

Transportation/Access

Comment # Comment

- 0006-001 It is important to me, as a 15-year resident of Anchorage, that me, my friends, and loved ones will always be able to enjoy the beauty of the Chugach Mountains. Especially Flat Top and Wolverine Peak Trails. I understand that the Lost Lake Trail is in danger.
- 0007-003 Don't talk about temporary roads. Roads destroy wilderness and all terrain vehicles and snow mobiles go everywhere once there is a road. I specifically want the Lost Lake Trail/Primrose area near Seward protected.
- 0010-004 Regarding recreation, trail use appears to be increasing in demand and popularity. In your planning process, consideration should be given to establishing a back country hiking trail that runs from Girdwood to Whittier/Passage Canal. The route could extend from Girdwood Valley up Winner Creek, down the upper portion of Twentymile River, over to Carmen Lake, then Upper Carmen River and over to the valley of Billings Creek on Passage Canal. The feasibility of a hut to hut system along such a route should also be considered. There is plenty of variation in terrain, vegetation, geology and scenery to make it attractive to hikers. The route is remote, yet accessible to a significant population base of residents and visitors to support it. It would also be another way of expanding the out-of-door recreation base in the Anchorage area.
- 0010-005 Assuming the State's road access to Whittier occurs, there will be public access to Bear Valley. As such, it may be appropriate to plan a walking trail from the proposed staging area to the moraine above Portage Lake where a viewpoint facility could be established. The top of the moraine provides a very good view of Portage Glacier, which is no longer available from the Portage Visitor Center.
- 0011-002 Besides the Kenai/Russian congestion, there is dangerous traffic congestion on many days on the Sterling Highway, in addition, embarrassing pictures making fun of Alaska "combat fishing" show up more and more frequently in Lower 48 newspapers. Access to these congested areas is essentially limited to the gatehouse and the ferry entry points, and the numbers should be easily controllable.
- 0016-001 On National Forest land stop hunting using RV's--3 wheelers, 4 wheelers, and airplanes. (Airplanes are used to hunt deer - spot - land shoot.)
- 0016-003 Good job on easement trails - kept it up.
- 0016-005 Build more foot trails.
- 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.
- 0017-002 Snow machine closures need to be re-examined - esp - Res Pass Trail now closed during premium snow conditions.
- 0017-003 Turnagain Pass area getting pounded, more terrain as close to Anchorage as possible needed to consider closing certain areas to skiers "fair play."
- 0017-007 Short, low-standard roads should be open for public use - not enough places for people to spread out into.
- 0018-007 Must assess impact on wildlife - wolves, bears - when considering increasing access.
- 0018-008 Keep heliskiers limited - maybe one time in AM for drop off to avoid disturbing the peace.
- 0018-009 Keep snow machines to limited areas.
- 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.
- 0019-006 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.
- 0020-001 1) Roads, More Roads are needed - Eliminate all Roadless classifications and eliminate any wilderness classifications or recommendations.

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- 0021-004 #4. Of course the current travel mgmt. plan needs revision The number of users wanting access via roads, trails, etc., is skyrocketing. Let the people (owners) get to their park lands.
- 0022-001 I feel there is significant uses for ATV's within the Chugach National Forest. I've enjoyed many days recreational riding in the forest. People want to close that access to me. It is a public place for everyone to enjoy. Why are we looking at closing a whole segment for a small group. We all own that forest as Americans and must learn to share. One group cannot take a higher precedence over the other. Please consider this when reviewing your policy. We have enough room in the forest for everyone. It would be wrong to let a extreme environmental group close off access to us.
- 0024-004 4) Six mile creek could be designated Wild & Scenic but allow rafters & kayakers.
- 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.
- 0024-009 9) Build few new trails.
- 0027-003 No more roads!
- 0027-004 Trails for backpacking, non-motorized vehicles would be acceptable.
- 0028-002 Stop your road building.
- 0029-001 Do not upgrade Palmer Creek Road.
- 0029-002 Keep 4 wheelers & Snowmachines out of Palmer Creek area. This is a beautiful area with over 50 varieties of wild flowers - and many precious living things that are easily destroyed if not protected -
- 0031-001 I believe that the Chugach National Forest is beautiful just the way it is. It is plenty accessbile to those who truly enjoy the wilderness. To those who find it difficult to access should go to more developed outdoor areas -- of which there are more than enough. Alaska's wilderness is beautiful, wild and rare. Don't let it disappear!
- 0033-001 The preservation of existing traditional backcountry telemarking areas. Manitoba Min, and the Turnagain Pass area should be closed to both Heli-ski and snowmachine (ski side) use. If heli-ski activities are allowed they must be out of the viewshed of current back country ski areas! Keep Manitoba Mtn. snowmachine free!!!!
- 0035-001 I would like to see more areas opened for ATV's and snow machines. With Control, as one way trails to avoid accidents. Only State of Alaska License machines to help pay for trail maintenance and up-keep. Plus, I think the state should in-crease the license fee on these machines to help pay for trail up-keep, I believe the rates are only \$5.00 for 2 years for a license fee, which is not - enough.
- 0037-005 Ban jet skis on all Lakes on the Forest.
- 0038-001 1--Increase walking/hiking trails, and horse packing trails!
- 0038-002 2--No new motorized access; Reduce motorized use!
- 0042-002 2. Plan easy access to some good fishing (salmon & other types of fish) for the elderly and for young people with physical disabilities.
- 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.
- 0042-004 2. Plan easy access to some good fishing (salmon & other types of fish) for the elderly and for young people with physical disabilities.
- 0045-001 A.S.I.A. represents approximately 100 businesses that are directly involved in winter tourism espically snow machine dealers, lodges, snowmachine tour companies, etc. Access to areas in and near Anchorage for snow machining is critical to the economic stability & growth of these businesses.
- 0045-002 We want to have input to any effort by government to change or restrict access to any traditional snow machine area. We strongly support a viable trail network that will enhance winter tourism, protect sensitive environments, increase safety, decrease search Y rescue costs & wish to participate in planning sessions or public hearings that address these issues.
- 0048-001 I feel as though certain areas should be looked at closely to balance the recreational opportunities. #1. Resurrection Trail System, should be open all winter, not just a few months during early season for snowmobilers.
- 0048-002 #2. Grandview should be left alone, status quo, possibly limiting snowmobiling to the Grandview area during the (2) days during the Nordic Ski Train.

