

# Roads

## Comment # Comment

- 0017-001 All roads built with public funds for whatever reasons should be available for public use. If roads are built to get timber then purchaser should pay for it if it will be closed after sale.
- 0017-007 Short, low-standard roads should be open for public use - not enough places for people to spread out into.
- 0020-001 1) Roads, More Roads are needed - Eliminate all Roadless classifications and eliminate any wilderness classifications or recommendations.
- 0027-003 No more roads!
- 0028-002 Stop your road building.
- 0029-001 Do not upgrade Palmer Creek Road.
- 0042-003 3. Sr. Citizens enjoy the wilderness which they can no longer hike into so build a few summer roads for them so that they can continue to enjoy remote areas.
- 0053-002 Also, please build some roads and open them to the public. Alaska has too few roads, putting all the human pressures in small areas. Too much of the State is off limits to human use.
- 0054-004 There are already too many roads in our National Forests costing the public billions of dollars to construct and maintain. They adversely impact fish and wildlife and favor poachers.
- 0080-004 Above all else, do not allow roads into wilderness areas.
- 0098-002 Increased Roaded Recreation for weekend trips.
- 0102-001 1. The incredible notion that you should build a road along the north shore of Kenai Lake to "salvage" a few bucks worth of nearly mostly dead timber.
- 0106-002 No new roads.
- 0117-006 Oppose DOT's realignment of the Sterling Highway that would slice 4 miles off the Resurrection.
- 0119-002 No logging roads
- 0121-002 Also I hope road building will be kept to an absolute minimum, since each new road opens up another large area of forest to the inevitable detriment of wildlife. (I misplaced this sheet, or I would have mailed it as soon as I received
- 0127-003 (3) Cancel that road to Whittier and force the railroad to be a better neighbor it change ILLEGIBLE than they have it to be friendlier to the Whittierites.
- 0128-004 As to the matter of access to Prince William Sound, I support the idea of a road, incorporating the railroad tunnels, from Portage Valley to Whittier. An expansive area as beautiful and varied as the Sound should not be kept from people. Rather, appropriate means of access along with appropriate development and control should be, provided.
- 0130-001 No more roads should be built in our already over-roaded National Forests.
- 0143-002 Other issues are: Bering River Coalfield access -- the Carbon Mountain Road,
- 0146-003 Roads built to access the timber should be maintained -- not obliterated -- to provide access for recreational users, future forest management and fire fighting.
- 0165-008 Montague Island Road: This road is a unique asset in the Chugach National Forest. The Forest Service should give consideration as to how best to make it available for use by the visiting public.
- 0226-003 The Bering River Road as permanent access across 100 salmon streams for short gain Logging - widespread, large-scale commercial logging which is incompatible with all other uses of the forest and in most all cases detrimental to all other uses. Do not mind, personally (ILLEGIBLE) (ILLEGIBLE) (ILLEGIBLE)
- 0234-004 They should development a management plan to encourage (Motorized Off-Road Vehicles) "Hand (ILLEGIBLE) Trail" access to more areas of the CNF When roads are built for mining or logging access leave the road open to the public

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- 0234-005 More access will allow less concentration of people competing for the same areas & will mean less conflict Access to fight fires (Beetle Kill Areas) Improved road Access is feasible by allowing others to use Logging roads & not forcing Loggers into (ILLEGIBLE) & pulling culverts from roads Forest Service requirements need to be changed. Change Management objectives from denying access to encouraging Multiple Use Access Funding for Maintenance Some Other Special Interest groups want No Access
- 0246-003 It is also important to keep the parts of the forest which are along our highways from becoming developed for tourism or other commercial interests.
- 0246-005 I believe it is really important to limit road-building and areas where motorized vehicles are allowed.
- 0259-002 CREATE TRAILS & PATHS ADJACENT TO BUT SEPARATED FROM THE PAVED ROAD SYSTEM.
- 0264-008 2. A. I AM A RESOURCE DEVELOPER/MINER. I ALSO ENJOY FISHING, HUNTING & BOATING. I DO NOT WANT TO SEE THE FOREST BE MANAGED LIKE A NATIONAL PARK! ACCESS IS IMPORTANT - LOGGING ROADS SHOULD BE RETAINED, AT LEAST AS TRAILS.
