obligation to set aside areas for quiet recreation. If snowmobile usage continues to increase, it won't be long until the Chugach will be useless to anyone but people who can not recreate without an internal combustion engine. Snowmobiles represent a small minority - why do you constantly bend over for them? You can also take me off your mailing list. My experience over the last year or so convinces me that it hardly matters what people, or groups, comment - your organization does whatever it wants anyway. The entire snowmobile issue is a clear example of the value of the public process.
- 0085-001 Dear Planning Team, I'm concerned about "quiet" recreation or non-motorized recreation in the Chugach National Forest. After reading Patrick Phillips, Executive Director of the Alaska Snow Industry Assn. article about snowmobiling in the forest. It seems that most of the Chugach is open to motorized recreation in the winter months the time of greatest potential solitude in the forest. Even glaciers are open to motors even though cross country skiers would not go on these glaciers without being roped up and having taken crevasse rescue training. The U. S. Forest Service should encourage recreational activities that involve exercise rather than motorized recreation that does little to improve public health and well being. During a time when environmental problems such as air pollution (global warming), excessive hydrocarbon energy use, and an increase in overweight Americans the promotion of even more motorized recreation through even more access to the Chugach National Forest for snowmobiles seems contrary to natural resource conservation, environmental awareness, and public health.
- 0100-001 Chugach National Forest Planning Team, I am writing in regards to the management plan for Chugach National Forest. I feel strongly that at this juncture it is time to make plans for quiet recreation on public lands. Recreation that allows people to escape the noise of the city And leave the sound of engines behind. Quiet has tremendous value in our fast-paced lives and few of us have enough opportunities to spend time in quiet places. The value of quiet will only become greater over time as natural quiet becomes more and more difficult to find. I realize that it is difficult to plan for conflicting uses of public lands and that quiet recreation requires that large, vocal groups of recreationists will be disappointed to find that areas of the forest have been set aside for quiet recreation and are therefore closed to them while they are on their machines. However this is a stance that the U. S. Forest Service needs to take in order to meet the needs of the recreating public. I am sure you are aware of the battles in the lower 48 that are heating up over these same issues. Alaska is in a position to create these areas of quiet now rather than try to recreate them later. There are plenty of acres of Chugach National Forest with which to accommodate all user groups. Quiet recreation is a value on public lands that can no longer be ignored as we create the future of the national forest. This situation handled carefully now will allow areas of quiet to flourish for years to come. Areas that are free of machines will have fewer problems with the exhaust that settles on the soil and the plants and later finds its way to the streams. For the health of the salmon and other wildlife this is an added bonus of these quiet areas. I realize that even if areas of quiet are set aside, recreationists will still be faced with the noise from air traffic both commercial and private. Still, it is better to have periods of silence occasionally interrupted by this noise, than to have to recreate in areas where I am continually bombarded with the sound of engines. Please consider the rights of the public to have areas for quiet recreation set aside on public land.
- 0118-002 2) Quiet re areas that do not conflict with wildlife habitat needs.



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- 0124-001 The tone of the article, "Snow Usage In The Chugach" by Patrick Phillips, Ex Director, Alaska Snow Industry Assn., in the August 1997 Chugach Nat. Forest newsletter, "Revision" was disturbing to me. In it he states: - "Anti-motorized groups seek to lock up areas for "Quiet" - recreation, yet they resist the closure of any area to their - recreation." This statement is erroneous, contentious, and totaling lacking in understanding of other snow recreationists user satisfaction. Such statements are out of place in this publication (as would this letter) unless presented in a forum representing both sides of a topic. Mr. Phillips has every right to be enthusiastic about present and future prospects for snowmobile backcountry possibilities in the Chugach and elsewhere in Alaska's wilderness public lands, (although they bring shudders to those seeking wilderness values), but his last paragraph should have been deleted. It only points up his paranoia and that of the snow machine industry. In rebuttal I would, herein, like to present a viewpoint of a private "quiet" recreationist. During my 50 years as resident of Interior Alaska I have cross-country skied, hiked and paddled in Chugach Nat. Forest areas, as well as in Interior and Arctic back country public lands. I have also served on the Fairbanks North Star Borough Trails Advisory Commission since its inception 20 years ago; and am presently on the Governor's TRAAK Advisory Board (Trails & Recreational Access for Alaska)