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- 0050-003 4) Keeping "motorized" recreation limited & to an absolute minimum.
- 0050-004 5) Encouraging non-consumptive uses, hiking, canoeing, fishing, x-country skiing. NOT: Heli-skiing, snowmobiling or ATV
- 0052-001 Designate as wilderness: - All of Western Prince William Sound - All of the unroaded forest land in the Seward Ranger District, w/special dispensation for mountain bikes on Resurrection Pass & Johnson Pass Trails.
- 0052-003 Develop a limited number of additional multi-day hiking trails, e.g. a loop through Grant Lake, connect w/Snow River/Ptarmigan.
- 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.
- 0054-006 All-terrain motor vehicles can become a menace to forest and wildlife unless strictly controlled.
- 0058-002 A rollerblade trail here or there would be super.
- 0066-002 (2) For many years now I have enjoyed your winter policy on the Resurrection Trail. We mush dogs and ski and it is nice to have the trail closed to machines for a while.
- 0066-003 (3) We live in the Summit Lake area and I am glad that this area is open all winter to snow machines because we get so much snow that without them the trails would be in horrible condition. The machine traffic is very important in keeping our trails open!
- 0067-001 To have areas set aside for different uses such as non-motorized boat travel/vs. power boats cross country skiers only/vs. snowmobiles
- 0069-004 Travel Management and Access: There is no need for additional new roads. Limited new trails, visitor and boating facilities may be appropriate in areas already accessed by roads if they do not degrade resource values. many areas of the forest should remain closed to snowmachiners, heli-skiers and other motorized forms of transport. The current system at Turnagain Pass is a good example of how these uses can be separated from quiet uses to the satisfaction of most people.
- 0071-003 3. Leave all existing roads and trails, particularly historic trails, open. There is a lot of hiking opportunity on these trails and they need less management than the high visibility USFS trails. 4. Roads to Cordova, or key roads into areas with further hiking or other recreation potential are desirable.
- 0073-001 Would like to have a way to get to 40 ACRES mining claim at Tin Can Creek. NW, SW, SE, 1/4 Section 18 T008N R002E Seward Baseline and Meridian Claim #2. Make trail, so I can take mining stuff to claim, permit to use 4 wheeler 2 trips per year. It take 4 hours to walk to claim. Ground is very good for 4 wheel ATV.
- 0075-002 At this point, it is important to be able to continue to be able to drive snow machines, boats, etc. in the forest.
- 0078-002 (2) Keeping the wilderness quality of the Sound through education, limiting access, etc.
- 0079-003 kept clean new roads, trails etc should be reviewed carefully & long range effects should be considered
- 0080-004 Above all else, do not allow roads into wilderness areas.
- 0081-002 I support the building of logging roads. After the logging operation is completed, I'd like to see public access to these roads for recreational and scenic opportunities. I view forests as renewable resources that can be managed for all interests.
- 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.