- 0283-001 Wilderness designation - Roads - don't want more roads.
- 0283-004 Want to retain wilderness characteristics of PWS Roads, such as that to Whittier ... will impact wilderness
- 0283-005 Roads on Kenai will impact Brown bears.
- 0283-007 to see taxpayers \$ wasted, new roads that will negatively impact other resources. -
- 0291-002 Finally, I am puzzled by one item of information which the Forest Service is stating with respect to the Chugach National Forest. At the workshops, the team is saying that 98.9% of the CNF is unroaded or without "improved road access." Given that the Seward Highway bisects a significant chunk of the Chugach, I would like to know how this is calculated. Do you consider a half-mile corridor along the road to be accessed by the road? A mile? More? Less? How does the Forest Service plan to treat RS 2477 access? It would appear that at least one recognized RS 2477 right of way will be severely, perhaps permanently, impaired by a Wild and Scenic River designation. AFA believes that the information missing from the publicly released scoping documents is significant enough to warrant a new scoping period. Please consider, at least, issuing additional maps and information and extending the period for public scoping comments by four months.
- 0293-004 Limit or ban motorized access to wilderness Isn't that what recreation areas are for? - Build no new roads. The damage done in a short-term logging effort is long term!
- 0294-012 Also stop the Bering River Road which will cross over 100 salmon streams.
- 0295-001 1. ACCESS -- Access to mining, logging, inholding areas, and for recreation uses must not be impeded. Most of the Forest is not roaded, however much of the Forest cannot be accurately described as "roadless". The Forest contains hundreds of miles of roads and a railroad corridor. Additional public access is needed for recreation and resource development, and should be provided for under the plan. Logging roads should be retained, perhaps as trails, to provide access for forest management, fire fighting, and recreation.
- 0296-004 The overwhelming lack of roads in the Forest is the single greatest obstacle to development and sound management.
- 0301-001 1. Access: We need more access to the National Forest. Calling the Forest 98.8% roadless is not appropriate. While 98.8% of the Forest may be non-roaded at this time, certainly there are many areas that access can be
- 0301-004 4. Montague Island: Obliteration of the Montague Island Timber Access road is a crime. Not only will the landowner (Chugach Alaska Corporation) need to re-open this road in the future, taking out this road will deny much of the access to the south end of Montague Island. Not everyone can afford to run around in helicopters. In the long term, obliteration Vs putting the road to bed in a normal fashion will probably cause more environmental
- 0305-002 Roads are an important objective as well for the same reasons. If the forest is to be managed properly access is important. Measures such as obliterating the Montague road are contrary to what the Forest Service should be trying to achieve. Virtually all of the Chugach is currently in a roadless state. This is of no benefit to the people of the region. Public access for economic development, tourism and improved transportation should be a goal of the new
- 0327-001 FIRST PRIORITY, No more road building in National Forests. There is already ten times more roads in our National Forests than in the entire federal highway system.
- 0333-005 Roads built to access the timber should be maintained -- not obliterated -- to provide access for recreational users, future forest management and fire fighting.
- 0334-007 Also stop the Bering River Road which will cross over 100 salmon streams.

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- 0334-012 Do not allow new roads to be built for logging, even temporary or winter roads. I do recognize small local logging projects near existing roads, can provide value added products for regional use that helps support local economies. With large-scale clearcutting of private and state lands near the Forest, it is especially important that lands on the Chugach be given added protection.
- 0336-007 The obliteration of the road on Montague Island is a classic case of a privately funded and built road capable of providing substantial recreational access to a wide cross section of user groups being forced by the Forest Service at additional private expense - to be obliterated and made useless to the public. This road should be left in place.
- 0348-002 Forest management objectives. Issues: Road building Timber harvest I am a commercial fisherman and non-motorized recreationist. Road building & timber harvest conflict.
- 0348-003 Road building is the # 1 threat to fisheries and wildlife. Habitat loss is # 2. 4 wheeler use must be viewed as roadbuilding The U.S.F.S. must protect the land from the projected increased use by people.