- "ILLEGIBLE" users of public lands have never "resisted closure of any area to their chosen form of recreation" because they have never had to. This is not because none-mechanized users are the "good guys", and motorized are "the bad"; but because the former do not impose, threaten, endanger, or reduce the user satisfaction of the latter. "multiple use" trails satisfy their needs, but mechanized use often (but not always) destroys the trail (especially at high speed), endangers safety, and destroys the ambiance of wilderness and "quiet" ie, getting away from a freeway, "road rage" at ILLEGIBLE here. Mainly its an attitude snowmobilers bring to their sport. Too many of them, especially the young and this includes four wheelers, jet skiers, air boaters & speed boaters, feel they somehow have an ILLEGIBLE right to ride their machines at any speed, in any manner, anywhere, at any time, at any age. Their actions & behavior is not always deliberate; it's lack of empathy and a different outdoor ethic and value system that seems to come with their increasingly powerful mechanical toys. I think the wildlife, if they had a voice, would agree, especially in harsh winters when any disturbance that causes them to exert extra energy may be their undoing, whether deliberate harassing or unintentional. Thus the necessity of public land managers to reserve some areas and trails for "Quiet" recreation. This was done successfully, I thought as a user, at Turnagain Pass with the land on one side of the highway reserved for ILLEGIBLE and the opposite side for snowmobiles. Another solution has been to alternate users on different days, or weeks. Multiple use (without causing multiple-users) can also be seasonal, one kind of sport in summer; another in winter as is done in the Fairbanks area on bike trails. Primarily there is an urgent need for mandatory visible identification numbers on snowmachines, four wheelers and ATV's so the "bad actors" can be disciplined. We also need "rules of the road" regulations (as on marine ways), such as speed limits, "off limits" (re sensitive wildlife habitat, private cabin areas, suburban dwellings and "No leaving the designated trail" sections. Perhaps allocating certain slopes or areas just for snow machine aerobatics, speedways, and zip-zagginal, etc, should be considered just as there are for down-hill skiers, skateboarders, and soccer players. Certainly Alaska has enough snow and terrain to accommodate all outdoor enthusiasts. But we don't expect golf courses to simultaneously accommodate Mt. Bikers; expert ways to shave the road with rollerblades; or Nat. Forest Trails to ILLEGIBLE 60 mph snowmobile speeds that leaves the trail a series of ILLEGIBLE, or tight turns across the trail that leave burns that harden like cement. - The criteria for trail use should be:
- Does one kind of use spoil the user satisfaction - for another?
  - Does one use damage or endanger the trail for - other users?
  - Does one type of use jeopardize other uses?
- If so, then it is not a multiple use trail at all. It is a single use one for those with the most horsepower and machismo!
- 0129-001 To ensure by diligent participation and acceptance on the part of CNF that "Quiet" users deserve an outdoor experience devoid of unnatural and intrusive sounds such as from motors. Non-motorized recreationalists deserve equal and equally valuable (accessible, scenic, etc.) areas in which to enjoy CNF. Mapping and discussing these areas will be necessary, along with, I'm sure, some agreeing and disagreeing with motorized user groups over land designation. We'll look forward to working on this!
- 0134-001 Quiet recreational areas for hiking, skiing, dog mushing, etc. without the presence or sounds of snowmobiles or helicopters. As a supporter of the Alaska Quiet Rights Coalition, I plan to be involved in the update so these considerations are included. The article from the Alaska Snow Industry Association makes it sound as if CNF is to become a "sacrifice area" for motorized sports. I trust this is not the thinking of the Planning Team. I am most interested in knowing which areas are closed to motorized users (in addition to Turnagain Pass (one side) and time restrictions on the Resurrection Trail) so that my rights to quiet are recognized. Please advise how I may present this
- 0138-002 3) Noise impact is important. Not every trail should be a restricted from machines (flightseeing, snowmachining, etc.) But by the same token, backcountry travelers should have a variety of trails that do not all have machine traffic also.
- 0140-002 No motors in the woods!!! Ever.... Keep motors on the Highways.
- 0150-001 That there be quiet areas designated in direct proportion to motorized use areas. We must retain natural peace and quiet on our lands. Along with this, there needs to be an effective means to enforce regulations that protect quiet
- 0156-001 We need quiet areas for recreation, so please allow for non-motorized areas.
- 0156-004 Again, providing for some quiet use areas is important.
- 0175-003 Travel Mgt & Access. Keep noise intrusive uses on the periphery of the wilderness areas.