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- 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.
- 0089-001 We do not belong to a special interest group - just want to bike on decent trails. We have been really upset after a trail has been torn up by Mt. bikes - horses - and ATV's even though they are not supposed to be there. If these special interest groups are going to be allowed in mass on the trails - then a fee should be charged them (as it is for the cabins) to help maintain the trails. Maybe if user fees are charged them - the groups would be more selective on what weather they used the trails - so as not to tear up the trail. For us, as individuals we think the Forest Service is doing an excellent job.
- 0098-002 Increased Roaded Recreation for weekend trips.
- 0098-003 Providing a trail through the complete forest for ATV travel.
- 0100-001 Dear 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.
- 0101-001 Concerning the Cordova Ranger District. Off road vehicle use should be allowed in all areas north of the Copper River Highway. Seasonally south of the Highway. Area's between 27 mile & 37 mile should be open to off road vehicles around all the existing sand dunes; North & South of the Highway. Snowmachining areas should be open throughout the district. If special areas for moose winter range are required then designate these areas. Most moose winter range areas are not suited for snowmachine travel anyway & very little conflicts have ever been documented on the Cordova Ranger District.
- 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.
- 0102-002 2. Take out a map & plot on it the tiny area of machine free area where one may enjoy a peaceful ski trip. Compare it with the remainder of Chugach overrun with machines. Once I could ski to the far side of Summit Lake - see Wolverine tracks & follow their (ILLEGIBLE). No more - now there is nothing but snow machine trails - no wildlife of any kind. What kind of management do you call this? How they are even into Center Creek Valley - once a beautiful ski journey.
- 0104-001 I would like you to re-think the proposed trail up Center Ridge in the Tincan Creek Valley. Having an established trail into that valley would open the Alpine area to potential damage - fragile plants and mosses - that are protected in the winter with snow coverage. There is a healthy mountain goat population in the summer that would probably move out when people start coming in. Many times in the summer I will see wolves in Tincan Valley hunting marmots, both of which will not tolerate many people in there living space before moving out. There are ways into this area for the occasional visitor who explores on their own. I would suggest alternative trails that also use existing parking areas. Like the parking area either side of the bridge near the mouth of Ingram Creek to Trailhead a route up to survey ref. Trail head lower Summit Lake over existing bridges across mills creek, then either Timberline or Stormy Creek to the Johnson Trail, creating a loop.
- 0105-001 I would like the forest to keep areas open for snowmachining. No resource damage is occurring while snowmachines are operating on good snow conditions. In most areas if conditions aren't good access is limited.

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- 0106-002 No new roads.
- 0106-003 Keep Resurrection Pass Trail snowmobile closure Feb 16, do not extend this date for snowmobilers. The wildlife in the valleys surrounding Res. Pass Trail System need a break from snowmobilers, and dog mushers appreciate not having to dodge fast machines on the trail.
- 0106-004 The wildlife in the valleys surrounding Res. Pass Trail System need a break from snowmobilers, and dog mushers appreciate not having to dodge fast machines on the trail.
- 0108-001 We would like the Chugach National forest to continue its efforts to construct trails that can be used by individuals of all abilities. While this does not mean to pave all trails, consideration might be made to construct some trails of hard packed gravel with a minimum of steep grades. This type of trail will allow an individual with a mobility disability to enjoy a wilderness experience.
- 0110-001 Snowmobiling in Chugach National Forest is the most important. This unique forest has the worlds best riding. It is alarming to hear that environmental groups want to close more of the legal riding areas in Chugach Nat'l Forest to snowmobilers. This is not acceptable because of the historical use of snowmobiling and the steady increase of riders. I have personally ridden in the park with friends for over 20 years. My suggestion, open up more areas, improve Trailhead access promote snowmobiling. Grandview should never be closed and the the Trail River System! I have worked and snowmobiled in this area since 1976. Of that time I have seen very few skiers recreate this area, except with the a 2 day ski train.
- 0112-002 Snowmobile in the Chugach - I find this necessary & fully support riding & trails in the Chugach.
- 0112-003 Kayaking on the Sound - I find this acceptable & should continue.
- 0117-003 Keep today's limits on snowmachines, dirt bikes and ATVs.
- 0117-004 Build more foot trails, and maintain the ones we have. Reconstruct the upper Winner Creek Trail, rebuild the trail from Ptarmigan Lake to Snow River and back to the highway, plan new trails that connect with the Resurrection Pass Trail. Keep up the great trail work in Cordova. Each district should have a full trail crew.
- 0117-006 Oppose DOT's realignment of the Sterling Highway that would slice 4 miles off the Resurrection.
- 0118-003 Trails and riverbeds should be closed to motorize re.
- 0119-001 Skiing No Motors on Res Pass
- 0119-002 No logging roads
- 0120-002 We live in the Summit Lake area and participate in silent winter sports such as Mushing, ski-joring, and skiing but we enjoy seeing and are thankful for snowmachines in the area which put in our trails and offer fast, safe travel in emergency situations.
- 0121-001 I have taken two trips to Canada, and hope someday to get up to the great Alaska wilderness. What a national treasure! It is important to me that is left to be as undefiled as possible, at the same time being used for various interests asset out in your last newsletter. Of those various interests, it seems to me that snowmobiles will be the most detrimental to wildlife. Their noise can be heard for very long distances, especially in large numbers, and should be confined.
- 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 it.)
- 0122-001 Trails are very important to me. While I would love more of them, I am concerned that there won't be any money to maintain them.
- 0122-002 I don't believe the ones we do have can support additional commercial uses.
- 0123-001 (1) Protecting the Lost Lake area. Fish in Lost Creek and protection; They are being killed at a rate faster than they can sustain. Coordinate with the State to protect this resource. The Lost Lake Trail is being degraded by a run to raise funds for a non profit entity. This run has grown dramatically in the past 3 years.
- 0123-004 (4) Limit snow machine access points & corridors in the Chugach. Too many snow machines harass wildlife. The increasing size, power & reach of todays snow machines calls for increasing regulation to keep wildlife safe.