- 0370-003 1) Roadless access
- 0370-009 2. A. [Watershed/Cooper Lake Dam] {no mining road to lower Russian]
- 0370-015 4. A. Mitigate Road Bypass at Juneau Falls - work with community of Cooper Landing after FLS and construction. All views must be considered; but the multiple use directions the general public in America wants in places like the Chugach has changed since the 1950's. Our wealth is in our trails and roadless areas, as well as well managed
- 0377-002 Also, what impacts of increased motorized rec on brown bears. Impact due to increased development.
- 0387-001 1. A. The development and management of the EVOS land purchase of the Tatiter Corp. Lands not showing access across private-native-lands 2. A. Own land at Snug Corner, logging has caused up growth in black bear density, existing roads from logging should remain open for recreation access of hunting, fishing & camping 3. A. Soft use on West side Harder use on East side
- 0391-001 1. Q. What part of the Situation Map is particularly important to you? What issues are involved? 1. A. public access by way of ORV trails ex use of existing logging roads & trails
- 0397-009 5. A. It helps solve the roading problem. It deals with Forest health which you said you had a big interest in when you planned to log.
- 0401-004 The issues of roading are in my mind probably of the greatest concern. With the construction of new roading on State, Borough, Native, and Private lands, I feel the USFS should move with caution on new roading projects. On the existing Seward/Sterling Highway Corridor I strongly recommend following the guidelines in the 1998 Seward Highway Corridor Partnership Plan. This plan was developed under the four theses that: (1) Tourism to Alaska will continue to increase (2) The Seward Highway is composed of four distinct regions (3) The Seward Highway is a multi-purpose corridor serving resident and visitor, and commerce and the environment. 4) The successful management of the Seward Highway is dependent on the cooperation of existing institutions, resource managers and committed individuals. from these came three Keynote Ideas 1) The Seward Highway should provide a safe, aesthetic and world-class driving experience 2) Effective visitor management is necessary to ensure long term economic development and tourism. 3) Haphazard development poses the greatest threat to the highway's ability to attract visitors and quality development. I would urge the USFS to commit staff and time to the Seward Highway Partnership Board, and to integrate the above theses and keynotes into the Chugach Plan Revision. The Partnership Document can be a wonderful forum for development of the Eastern Kenai!
- 0404-014 ROADS No New Roads No new roads should be constructed on the Forest. The Bering River road, vehicular access to the Copper River road and the Whittier road could cause fragmentation, loss, and isolation of habitat, threaten fisheries and water quality, increase soil erosion, increase human caused fires, create recreation conflicts and create unintended management decisions.
- 0404-015 Obliterate The north access road to Cooper Lake and the Montague Island road should be obliterated - recontoured and reforested, not just gated and seeded with grass.
- 0404-016 Seward/ Sterling Highway On the existing Seward/Sterling Highway Corridor, the guidelines in the 1998 Seward Highway Corridor Partnership Plan should be followed. This plan was developed with commerce, tourism, and resident experience in mind.
- 0404-018 ECONOMICS No new roads should be subsidized nor should any commercial timber sales be offered.
- 0405-003 Expand or maintain the current roadless inventoried areas of the Chugach. Stop the proposed Bering River road and the Whittier road. Preserve the unique rail experience currently offered to those traveling to and from Whittier.
- 0408-003 The Chugach National Forest Wilderness. Study Area in western Prince William Sound includes some of the most scenic, resource rich land in Alaska. Whittier Road construction will improve accessibility to these resources for all Americans. It is time to ask Congress to act on wilderness designation.

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- 0410-003 When we toured the Kenai Peninsula we saw that the area was impacted by a road system. In Florida that means road kill for bears. I am concerned about Brown bears on the Kenai Peninsula and that for the future viability of their population the forest needs to remain as roadless as possible.
- 0411-002 I am concerned as well about Brown bears on the Kenai peninsula. For the future viability of their population the forest needs to remain roadless.
- 0414-005 More roads are needed throughout the Chugach Forest area so that the average Alaska resident can enjoy it. Not allowing roads only serves to exclude all but an elite few from enjoying the resource.