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- 0177-006 It is important to have some areas which are quiet, with no snowmobile or ATV's.
- 0212-003 A place with no air plane noise.
- 0217-002 We all need quiet places to think, to be, to observe & recharge. Animals/birds would probably appreciate places where they can be free from motorized hunters and harassment (intentional or not) in (ILLEGIBLE). Motorized and non-motorized recreationists, plus any wildlife concerns we know about i.e. some moose react to helicopter noise by
- 0218-004 Develop more opportunity for quiet recreation.
- 0224-001 A. Create specific restrictions on snowmachines, and limit ORVs. Create a plan that recognizes the "value" of quiet recreation. Put money into enforcement. A NECESSITY! Recognize impacts of ORVs & snowmachines on wildlife, water quality, air quality, etc. Restrict heli access
- 0224-002 2. Q. Why is this improvement desirable? 2. A. As snowmachines & ORVs gain in popularity, as well as range and ability, they are filling areas that traditionally have been "open" but unused. Unless concrete restrictions are set, noisy recreation will force out other uses. This does not mean we can't create areas for noisy recreation.
- 0233-001 ZONING - Could happen in short-term. Designate areas that are quiet, and areas that are motorized. It allows both type of private and commercial recreational user to enjoy the forest, not just the motorized. No extra funding required, unless there is presently no funding for monitoring & enforcement. Lack of agreement that quiet areas should be designated. Talking together? Not only recreational user would be affected. Accessible wilderness, scenic beauty, and opportunities for quiet are rapidly being lost in southcentral Alaska. A large number of forest users are therefore being denied the opportunities to enjoy the forest.
- 0237-002 Scenery is not a sufficient goal. Scenery plus the whole outdoor experience of natural quiet, weather, wildlife needs to be in the equation. Scenery is what one gets from a tour bus and does not begin to describe the wilderness experience. Natural quiet needs to be in the management plan as a natural resource. Communities surrounding the
- 0239-001 Wilderness/Spirituality. Issue: Right to enjoy silence. Motorized vehicles. They make noise. Ski recreation. Skiers love silence. Meditation needs silence. Disturb nature as little as possible. All people need to be considered, especially those who love snowmachines. Key Thoughts: appreciation of nature as it is naturally.
- 0239-002 No radios in areas where other people can hear them. Some people like silence. Financially costs nothing except signs or whatever to inform people. Club Med even encourages people not to listen to radio on their vacation. People are used to radios. Signs to remind them to be quiet. Noise = sound pollution. There are other kinds of pollution. E.g., litter. Discarded (ILLEGIBLE) are dangerous to birds.
- 0241-002 And designate some areas for non-motorized quiet use. Small designations that are viable to those concerned not overall plan, some of Chugach could remain as is until next phase.
- 0243-002 A. Quiet Rec.
- 0246-007 The advent of off-road vehicles, all-terrain vehicles and snowmobiles has done much to damage the quality of wilderness experiences as silence or only the sounds of nature are so often disrupted by noisy machines. Even though I don't get out to forest areas much, it is important to me that they be there in a natural state for the times when
- 0251-001 I want to insure that quiet recreation uses are maintained, expanded, etc. so that wildlife, wilderness experience, non-motorized access and use are available for this and the next generations. I am concerned that industrialized tourism will thwart the above ... to the detriment of the Alaska users of CNF.
- 0251-004 Decide/declare/state that "natural quiet" is a national resource/value to be recognized and protected.
- 0251-005 So that there is a basis for setting aside areas/access for quiet recreation.
- 0252-002 As a recreationist I value natural quiet and solitude. Being outdoors is where I renew my soul and spirit. Non-motorized areas should be designated. They need to also exclude helicopters and airplanes in addition to land
- 0268-007 2. A. My concern is that with the overall development of this planet's natural, wild areas and loss of it therein that because CNF is able to be this type of wild area, protected for future generations and a source of yet untapped resources, it should be so NOW. Among these conservable resources (i.e.- old growth forest, indigenous animal species (birds, fish, bugs (ILLEGIBLE)) clean air, (ILLEGIBLE),) that quiet and the ability to hear the sounds made by and in a natural area be able to be heard instead of manmade noise from motors.
- 0283-008 Plenty of opportunities for motorized recreation around the State. It's important to one to retain undisturbed quiet/peaceful areas.

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- 0294-007 Designate quiet areas on the forest to establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet sports.