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- 0124-001 Dear Sirs: 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 ambience 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! Thank you for listening
- 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.
- 0127-004 (4) There's always that bike trail to Cordova.
- 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-loaded National Forests.
- 0132-001 Please put me on the public comment list for the Chugach Nat'l Forest Master Plan. One early comment: I support Heliskiing in Chugach Nat'l Forest.'
- 0133-001 8) The effects of the increasing harassment of wildlife by noisy machines should be considered in the planning process. Thank you for this opportunity to comment. The Alaska Quiet Rights Coalition appreciates your effort to obtain public input in the planning process. We look forward to being a continuing partner in this effort. Please add AQRC to your mailing list.

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- 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 point of view to the planning team
- 0136-001 Limiting Vehicle Access
- 0138-001 1) That trails be accessible and adequately maintained for hiking and mountain hiking 2) That trail use by horseback riders be limited enough so the trails aren't destroyed Some usage by horses is fine/overuse by any group can destroy the trails.
- 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.
- 0141-001 Clean, litter free small boat gunkholes in Prince William Sound Quiet, easy access for country skiing, fishing, & camping.
- 0143-002 Other issues are: Bering River Coalfield access -- the Carbon Mountain Road,
- 0145-001 Chugach National We are pleased that trails within the Forest are open to bicycle use and hope they remain open. Our Club rides within the Forest are among our most popular events. These include the Resurrection Pass Trail, Devil's Pass Trail, Johnson Pass Trail, and Cooper Lake to Russian River Trail. In addition, we use the Gull Rock and Lost Lake Trails as well as the mining roads in the Palmer Creek drainage. We also use the Portage Valley access road for springtime training when higher elevation trails are unavailable due to moisture and/or snow. More trails and recreation opportunities are needed for all users. Specific suggestions include: Restore the Resurrection River Trail from the Exit Glacier road to the Cooper Lake Trail; Add a paved multiple use path along the Portage Valley road. This path is needed for pedestrian and bike safety due to expected increases in traffic resulting from the new tunnel project; Add other multiple use trails to diversify use. We appreciate the fact that these trails are open to mountain biking and take care to help ensure they remain open. Our off-pavement rides are only scheduled during the summer months when the trails have stabilized. We often do minor maintenance as needed along the trails during the course of a ride such as moving downed trees, draining puddles, or clearing rocks from the trails. Finally, for several years, the Arctic Bicycle Club Touring Division has participated as a group in volunteer maintenance efforts on the Johnson Pass and Resurrection Trails. Please keep the Chugach Forest trails open to mountain biking. If you have any questions concerning our comments or need more information,
- 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.
- 0146-005 The growing need for Increased access, Including helicopter flightseeing and landings, should be provided. Statistics show helicopter flightseeing and landings are among the most popular and highest-rated activities for Alaska visitors. Helicopter landings often afford the only viable access to remote areas. It is often the only way for the physically impaired, aged or a traveler on a tight time schedule to experience remote, rugged lands up close and personal.
- 0147-001 I feel that it is extremely important to have access to wilderness areas. It is important for people to realize that there is a world outside of the cities, and that that would be in danger.
- 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 areas.
- 0151-001 NON-MOTORIZED RECREATION I want large areas on the Chugach where I can go at any time of the year and know that the FS has banned motor vehicles and know that I will not suffer harassment from yahoos with motors. Seasonal closures don't satisfy me. I want year around protection of the resource and year around safety for myself. ILLEGIBLE gown increasingly weary of having outdoor experience ruined by overweight, illiterate, drunken slob on ATV's and snowmachines.
- 0152-002 No, increased helicopter flightseeing & landings!
- 0152-004 No, Additional public access at this time,
- 0153-002 Limit mechanized access. I have witnessed poaching and abuses from snowmachines that will threaten wildlife and for all practical purposes is impossible to police.
- 0154-002 (2) Access into the forest is necessary if it is to be enjoyed either economically or aesthetically. Roads and trails constructed to facilitate harvesting should generally be kept open for future use.