- 0417-002 4) Attention needs to be paid to the viability of Brown Bears on the Kenai Peninsula and the impact on them of any further roading;
- 0418-003 There is special concern about the brown bears on the Kenai Peninsula, a population that FS biologists say "meets the criteria used to classify the grizzly bear in the lower 48 United States as threatened, although its isolation from other populations is uncertain." Again, roadbuilding and other development should not occur on the peninsula.
- 0425-005 Maintain or Increase Roadless Areas: Maintain or increase the current roadless inventoried areas on the Chugach. We are fortunate that, unlike most other national forests, we have relatively few roads. Stop the ill-planned Whittier Road, and instead upgrade the unique rail experience for tourists and visitors. (My wife and I took the train last September, and we see no valid reason for a road which can only go to Whittier) Also stop the road from the Copper River Delta to the Bering River coalfields which will cross over 100 salmon streams. -
- 0427-005 Maintain or Increase Roadless Areas: Maintain or increase the current roadless inventoried areas on the Chugach. We are fortunate that, unlike most other national forests, we have relatively few roads. Stop the ill-planned Whittier Road, and instead upgrade the unique rail experience for tourists and visitors. Also stop the from the Copper River Delta to the Bering River coalfields which will cross over 100 salmon streams.
- 0428-005 Across the nation, roadless areas are recognized for their unique importance and relative rarity. We are lucky that the Chugach has relatively few roads, and applaud Forest Service management decisions which have maintained the current roadless conditions. We urge the Forest Service to stop the Whittier Road, and to instead help the Alaska Railroad improve the Portage-Whittier connection so it can continue to provide a unique and irreplaceable tourism experience, while at the same time servicing the needs of the residents of Whittier. We further urge the Forest Service to stop the Bering River Road, a road that will cross over 100 anadromous fish streams.
- 0435-006 Of far greater importance is the long term effects of roads and easy public access on fish and wildlife and how to manage the forests to provide suitable habitat. Though much simplified, moose browse is a good example. Moose need browse and brown bears need moose and neither needs the undue impact from more roaded access.
- 0439-004 Don't cut road into the interior for A.T.V. to tear up and harm habitat of our grizzly population or wolf families.
- 0440-002 Research has indicated that Brown bears on the Kenai Peninsula have been suffering due to road-building and development, and since these wonderful creatures are endangered in the lower 48, it is crucial that they retain habitat in Alaska. Their future depends on their habitat remaining roadless. Chugach National Forest is much more valuable as wildlife habitat and a recreational area than as a commercial timber forest. Please don't sell it out!
- 0442-005 We continue to remain opposed to below cost logging. We support the Chugach National Forest's decision to put-to-bed all roads across Chugach Forest Lands following the completion of logging on native land on Montague Island. We feel that this was a commitment to those of us who opposed these roads that led us to withdraw our opposition. It would be unfortunate if the Forest Service were now to change its policy.
- 0444-004 ROADS No New Roads No new roads should be constructed on the Forest. The Bering River road, vehicular access to the Copper River road and the Whittier road could cause fragmentation, loss, and isolation of habitat, threaten fisheries and water quality, increase soil erosion, increase human caused fires, create recreation conflicts and create unintended management decisions. Obliterate The north access road to Cooper Lake and the Montague Island road should be obliterated - recontoured and reforested, not just gated and seeded with grass. Seward/Sterling Highway On the existing Seward/Sterling Highway Corridor, the guidelines in the 1998 Seward Highway Corridor Partnership Plan should be followed. This plan was developed with commerce, tourism, and
- 0447-006 With the construction of the Whittier Access Road, Prince William Sound will need planning to protect Its natural resources. Protect this area for lower Impact uses and restrict large-scale commercial industries that may jeopardize the wildland integrity of the forest. There is already danger of overcrowding and devaluation of the quality of the wilderness recreation experience.
- 0448-002 It is certain that a second road access to Prince William Sound is needed and beneficial (Whittier) and highly probable that at some future time additional access to PWS will be needed at one or two additional sites (Cordova and
- 0448-007 Roads should be built and improved where needed to relieve congestion, provide access, or to improve the safety and quality of life of the residents of Alaska.