- 0299-002 Create areas of the forest that can be set aside for QUIET recreation. Natural quiet is a resource that our society values more and more. As people's lives become more and more hectic, you will find that having areas of quiet set aside will become increasingly important for recreation.
- 0310-002 A recognition that areas of natural quiet are important in forest management and that recreational uses which promote natural quiet as a distinct forest resource should be encouraged in designated areas.
- 0318-005 Finally that wilderness qualities such as solitude, quiet, and lack of human infrastructure are given due consideration.
- 0318-002 The main conflict seems to be motorized versus non motorized use. The areas which are zoned seem to work well, either by geography or time. I'd encourage the continued use of such zoning in Turnagain and possibly expand its use to other areas where applicable. The amazing growth of non motorized use in the Turnagain area reflects the lack of "quiet" areas people can go to for day trips.
- 0323-002 Logging, mining, ATV's etc are slowly eroding special quiet, untouched areas of Alaska. Quiet recreation; kayaking, backpacking, day hiking etc serve a large # of people
- 0334-008 Designate Quiet Areas. Designate quiet areas on the forest to establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet sports.
- 0368-003 quiet rec,
- 0368-006 2. A. Wilderness+way to accomplish issues. Wildlife diversity & viability, solace Roadless I recreate, I seek quiet &
- 0371-005 Quiet area designation motorized/non-motorized access
- 0392-002 Bad growth planning and multi-use management I want "Quiet Areas" & public "Bio" education programs
- 0400-011 - The list of "primary resources" in the forest plan should be expanded to include Natural Quiet -- the freedom from the noise of human activity. As a largely undeveloped area, the Chugach is one place where this rapidly disappearing resource can be protected. It deserves full analysis and consideration. In particular, the Forest Service should prepare a Resource Report on motorized use on the forest, including a detailed map of zones or designated motorized recreation areas. The current off Road Vehicle plan should be updated as part of the revised forest plan.
- 0404-035 The concept of quiet should be included in USFS decision-making on equal par with any other natural resource.
- 0422-001 Subject: Concerns Regarding "Quiet Rights" This letter is to request that the Chugach National Forest be managed to protect its natural quiet and wilderness values. Please consider that natural "quiet" is a natural resource and human value; please provide long term protection of "quiet" in the forest. Please recognize and protect the rights of non-motorized recreationalists to quiet places by designating fair balance of areas that are not only remove but also accessible by road or boat as "quiet zones."
- 0422-003 Please keep existing hiking trails non-motorized and restrict access of aircraft to takes along those hiking trails.
- 0423-005 Managing for silence and non-motorized recreation To an unfortunate degree, our public lands here in Alaska have lost their silence, and with it the healthy sense of remoteness that should be at the center of the Alaska experience. The Plan should address the problem of virtually unlimited mechanized access, and consciously provide for large areas in which the character of the place will be silent and pristine. Silent spaces are an important forest resource, the protection of which needs to be addressed in the Plan. This should not only include an analysis of where snowmachines and ATVs should or should not be used, but should also directly address the risk that this forest resource may be degraded by future helitourism and the almost certain increase in motorized boat and cruiseship traffic in western Prince William Sound, once the road is built.
- 0425-006 Designate Quiet Areas: Establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet activities. -
- 0427-006 Designate Quiet Areas: Establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet activates.
- 0429-001 Our family enjoys the Chugach forest both in summer & winter months. We ski, hike, bike & camp. We are truly concerned about keeping quiet non-motorized areas for families such as ours. The safety factor of 4 wheelers or snow machines on trails combined with the hikers or skiers should be addressed with designated days or trails for specific times for each.

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- 0438-006 Quiet, non-invasive uses of the West should be given priority over motorized uses such as snow machining. Motorized recreation should be severely restricted certain trails and times of the year.
- 0443-006 The categorical exclusion allowing helicopter landings in the mountains in the greater Turnagain Arm drainage has significantly increased the level of intrusive noise experienced by backcountry recreationists. The USFS should reassess its assumption that these landings would have no significant impact on people and the mountain goat population, and conduct a study of the actual impacts before making any further commitment to allow helicopter
- 0445-008 Eighth, I would like to urge that "Quiet areas" be designated and protected. The present situation, with cross-country skiers and snowmobile users each being given a separate and easily identified area, separated by the Seward Highway, in Turnagain Pass, is a good precedent. It seems to be working very well, and was a wise decision. People who enjoy riding, around a snarling and roaring pieces of machinery are entitled, I suppose, to do so, provided the snow is deep enough to protect underlying vegetation, etc. However, those who enjoy peace and quiet are, I believe, equally entitled to being able to enjoy areas of the Chugach N.F. under conditions more to their liking.