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- 0154-003 Helicopter flightseeing and landings should also be allowed.
- 0156-001 We need quiet areas for recreation, so please allow for non-motorized areas.
- 0156-003 Prince William Sound is a kayaking mecca and uniquely suited for Kayaks. With the Whittier access tunnel opened up I hope we can provide safely for that flood of users.
- 0156-005 A concession for hut-to-hut skiing would be a great asset for CNF.
- 0161-001 Access is important to me, no further restrictions of use is important to me. We should have more roaded recreational opportunities in this state, not less! What about ADA What about children & elderly people who really don't know what you are proposing. You're trying to take away the rights of children & their children to utilize the land. Management of land is not only protection.
- 0163-001 Want more areas for nonmotorized recreation
- 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.
- 0170-002 It would also keep the wilderness accessible to the 60% of Alaska residents that live close to the area. We need places to hike, bike, and backpack that are easily reachable.
- 0175-001 Recreation & Tourism & minimize intrusive mechanized tourism heli flight seeing new snowmobile trails should be on the periphery of wilderness areas. No new roads through them. Reason, there is no effective enforcement for keeping flight minimum altitudes or keeping motorized recreationists to their trails.
- 0175-003 Travel Mgt & Access. Keep noise intrusive uses on the periphery of the wilderness areas.
- 0175-004 New access & trails must not adversely effect the sensitive wildlife habitats, (like keeping roads out of grizzly habitat on the Kenai.
- 0176-001 Alaska already has more than enough waters locked up under "Wild & Scenic" designation. Leave the waters indicated in the "revision" of the Chugach Nat'l Forest Land Mgmt Plan out of the "Wild & Scenic" classification. Someone/some agency currently cares for these waters, and they are doing a fine job. These waters are accessible to the majority of the people in Alaska, and the tourists. No one wants these waters abused, polluted, or mismanaged. Let Americans (the true owners of Nat'l Forest) enjoy the waters through access, facilities, and user-friendly conditions. Let hikers, backpackers, and other "wilderness proponents" use the already designated "wild & scenic" rivers.
- 0177-002 As such I would like the plan to limit or prohibit new roads, especially in coastal areas.
- 0177-006 It is important to have some areas which are quiet, with no snowmobile or ATV's.
- 0178-003 conversely planning for future access to reserves of natural resources such as minerals and timber should identify corridors for that purpose now to prevent conflicts in the future.
- 0178-006 5. Opportunities for long-term access, such as converting the logging road on Montague Island to a non-motorized trail, should be incorporated into the Forest Plan.
- 0179-005 5. Opportunities for long term access, such as converting the logging road on Montague Island to a non-motorized trail, should be incorporated into the Forest Plan.
- 0184-001 Mining in forest land. I feel the restriction to areas due to mining in the area is not a multiple use of the land. It is damaging to the land for the recreation or profit of only a person or only a very few people. I feel this is the public's land and restriction should not be placed on these areas. I also feel there is damage done to this land and is not in the best interest of the forest. Unless the use of the forest is equal for everyone it should not be allowed.
- 0187-001 I work as an outdoor educator in Anchorage. I teach whitewater rafting, canoeing and sea kayaking mostly to people who live in Anchorage. I consider the following rivers and glaciers particularly important to recreational boaters: Sixmile Kenai River Columbia Glacier -- accessible by sea kayak Copper River (Upper & Lower) Since there are so many people that use these areas I would like to see managed growth. This includes: primitive camping areas, primitive launch areas, better river maps, more access to rangers, more human waste facilities (especially on the Kenai, Sixmile, at Chitna on the Copper. As a non-motorized boater (canoe & kayak) I am in favor of designating some rivers for non-power boat traffic only. It is also very difficult for rafters to raft through the fishing chaos on the Kenai during the summer fishing months. Sorry I don't have any solutions for this; I just recognize it as a problem. I'd like to see canoes and kayaks allowed on Portage Lake. Kayaks are allowed near all of the glaciers in PWS. I don't find mining and boating very compatible. I support all efforts to curtail mining on recreational rivers. Thanks for the opportunity to comment. I am very glad to see the Forest Service becoming more involved in recreation and less involved in tree harvesting.

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- 0188-002 Now our people need to eat, work and play. Tourism is a growing and sustainable economic "blessing" for our area of the state. We hope your new plan will encourage this industry by allowing helicopter tours and landings along with improved access for visitors.
- 0193-001 Think about the current Chugach National Forest management situation, as portrayed by the map we have just discussed. Look at the areas of that Situation Map that are important to you. 1. Q. What part of the Situation Map is particularly important to you? What issues are involved? 1. A. Open access to all citizens regardless of age or physical ability.
- 0193-003 3. Q. What other parts and issues of the Chugach National Forest management situation must be considered when designing improvements related to this part of the Situation Map? 3. A. Many sites established years ago could be used to improve access without any further intrusion to the main body of the forest
- 0194-001 More trails in accessible areas by boat. also improve beach access.
- 0194-004 Improvements to trails to become more permanent. For example in Southeast woodplanking was used over muskeg areas.
- 0194-007 Areas actually designated for trail use that could be permanently maintained. Could keep people from use all over other areas not very good for public use
- 0195-001 1. Q. What part of the Situation Map is particularly important to you? What issues are involved? 1. A. Access issues - allow for the human element Animal habitat - protect wilderness/scenic designations (access)
- 0196-001 More foot trails
- 0198-006 A. Local to road accessed areas, especially Whittier, develop trails Addresses the increased "use" of the sound in the long term future
- 0199-004 Local trails mostly close to communities (ex trail to Billings Glacier
- 0199-005 Allows people w/o boats to enjoy NF.
- 0201-002 AK Rail Road Land We are working on New Trails,
- 0203-001 Public trails in & around Whittier - Trail to Billings Glacier camp site at the Glacier Public needs - When people visit Whittier, they have limited places to hike to. With State & Federal Monies, After all the state & federal govt. are putting a road into Whittier. Make them responsible for improving/building activity sites. Since you have to do "something" then do it close to towns.
- 0205-002 (2) Is P.W.S. the proper area to try a large trail system
- 0205-003 The soils are not good for trail use, not putting money into maintaining the small trail system that is in place
- 0213-003 Areas for Non Motorized Recreation should be increased
- 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
- 0224-004 Snowmobiles & ORVs sense that they are ill used by restrictions, and don't have enough access now. - Opposition to limits by manufacturers and industries that don't want areas to be designated "wilderness," or to take on those values in people's minds. Financial interests in Heli tour.
- 0224-007 I am particularly concerned w/easy access to areas that provide a "wilderness" experience. This implicates, obviously, a number of issues - tourism, sustainability, logging, wildlife management, and on a more philosophical level, the question of why wilderness is important (spirituality, self-identity, and other social values).
- 0224-008 My primary focus today and throughout the CONF will be on motorized recreation and the conflict with "wilderness" values.
- 0224-009 (1) Local access to wilderness experience (2) Preservation of a wilderness experience in general The experience of wilderness and of being outside in a natural environment, is one I treasure. It provides a measure of self-identity (I am outdoorsy) and its both fun and moving for me. I also believe the existence of "wilderness access" is important even if they remain unused.
- 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)