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- 0449-004 Another concern is the handling of access roads for forest management purposes. They should not be obliterated in every case. Planning for multiple and subsequent uses will minimize costs and fulfill demands for recreational and
- 0452-003 In the case of logging, the access roads which are constructed are a plus for the accessibility to the Forest. Once completed, as a general policy, they should not remain as roads but left as trails. In some instances, they should remain as roads to provide limited access to future camp sites. Full existing campsites are becoming the norm.
- 0457-002 I, as well as many of my friends, urge you to protect Chugach N.F. from any logging and building roads which access this pristine land and her inhabitants. WE will not allow money-hungry, capitalistic zombies to destroy our livelihood. NO ROADS, NO LOGGING, NO EASY TOURIST ACCESSIBLE AREAS!! Please preserve as much of the N.F. as possible, including her rivers. We will not stand idly by
- 0459-003 **ROADED AREAS** The Chugach National Forest already has 5,376,400 acres inventoried as roadless. In addition to this number, we understand that the plan suggests obliteration of roads already in place to add to the roadless acreage. Roads built previously, either for recreation or for timber harvest, should be maintained to provide access for recreational users, future forest management and much needed fire fighting. Furthermore, the allocation of additional wilderness is unjustifiable especially when the areas may support forest management and the opportunity for positive socio-economic returns. The final CLMP should identify areas suitable for destination tourism, oil and gas development, mineral exploration and timber harvest.
- 0465-007 Roads, conversely, cause serious harm. They are associated with water quality degradation, loss of prime fish habitat, and imperilment or disappearance of wildlife species, including those that are disturbance averse, interior adapted, or prone to human take. They also are a vector for the introduction of exotic plant and animal species, including some that seriously affect ecosystem integrity. Most of these effects are also associated with "closed" or "temporary" roads. Unlike most other national forests, the Chugach is very rich in roadless character. Almost all alternatives developed should maintain this asset by assuming a moratorium on the construction of new roads, especially into roadless areas, including "temporary" roads.
- 0465-008 The Plan revision should update the roadless area inventory for the Chugach and include a comprehensive road
- 0467-012 Road impacts, cumulative and direct, on fish and wildlife should be included in the Forest Plan EIS, especially for sensitive species such as wolves, lynx, etc., and their prey species. The Forest Plan should address road corridor widths in relation to best management practices.
- 0467-020 Degradation of wetlands caused by heavy equipment impacting vegetation and impairing natural drainage patterns resulting in a loss of nesting and foraging habitat for migratory birds and other species are of great concern to Service. These alterations can result in permanent or semi-permanent hydrologic changes and loss of functional wetlands characteristics. Degradation or loss of limited types of wetlands (i.e., fens) can have a drastic change to other adjacent habitats (i.e., fish habitat). The Forest Plan should outline how Executive Order 11990, as amended, will be met to avoid to extent possible the long- and short-term impacts associated with destruction or modification of wetlands. Removal, storage, reutilization, and/or disposal of overburden removed during road construction should be outlined in the Forest Plan. Reporting of cubic yards of material removed, acreage impacted, and acreage rehabilitated, should be part of ongoing planning and monitoring. The Service encourages the Forest Service to consider compensatory mitigation to offset unavoidable adverse impacts to wetlands which remain after all minimization efforts have been met (NEPA Section 1508.20). This approach also embraces positive stewardship of
- 0475-011 There are numerous reasons that the practice of roading in our nation's forests should be halted - that roads contribute to the degradation of water quality is but one. The Forest Service should prohibit any new logging roads from being built in the Chugach.
- 0479-035 Of particular concern at this point is the Kenai Peninsula brown bear population. Additional road development on the Forest will negatively impact the brown bear population on the Kenai Peninsula (Schoen, 1991). We would like for the Forest Service to address the impacts of road development on brown bears on the Kenai Peninsula in every alternative, and especially any alternative which calls for or suggests additional roads in the revision process.