- 0452-005 One issue I do agree with ACE Is the designation of Quiet Areas. The indiscriminate use of ATVs and personal watercraft on lakes Is unacceptable. Their use needs to be spelled out clearly and enforced.
- 0458-002 There needs to be designation of "Quiet Areas" where people can enjoy outdoor activities free from obnoxious helicopter, snow machine or off-road vehicle noise. Certainly CNF is large enough to accommodate people who want quiet outdoor experiences and those who want to use mechanical means of transportation. -
- 0462-003 Quiet sports are harshly limited by the increase in motorized vehicles both in summer and winter. Self limiting will not occur among motorized vehicle users.
- 0463-019 Add quiet to the list of primary resources in the Forest Plan, along with fish and wildlife, recreation, and scenic beauty, etc. Quiet is an increasingly valuable resource for both individual recreationists, and for tourism businesses providing high quality natural experiences. The plan should analyze changes and trends in noise, and specifically provide for zones in which high quality non-motorized recreation and tourism uses can occur without noise
- 0473-005 I must emphasize that its special characteristic is its wild, roadless character and that this attribute will become even more precious over time. The natural quiet one can experience, whether on a short hike or kayak or a long trip Is so important in our fast-paced lives for rejuvenation.
- 0473-006 There should to be areas designated as quiet (non-motorized use) so that these kinds of experiences continue In the
- 0476-010 Eighth, I would like to urge that "Quiet areas" be designated and protected. The present situation, with cross-country skiers and snowmobile users each being given a separate and easily identified area, separated by the Seward Highway, in Turnagain Pass, is a good precedent. It seems to be working very well, and was a wise decision. People who enjoy riding, around on snarling and roaring pieces of machinery are entitled, I suppose, to do so, provided the snow is deep enough to protect underlying vegetation, etc. However, those who enjoy peace and quiet are, I believe, equally entitled to being able to enjoy areas of the Chugach N.F. under conditions more to their liking.
- 0479-024 For example, we envision specific areas designated for motorized use which are separate from and equal in size to areas designated for non-motorized use, where a state of "natural quiet" and solitude can be enjoyed.
- 0479-058 Motorized/Non-Motorized Access: Natural Quiet needs to be added to the list of primary resources" listed in the Forest Plan, such as fish and wildlife, recreation, and scenic beauty, etc.. Natural Quiet is a threatened and rapidly disappearing resource which deserves protection and specific analysis.
- 0479-067 Marine waters: Understanding that many established, legitimate motorized interests need to be accommodated in Prince William Sound, we would like the Forest Service to designate bays and coves in Prince William Sound for non-motorized, "Natural Quiet" use areas. Tourism & Recreation:
- 0480-009 In my recreational pursuits, it has become increasingly difficult to find a little peace and quiet. The main offenders are air boats, snowmachines, and aircraft (especially helicopters). I would like the Plan to address this issue and set aside some quiet places.
- 0486-001 Unfortunately, there are a number of individuals who seem unable to enjoy nature without snow machines, four wheelers, and the like. These individuals tend to be very vocal and single minded in their pursuit to claim more and more of our irreplaceable resources for their pleasures, crowding out those of us who do not share their preferences. We ask you to please make sure that the rights of those of us who value silence and untouched nature will be respected. Please help to provide long term protection for the Natural Quiet in the Chugach National
- 0487-001 A recognition that Natural Quiet is a Natural Resource and a specific human value just as scenic beauty is a resource and its appreciation is a specific human value. This has been extensively documented in recreational and
- 0487-002 A listing of Natural Quiet in every resource list and value list. 3) A listing of Natural. Quiet in every survey or questionnaire. 4) A plan for long term protection of the Natural Quiet Resource.

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- 0487-005 6) A recognition of and plan for the rights of non-motorized recreationalists to quiet places. A fair balance of not only remote but also accessible (by road or boat) recreational areas in the forest needs to be designated as quiet recreation zones.
- 0487-006 7) A recognition and plan for the right of communities neighboring Chugach National Forest to peace and quiet.
- 0487-015 16) A plan that considers the noise impact at the trailhead before designating any area open to snowmachine use.