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- 0227-003 Delineate Designate certain areas of PWS as restricted access that would protect breeding areas of marine birds species. This could involve beach landing closures during breeding/migration periods. Sea bird colonies should have an approach buffer zone from May -> Aug.
- 0230-001 Access is an issue that raises tremendous controversy - Some want it, some don't. Some want areas left the way they are or were. Others want those same areas opened to a broader segment of the public. As area is increased, natural value are invariably degraded. How can we find a balance between allowing access (some) and limiting degradation (some).
- 0230-003 Set up a meaningful dialogue between different access proponents Examples might be: Snowmobile, ORV, helicopter, fixed way, nonmotorized, quiet rights. To seek meaningful resolutions. Might involve segmenting sections of forest or effecting timing, or, or . . .
- 0232-007 Too much motorized access to the forest.
- 0234-001 Access/Roads - Closest to Arch Economic diversity - Fishing/Tourism/ Multiple Use - Mining/Logging Exploration Mining Access - Hunting Fishing No more Wilderness Conflicts occur because there is No Access
- 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
- 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
- 0236-001 Recreation (motorized) on the Kenai. Recreation (non-motorized) in Prince William Sound
- 0237-001 The majority of road accessible areas should be designated for non-motorized recreation When a level of recreational use is reached - multi-use in recreation does not work. Need zoning. Currently, there are only 2 small areas where a winter non-motorized experience can be assured. Motorized and nonmotorized areas need to be designated on the management plan map. The most important are values of citizens: ecosystems habitat non-motorized recreation science and those parts of the map that negatively impact these values such as motorized recreation tourism some management policies Human connections to the natural world what I value of the natural world is diminished by man made activities and structures, there is less for now & future generations. Population pressures are constant and growing. Without proper safeguards the loss of the resource will be constant and growing also.
- 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.
- 0242-002 I'm concerned about overcrowding. It simply will not be a wilderness experience for me to be out kayaking in an area designated as wilderness and have 2 cruise ships an hour going by all day long.
- 0244-001 Access - H.Capped
- 0244-002 Current areas are heavily used. Access will allow reducing heavily used areas.
- 0244-004 Open up access in areas that already exist & areas where the cost is fundable - Handicapped access User fees Rest Rooms. Handicapped access - there is a need.
- 0244-006 Need to focus on dividing areas to meet the needs. Motorized & Non-Motorized. Possibly expanding areas that are currently designated but allowing for change.
- 0244-007 If more access is available many of the issues that the people are concerned about, overcrowding, noise, Tourism, etc. would be addressed. Please keep me informed, & I hope to attend other meetings.
- 0245-002 Long term Consider portage trails; Consider a trail system from Nellie Juan lake to Tidewater - if this is permissible and would not be detrimental to the wilderness quality.
- 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.
- 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 I am able to go there.