- 0479-053 Further, we would like to ensure that the Forest Service addresses and complies with all of the agreements made in the Seward Highway Corridor Partnership Plan (SCHPP) which is due to be finalized in January of 1998.
- 0479-055 2) Montague Island: TWS would like the Forest Service to address the long-term plan for the Montague Island road. It is our understanding that this road was intended by the Forest Service to be destroyed once logging activities were completed. TWS would like the Forest Service to address the plans and timeline for this effort in the revision process.
- 0482-003 3) Maintain or Increase Roadless Areas (ie - stop the road from the Copper R. Delta to the Bering River coalfield, (it would cross 100 salmon streams)
- 0483-005 It is a disgrace that the USFS has already allowed nearly a 70% reduction in Brown Bear habitat on the Kenai Peninsula and is now considering building a road from the Copper River Delta to the Bering River coalfields that will cross and effect over 100 salmon streams.

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- 0483-008 stop building roads in roadless areas
- 0484-002 The current upgrades and improvements to the Sterling Highway are excellent and appreciated. The main reasons, of course, are the safe and efficient flow of traffic from Anchorage to the peninsula.
- 0484-004 It would even be nice to see some side roads opened up that allow driving away from the main road to access some of the valleys. The key being balance between "over-accessing" and "under-accessing." Under accessing would mean an Alaska that one drives through and exists only as scenery viewed from a car window. Much of the appeal will be lost if all the pull-out roads are gated off (as most seem to be along the new Sterling Highway) and there are
- 0484-005 Preserving the scenic beauty and wildlife of the Alaskan wilderness must be done in a manner that allows access beyond the ribbon of asphalt that carry us from city to city.
- 0490-006 Increase the number of Roads into the forest areas so people who cannot do any hiking can visit the areas too.
- 0490-007 The road from the Copper River Highway over to Katala should be built. I also believe that the Copper River Hwy. should be completed.
- 0491-005 Maintain or increase the current roadless inventoried areas on the Chugach. We are fortunate that, unlike most other national forests, we have relatively few roads. Stop the ill-planned Whittier Road, and instead upgrade the unique rail experience for tourists and visitors. Also stop the Bering River Road which will cross over 100 salmon streams.
- 0492-002 The number one use of our nations national forests is driving for pleasure. To this end the Chugach National Forest has failed. My comment is to keep roads open. If this cannot occur then they should be left and allowed to convert naturally into trails. This is how the limited amount of trails in the forest has come into existence. Remember to days development leads to to morrows recreation areas. With 98.8% of the forest without means of access the majority of the public are denied use, handicapped and elderly are discriminated against by policy.
- 0492-003 The road system on Montague Island should be left intact.
- 0493-006 I am extremely concerned about the brown bears on the Kenai Peninsula," Development and road-building on the Peninsula have significantly degraded their habitat. According to Forest Service biologists, "The KP [Kenai Peninsula] Brown bear population meets the criteria used to classify the grizzly bear in the lower 48 United States as threatened, although its isolation from other populations is uncertain." If the Chugach National Forest does not remain primarily roadless, the Kenai Brown bear population may no longer be viable.
- 0494-004 We are very concerned with the protection of the Brown Bears on the Kenai Peninsula, which needs to remain roadless for their protection.
- 0495-003 No clear-cutting should ever be permitted, and no roads should be built into these lands for any reason.
- 0531-001 Please - no more logging roads - keep these areas wild
- 0567-001 Brown Bear habitat is suffering Areas need to be roadless
- 0669-001 The most fundamental points from above are -build no roads -do not log If some roads are built, delayed by 10, 20, 40 years, the more carefully they will have to be routed and, presumably, the better the materials and techniques they will be built of.
- 0696-004 Logging & roads: Logging should be permitted. Roads supporting logging can also facilitate protecting the Forest; e.g. Firefighting access. Loggers must replant and nurture young trees (one-for-one) where they cut trees.
- 0705-001 This a world-class migration bird stopover. I personally believe brown bears are being pushed out of the back country by excessive logging pressure. Both these road projects are unneeded. Spend the money on our
- 0712-001 Stop Cooper Landing bypass road that will impact Resurrection Trail.