- 0487-016 17) A plan that requires state-of-the-art quiet technology from any helicopter companies applying for permits. 18) A plan that requires an EA prior to any helicopter permit. The noise impact of helicopter takeoff, flight path, altitude, and landing areas on neighboring homeowners, quiet recreationalists, tourists seeking solitude, and wildlife needs to be analyzed prior to permitting.
- 0487-018 21) A plan to evaluate the future effect of any new roads for timber cutting or mining on subsequent road noise.
- 0490-008 We have enough Quiet areas!
- 0491-006 Designate quiet areas on the forest to establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet sports.
- 0495-005 3. Quiet areas in which no motorized vehicular travel is allowed should be established, and the determination of these areas should be based strictly on maintaining the overall quality the whole forest.
- 0671-002 Recognize that "natural quiet" is a natural resource and a specific human value in this increasingly noisy and mechanized world--just as scenic beauty is a natural resource. Provide long-term protection of natural quiet in the Chugach National Forest. Recognize and protect the rights of non-motorized recreationalists to quiet places through designation of Quiet Recreation Zones.
- 0705-002 Quiet is a vanishing natural quality that needs protection so people can have areas to expensive and enjoy a guest.
- 0708-003 It's also important to preserve quiet!
- 0719-001 Quiet areas also serve as reservoirs for wildlife. Please work with the FAA to restrict flightseeing to above 2,000 for both fixed wing & especially helicopters. Don't allow helicopter landings for recreational purposes, whether sightseeing, rafters, or whatever. It is not allowed for hunting transportation & it has worked well. Just because something is possible & can make money does not justify the drawbacks associated with man's inventions.
- 0729-001 I especially endorse the concept of quiet areas.
- 0775-007 Protect the forest for Quiet Recreation, as quiet areas have been rapidly disappearing with the abundant increase in snowmachines and ATV's.

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- 0781-026      Non-motorized & Motorized Uses: Natural quiet allows us to enjoy natural noise-like wind in the trees, snow falling, water flowing, and birds singing. Natural quiet is rapidly disappearing and is a resource that's easily taken for granted. We would like to see it listed as a primary resource, like fish and wildlife recreation, and scenic beauty, when analyzing proposals to the forest. When an activity of significant impact is proposed, for example the construction of a logging road, the effect of natural quiet and on primitive recreation should be analyzed and given serious consideration as are other impacts. In order to do a better job of planning, ACE believes the Forest Service needs an understanding of the existing situation/inventory/baseline. A Resource Report, including a detailed map, that describes designated use areas, rules of operation, and policies for private and commercial motorized vehicles (as described below) should be developed for the planning process. The report should include rules in Forest wilderness areas, such as study area, plan recommendation, or congressionally designated ACE would like to see a balance in both remote and more accessible areas and between lands available in the winter for motorized recreational use and lands managed for the enjoyment of quiet sports. The present situation on the Forest heavily favors motorized users in the wintertime. A minuscule number of areas have been set aside for quiet sports, and quiet users have been displaced from vast areas of the Forest where winter motorized use has been allowed to grow uncontrollably. ACE supports providing equal opportunities for both types of users by providing separate uses through either time or space zoning (with adequate topographical screening for the latter; Turnagain Pass is an example of a zoning scheme without adequate screening). One possible goal is to entirely exclude either type of user (either through regulation or displacement) from as few places as possible. The Resurrection Pass Trail zoning--when adequately enforced--accomplishes this by allowing each type of user to enjoy the area during at least a portion of the winter. That goal could also be achieved, for example, by opening an area to motorized use during even-numbered years and managing it for quiet sports during odd-numbered years. ACE recommends the concept of utilizing a carrying capacity model for motorized use on the forest. At this time most motorized vehicle use is allowed to, grow uncontrollably as a result of minimal oversight and regulation. Carrying capacity analyses need to be done for all motorized uses, and limits therefore set on the extent of those uses. ACE recommends, an adequate program of monitoring and enforcement of appropriate rules regarding motorized uses. Recreation is a primary, not merely incidental, use of the forest. ACE would like, to, see the Forest Service adequately monitor and enforce rules established to allow for the enjoyment of quiet recreation. Vehicles Types & Suggested Points: Jetskis and Airboats: The use of certain recreational motorized vehicles is both popular and legitimate in most areas of Alaska. Some types of vehicles, however, should not be permitted on the forest. Both jet skis and airboats fall into this category. Jetskis are particularly obtrusive due to the nature of their noise and the speed with which they travel, upsetting wildlife and/or motorized boat users. Their sound travels a long distance over land as well. Airboats are also particularly obtrusive due to the nature of their noise, and can also have some serious environmental impacts. This is the case, for example, on the Placer and Twentymile, Rivers