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- 0247-001 Motorized & non-motorized areas,
- 0248-003 provide nonmotorized (ILLEGIBLE) recreation opportunities with (ILLEGIBLE) scenic (ILLEGIBLE) ((ILLEGIBLE) no straight lines from roads & powerlines) irresponsible behavior by those on motorized vehicles, ((ILLEGIBLE) to those travelling by non-motorized (ILLEGIBLE) as well as habitat destruction)). An example being snowmachines saying they don't have enough access when in fact there is very little area restricted to snowmachines.
- 0249-002 provide motorized recreation areas (long-term) - provide much more recreation (semi-developed) more diverse recreation opportunities. Motorized Recreation. not much is currently allowed on the CNF and there will be a concerted effort to further restrict motorized uses.
- 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 based vehicles.
- 0256-003 Non-motorized recreation - want it to exist in same amount as now & be very separate from nonmotorized areas.
- 0256-004 Air traffic - need to restrict to prevent ruining experience of others.
- 0256-009 Designations & Motorized/Non-motorized areas - Work to separate mot/non-mot areas. If places are trashed by motorized vehicle users, close them. Education of mot. vehicle users re minimal impact & the need to obey laws/limitations in place. -- Mandatory education re min. impact.
- 0256-010 Air traffic - designate areas where helicopter & planes are not allowed. Create (ILLEGIBLE) to support a floor on flight level. Work with other organizations/
- 0256-014 Work w/ user groups of motorized vehicles & people who don't use them to come to agreement via this same process.
- 0258-002 Providing access through the forest to private lands.
- 0258-003 2. A. The forest is not being managed or planned for multiple use. Access through the forest becomes continually more and more difficult as the biocentric philosophy of management is promoted via such avenues as wild & scenic rivers designations, etc. This is important to me as representing a private landowner requiring access and as a resident of southcentral AK. Good multiple use optimizes overall outputs from a mix of uses.
- 0259-001 1. A. TOURISM IS A RENEWABLE RESOURCE FOR ALASKA. IF C.N.F. IMPROVES ACCESS TO THE FORESTED AREAS, THE VISITOR TO ALASKA WOULD RECEIVE THE EXPERIENCE THAT IS PICTURED IN THE TRAVEL BROCHURES CIRCULATING IN THE SOUTH 48.
- 0259-002 CREATE TRAILS & PATHS ADJACENT TO BUT SEPARATED FROM THE PAVED ROAD SYSTEM.
- 0259-003 2. A. THIS IMPROVEMENT WILL ALLOW THE VISITOR TO ALASKA WHO HAS A LIMITED TIME AND CAPABILITIES TO RECEIVE A SMALL TASTE OF WHAT ALASKANS ENJOY 12 MONTHS A YEAR.
- 0259-007 1. A. TOURISM AND THE ACCESS TO THE AREAS PERCEIVED AS "WILDERNESS" BY INDIVIDUALS WHO SPENT THEIR ENTIRE LIFE IN A BIG CITY ENVIRONMENT.
- 0259-008 2. A. I OPERATE A TOUR COMPANY BY THE NAME OF "ALASKA WELCOMES YOU". WE SPECIALIZE TO TOURS FOR PEOPLE WHO ARE PHYSICALLY CHALLENGED. THE GROUPS DESIRE AN OUTDOOR EXPERIENCE THAT THEY CANNOT RECEIVE LOOKING THROUGH THE WINDOW OF A BUS. THE GROUPS (ILLEGIBLE) A SOFT ADVENTURE ALONG A TRAIL THAT IS ACCESSIBLE BY BOTH MANUAL & ELECTRIC WHEELCHAIRS.
- 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.
- 0270-002 b. Access management - key to being able to manage the impact of people on fish and wildlife resources. Also provide for a more diverse range of experience.
- 0270-003 2. A. - Expanding resource development, mostly outside of Forest Boundaries, will/could have profound impact on the fisheries of the Forest. - Populations of fish or wildlife could be depleted if unlimited access.
- 0270-005 4. A. a. Need to work cooperatively with State/Federal agencies, interest/user groups to meet overall. b. Need to assess peoples attitudes/values about access. Attempt to meet wide variety of needs within specific areas or watersheds.
- 0274-001 1. A. Map showing where snowmobiles are currently using the forest. 2. A. Help define the situations where conflicts are real & where perceived.

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- 0274-002 3. A. Snowmobile association work with GIS (ILLEGIBLE) to develop map. No funding needed. 4. A. Several people (knowledgeable) need to be involved in drawing & checking the map - schedules. 5. A. Motorized vs nonmotorized use is hot button issue. One part of the conflict can be clarified by this idea.
- 0277-002 2. A. - Access; specific designations - Important to define responsible use, don't lock the land up making it too difficult to get at or operate there as a commercial vendor.
- 0280-001 1. A. Non-motorized recreation. How to provide access for both motorized & non activities, how to prevent/mitigate impacts to wildlife, soil erosion. specific concerns 2. A. Noise. Safety. My preferred recreational activities are hiking, skiing, bicycling. 3. Q.other issues 3. A. Motorized recreation. Tourism. Wildlife. Soil erosion. 4. Q. views 4. A. Both M & NM have equal rights of access. Also needs to be access for commercial O/G activities. Horseback riders, dog teams, back country skiers.
- 0283-001 - Wilderness designation - Roads - don't want more roads.
- 0283-003 Non-motorized recreation.
- 0283-004 Want to retain wilderness characteristics of PWS Roads, such as that to Whittier ... will impact wilderness character.
- 0283-005 Roads on Kenai will impact Brown bears.
- 0283-007 to see taxpayers \$ wasted, new roads that will negatively impact other resources. -
- 0283-008 Plenty of opportunities for motorized recreation around the State. It's important to one to retain undisturbed quiet/peaceful areas.
- 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. Sincerely Jack E. Phelps Executive Director cc: Phil Janik, Regional Forester
- 0292-003 After reading what I can on the CNF 1 get the impression all users from total wilderness to logging and ORVers will be provided for. If I am wrong, please refer me to the right papers and pages dealing with ORVs.
- 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!
- 0294-007 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.
- 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.
- 0295-010 9. WILD & SCENIC RIVERS -- Wild & Scenic Rivers are being studied under CLMP. The studies and planning for Wild and Scenic Rivers in the CLMP violate ANILCA Sections 101 and 1326(b). W&SR designations are not needed, and are overly restrictive, and will block access routes across the Forest. Wild and Scenic river management will be very restrictive and will impede economic development, boating and snow-mobiling, and other recreation opportunities in the future. For example the Martin River W&SR corridor blocks access to Chugach Natives land holdings at Carbon Mountain.
- 0296-004 The overwhelming lack of roads in the Forest is the single greatest obstacle to development and sound management.
- 0300-001 Access to Back Country. Better Trails & trail signage.
- 0300-002 Resurrection Pass, should remain open to snowmobiles longer than Dec.-Feb. 15, As Feb, March are the ideal time of riding, i.e. Snow cover daylight hours etc.
- 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 improved.