- 0775-003 and stop the road in the Copper river Delta Area. Instead, recommend the Copper River Delta up to and including Band Canyon as a National Wildlife refuge.
- 0777-034 The Chugach National Forest's proposal to completely obliterate the existing road across the south end of Montague Island from MacLeod harbor to the Nellie Martin River at Patton Bay is an unfortunate example of the Forest Service's recent management decisions that seem to ignore its multiple use mandate. This road travels through some of the most unique and spectacular scenery in Alaska which would otherwise be virtually inaccessible to the vast majority of the public. The private company that built this road offered, at no expense to the public, to convert the road to a non-motorized trail and maintain it in perpetuity through an endowment established specifically for that purpose. This road has the potential to provide a unique recreation experience and should be converted into a non-motorized trail.

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- 0781-003 urge the Forest Service to prioritize low-impact recreation and the, preservation of wildlife habitat, watersheds and ecosystems as its overall management direction. We believe this to be of critical importance, as well, to the sustainability of wildlife populations and fisheries, in particular to address high levels of road building, logging and development on the Kenai Peninsula which is jeopardizing viability of Peninsula brown bear populations.
- 0787-003 Also stop the road from the Copper River Delta which will cross over 100 salmon streams.
- 0787-008 Stop the Whittier Road!! Instead improve the rail service which is a unique experience for Alaskans and visitors alike.
- 0788-002 Please do not allow any more roads to be built in the Chugach. It is now viable habitat for brown bear. Road building and logging will certainly degrade this habitat. I urge you to use this planning process for the Chugach for the protection of the forest.
- 0794-005 We need to maintain the roadless character of the forest. This means no new logging roads, even prohibit new winter or so called temporary roads.
- 0797-002 4) Attention needs to be paid to the viability of Brown Bears on the Kenai Peninsula and the impact on them of any further roading;
- 0802-009 Also stop the road from the Copper River Delta to the Bering River coalfields which will cross over 100 salmon
- 0806-004 We continue to remain opposed to below cost logging. We support the Chugach National Forest's decision to put-to-bed all roads across Chugach Forest Lands following the completion of logging on native land on Montague Island. We feel that this was a commitment to those of us who opposed these roads that led us to withdraw our
- 0809-003 **ROADED AREAS** The Chugach National Forest already has 5,376,400 acres inventoried as roadless. In addition to this number, we understand that the plan suggests obliteration of roads already in place to add to the roadless acreage. Roads built previously, either for recreation or for timber harvest, should be maintained to provide access for recreational users, future forest management and much needed fire fighting.
- 0812-004 Furthermore, the Chugach National Forest Wilderness Study Area in western Prince William Sound includes some of the most scenic, resource rich land in Alaska. Whittier Road construction will improve accessibility to these resources. Congress must act on Chugach National Forest land designations by withdrawing the Nellie Juan-College Fjord Wilderness Study Area from wilderness designation.
- 0817-016 Access Road to Carbon Mountain through the Martin River area Concerns are being expressed for potential wildlife impacts associated with the proposed road through the Martin River area. In particular, mountain goats are vulnerable to increased hunter harvests where roads approach winter habitats.
- 0817-017 Access Road to Carbon Mountain Concerns have also been identified for road crossings over anadromous streams. The issue of routing this proposed road needs to be closely evaluated to minimize impacts to fish, wildlife, and their
- 0817-031 The Kenai Peninsula brown bear population is a relatively small (estimated to be between 250-300 bears) and geographically isolated population. Although the Kenai is about 9,000 square miles in size, brown bears are distributed on only about 40 percent of this area. The Kenai Peninsula is connected to the Alaska mainland by a narrow 9 mile-wide isthmus between Cook Inlet and Prince William Sound. And it is likely that human activity in this narrow corridor may be sufficient to significantly restrict movements of bears between the Kenai and mainland. An interagency cumulative effects model developed for the Chugach National Forest portion of the Kenai Peninsula estimated that habitat effectiveness for brown bears has already been reduced by approximately 70% due to current human activities. The reproductive rates of bears (particularly brown bears) are among the lowest of terrestrial animals. As a result, significant population declines are a serious conservation concern and these are often long and difficult to reverse. The construction of roads into roadless brown bear habitat has been demonstrated by many investigators to have significant adverse impacts on bear populations by increasing human access which results in the direct mortality of bears through legal hunting, defense of life and property kills, and illegal killing, and fragmenting the habitat into smaller, more isolated parcels.