where soil erosion on the riverbank is occurring due to airboat use. ORVs: In addition to noise conflicts, summer ORVs can do substantial and unacceptable damage to soils, vegetation, scenic beauty and scaring wildlife. They should be regulated strictly. At worst they, should be confined to existing trails that have already been designated for their use and their impacts should be regularly monitored to evaluate damage to the environment. Helicopters. Helicopters are both noisier and far more irritating to wildlife and humans than other aircraft. It has been documented, for example, that bears will move their winter den in order to avoid helicopter noise and during summertime, use will leave valleys where helicopters are present; Landings in the Forest should be severely restricted. The Forest should be closed to helicopter landings except for a small number of areas that are designated by the plan as possible landing areas. Permits should be granted for landing in those areas only after an EA has been completed in compliance With NEPA. Permittees should be required to follow designated routes at designated minimum altitudes, and to comply with other conditions established to minimize their impacts on residents, cabin owners, other users, and Wildlife. Fixed-Wing airplanes: Although fixed-wing airplanes are generally less obtrusive than helicopters, they are hardly without their impacts (especially when flying frequent fixed flightseeing routes) when they are left unregulated. In addition to common sense monitoring and controls, especially on flightseeing, and a carrying capacity analysis, landings should not be allowed on lakes with road accessible hiking trails (like Bench and Johnson Lakes). Marine waters: Providing quiet water areas in the Sound is not an easy, but also, should not be an impossible, task. Many established motorized interests, including commercial fishers, need to be accommodated, but it still should be possible, in an area as large as Prince William Sound, to designate some, perhaps relatively small, bays or coves as quiet areas, or to make some concession to quiet users. We urge the Forest Service to work with the appropriate agency or agencies to provide
- 0787-010      We also need to have a vast majority of the forest set aside for quiet recreation. Snowmachines and ATV's have been invading wilderness and taking more areas away from quiet users, especially since use of these vehicles is sky-rocketing and they are able to reach farther and farther into the wild.
- 0794-006      We need to have quiet areas on the forest. Over the last several years, snowmachiners and ATV users have been taking away wilderness from those of us who prefer quiet.
- 0795-002      2 Manitoba Mountain: Re-instate and maintain motor closure on Mills Crk. Mine road, and or Upper Mountain. Re-acquire state-selected lands at base of mountain through relinquishment process. Designate entire area as "quiet sport" area. 3 East side of Turnagain Pass: Retain non-motorized status for east side of highway NO COMPROMISE
- 0799-001      Please do not deprive the many users of the Chugach National Forest of the natural quiet associated with the wilderness experience accordingly, please restrict motorized recreationists to areas least likely to be affected by
- 0802-010      Designate Quiet Areas: Establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet activities.



## ***Comment # Comment***

- 0803-001 I hope that in the management plans you are working on you will value and preserve quiet.
- 0810-013 VI. MOTORIZED/NON-MOTORIZED ACCESS Add quiet to the list of primary resources in the Forest Plan, along with fish and wildlife, recreation, and scenic beauty, etc. Quiet is an increasingly valuable resource for both individual recreationists, and for tourism businesses providing high quality natural experiences. The plan should analyze changes and trends in noise, and specifically provide for zones in which high quality non-motorized recreation and tourism uses can occur without noise disturbance.
- 0820-039 Non-motorized & Motorized Uses: Natural quiet allows us to enjoy natural noise-like wind in the trees, snow falling, water flowing, and birds singing. Natural quiet is rapidly disappearing and is a resource that's easily taken for granted. We would like to see it listed as a primary resource, like fish and wildlife, recreation, scenic beauty, when analyzing proposals to the forest. When an activity of significant impact is proposed, for example the construction of a logging road, the effect on natural quiet and on primitive recreation should be analyzed and given serious
- 0820-041 ACE would like to see a balance in both remote and more accessible areas and between lands available in the winter for motorized recreational use and lands managed for the enjoyment of quiet sports. The present situation on the Forest heavily favors motorized users in the wintertime. A minuscule number of areas have been set aside for quiet sports, and quiet users have been displaced from vast areas of the Forest where winter motorized use has been allowed to grow uncontrollably. ACE supports providing equal opportunities for both types of users by providing separate uses through either time or space zoning (with adequate topographical screening for the latter; Turnagain Pass is an example of a zoning scheme without adequate screening). One possible goal is to entirely exclude either type of user (either through regulation or displacement) from as few places as possible. The Resurrection Pass Trail zoning--when adequately enforced--accomplishes this by allowing each type of user to enjoy the area during at least a portion of the winter. That goal could also be achieved, for example, by opening an area to motorized use during even-numbered years and managing it for quiet sports during odd-numbered years.