- 0820-034 Of special concern to ACE is the ongoing fragmentation of Kenai Peninsula brown bear habitat. ACE would like to see the Forest Service participate (and perhaps play the lead agency due to the timing of this revision) in a Brown Bear Task Force that leads to the creation of a conservation/protection plan. Due to the particular concerns expressed by inter-agency biologists about these bears losing habitat on the western Peninsula, ACE believes that managing the forest with habitat viability as a priority is critical. We would like the Forest Service to consider potential impacts to brown bears in management alternatives, with particular attention paid to the negative impacts associated
- 0821-022 The proposed road to Whittier, the Copper River Highway and other proposed roads and access routes across the Chugach National Forest will bring increased human use and visitation to previously remote areas of the forest. The Forest Plan must address the carrying capacity of remote areas as well as the impact of roads and developed access on all forest resources, particularly fish and wildlife.
- 0825-003 I am very concerned about the impacts of the Whittier Road extension and the Bering River Road.

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- 0827-005 Maintain or Increase Roadless Areas: Maintain or increase the current roadless inventoried areas on the Chugach. We are fortunate that, unlike most other national forests, we have relatively few roads. Stop the ill-planned Whittier Road, and instead upgrade the unique rail experience for tourists and visitors. Also stop the from the Copper River Delta to the Bering River coalfields which will cross over 100 salmon streams.
- 0828-005 5) maintain or increase the currently roadless inventoried areas on the Chugach. Alaska is really fortunate (unlike here in Montana where roads are everywhere!) that the Chugach has relatively few roads. The Bering River Road, which will crossover 100 salmon streams, should seriously be reconsidered.
- 0829-005 maintain or increase roadless areas inventoried on the Chugach. We are fortunate that, unlike most other national forests, we have relatively few roads. Stop the ill-planned Whittier Road, and instead upgrade the unique rail experience for tourists and visitors like myself. Also stop the from the Copper River Delta to the Bering River Coalfields which will cross over 100 Salmon Streams.
- 0830-005 CONTROL ACCESS. Stop the Whittier road and permanently stop any possible Copper River Highway. At this point a modern, efficient vehicle/rail transfer facility at Bear Valley would accomplish 95% of what most people want and not compromise the worries that unrestricted access brings.
- 0831-002 2) Do not let the road go thru to Whittier or the Bering river! Instead upgrade the railway to Whittier.
- 0832-003 Also stop the from the Copper River Delta to the Bering River coalfields which will cross over 100 salmon streams.
- 0836-016 2 Travel Management and Access Roads, current and proposed, should be disclosed. Road closures, permanent and intermittent, should be identified. Permanent road closures should include removal of road beds and restoring to prior conditions.
- 0837-009 DNR is nearing the completion of the Kenai Area Plan (KAP). State area plans determine appropriate uses (allowed and prohibited) and lands to be retained by the state (and therefore not available for selection under the municipal entitlement program. The KAP provides recommendations on state land that adjoins the CNF and, again, there is the need for coordination between the two agencies.
- 0837-027 Road access is another issue that needs significant in-depth review and discussion. The only way the forest can be fully and properly managed is by allowing road access for management purposes and user ingress/regress. Future desired conditions should reflect the necessity for access and the type of access should be decided on a case by cases basis depending on the land use designations impacted and the critical need for intensive management. Access (road) guidelines for crossing CNF lands should spell out the process and be streamlined to cause limited delay. This should be true for access requested for both private and state forest lands.
- 0860-042 Roads are built everywhere they can be afforded
- 0860-067 No new roads
- 0860-072 Lots of roads Development without planning.
- 0860-084 Access a few roads for public recreation Work together with Eyak land owners and develop the existing logging roads for public recreation
- 0860-134 Road system expanded too much