- 0820-044 Vehicle Types & Suggested Points: Jetskis and Airboats: The use of certain recreational motorized vehicles is both popular and legitimate in most areas of Alaska. Some types of vehicles, however, should not be permitted on the forest. Both jet skis and airboats fall into this category. Jetskis are particularly obtrusive due to the nature of their noise and the speed with which they travel, upsetting wildlife and non-motorized boat users. Their sound travels a long distance over land as well. Airboats are also particularly obtrusive due to the nature of their noise, and can also have some serious environmental impacts. This is the case, for example, on the Placer and Twentymile Rivers where soil erosion on the riverbank is occurring due to airboat use.
- 0820-047 Marine waters: Providing quiet water areas in the Sound is not an easy, but also should not be an impossible, task. Many established motorized interests, including commercial fishers, need to be accommodated, but it still should be possible, in an area as large as Prince William Sound, to designate some, perhaps relatively small, bays or coves as quiet areas, or to make some concession to quiet users. We urge the Forest Service to work with the appropriate agency or agencies to provide such areas. S
- 0821-018 Evaluation of appropriate areas for maintaining or restoring quiet must be included in the draft Forest Plan. Sierra Club strongly supports the establishment of non-motorized areas in the forest to preserve the natural quiet, both within and outside of proposed wilderness areas.
- 0827-006 Designate Quiet Areas: Establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet activities.
- 0828-006 6) In Montana, the sound & sights of noisy vehicles in our national forests frequently spoils an outing in the woods. We encourage you to establish a balance between forest areas available for motorized recreation and lands managed for the enjoyment of users who prefer peace & quiet, essential elements in the out of doors.
- 0829-006 Designate Quiet Areas to establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet activities.
- 0830-006 CONTROL OF MOTORIZED USE (including aircraft), Allow for some quiet areas.
- 0833-001 "Quiet" recreation - it seems as though the entire Chugach National Forest Land is open to snowmobiles. It's hard to keep them off the few cross country ski trails that are not open to snowmobiling. Patrick Phillips, Executive Director Alaska Snow Industry Ass'n (ILLEGIBLE) talks about "anti-motorized groups seek to lock up" areas for "quiet" recreation when most of Chugach access is open to them - even glaciers which skiers would not go on without being roped up. Snowmobiles should be prohibited from glaciers for their own safety. The Forest Service should encourage exercise in recreation rather than use of air polluting motorized recreation that does little to improve public
- 0841-001 Opportunities to find quiet in the Chugach National Forest continue to erode. For example, at least one area historically closed to snowmachines was recently opened with little or no public notice, almost no enforcement effort is made in the few remaining closed areas, and a little over a year ago the first helicopter landings were authorized in

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- 0841-002 We should be advocating, among other things, for quiet winter areas, the prohibition or strict regulation of helicopter landings, bans on floatplane landings on lakes accessible by hiking trails, and the designation of Wilderness areas.
- 0841-003 threats to backcountry natural quiet. - specific issues such as restrictions on helicopter/fixed wing noise and air routes, creation of quiet areas, the need to educate children, working locally with the noise makers,.
- 0848-001 preserve areas for quiet (non-motorized) use.
- 0860-015 Recreation forest with quiet areas
- 0860-018 Careful zoning protects quieter more passive uses
- 0860-036 Worst Forest that emphasizes large scale logging and commercial uses and displaces quiet uses.
- 0860-087 Keep natural, quiet, open, free
- 0862-006 Designating Quiet/Motorized areas
- 0890-006 5) Establish non-motorized areas of the forest to preserve the natural quiet, both within and outside of Wilderness
- 0891-006 6) designate quiet areas to strike a balance with motorized uses;
- 0892-007 Designate Quiet Areas: Establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet activities.