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- 0301-003 3. Wild and Scenic Rivers: The wild and scenic rivers designations are a blatant attempt to deny a legitimate corporation access to its lands. Non of these rivers need protection nor do they need to be designated as Wild and Scenic.
- 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 degradation.
- 0302-001 My name is Bill Schroeder. I live in Cordova for the past 10 years. I like to hunt & fish and enjoy the recourses I am disabled in a wheelchair. When the Forest Service stopped airboating in the Copper Valley for moose hunting They basically took away my hunting privileges as a an Alaskan resident. These privileges are very important to me I think all of that you are trying to do here is a bunch of hog wash. I think things should be left the way the locals have it now, if some people in the government would just leave well enough alone. B.S.
- 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 plan.
- 0305-003 Designating more wild and scenic rivers is another thing that should not be included in the plan. Alaska has enough wild places and it is not up to the Chugach to provide the nation with any more. Alaska already holds 62% of the nations wilderness. More tourists can appreciate the forest with improved access not by locking up the forest for a select few members of the environmental community. Thank you for allowing me to comment on these issues.
- 0309-001 Heliskiing! I took advantage of Chugach powder guides. Don't let ACE shut them down! It's a sport that leaves only tracks
- 0309-002 Mountain Biking: Keep maintaining excellent trails for this.
- 0309-003 Backcountry skiing: Keep Turnasain snow machine free.
- 0309-005 Hiking: Add more trails.
- 0310-003 The inventory and reopening (with voluntary labor) of the old CCC trails which were constructed in CNF during the depression.
- 0312-001 I would like to see some area (trails) open to motorized vehicles. The only legal area we have now is Snow River & Resurrection River outwash plains. These areas are not suitable because of deep water and could be potentially dangerous. Most of our trails used to be mining access roads and can easily accomodate motorcycles, bicycles, 4-wheelers, 3-wheeler, horses, hikers, photographers, even llamas. Trails should be open to everyone. If only for a limited time, like during dryer periods of July & August, for motorized use.
- 0317-001 Just the increase in hunters on Naked Island in the last 10 years has caused people trails to form in areas of good Anchorages.
- 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.
- 0321-007 Prohibit jet skis on all lakes and rivers
- 0322-002 ban the use of off-road vehicles including snowmobiles with the additional roads and to acquire in holdings.
- 0326-005 I strongly believe there needs to be a balance between wilderness and accessibility to an increasingly older population. Airplane and helicopter access are often the only way elders can get to view wilderness and wildlife.
- 0326-006 Expanded access opportunities for increasing numbers of tour boat passengers who are predominantly older, should be considered.
- 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.
- 0330-001 Why not save aside a beautiful piece of your pretty state? Please. You folks should put a 2 wheel trail along the old rail bed from chitna to Cordova. You just put a new fery on line, why not more of them too. Please, myself, I would love to bicycle that route on a very very good touring bicycle and say hi to harley and honda users
- 0331-004 No new roads. No road in the Bering River area.

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- 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.
- 0333-009 The growing need for increased access, including helicopter flightseeing and landings, should be provided. Statistics show helicopter flightseeing and landings are among the most popular and highest-rated activities for Alaska visitors. Helicopter landings often afford the only viable access to remote areas. It is often the only way for the physically impaired, aged or a traveler on a tight time schedule to experience remote, rugged lands up close and personal.
- 0334-005 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.
- 0334-007 Also stop the Bering River Road which will cross over 100 salmon streams.
- 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.
- 0336-005 Another dire need in Alaska is access for more than just those who own boats and planes. There are already far too many roadless and trail-less areas in Alaska without turning the Chugach National Forest into another de facto wilderness.
- 0336-006 Access can be planned to minimize potential impacts on wildlife and fisheries. Rather than eliminate access, the Forest Service should be actively pursuing ways to increase it.
- 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.
- 0337-003 With respect to more "wild" and "scenic" river designations, we need to focus on much more important issues, such as access.
- 0338-004 A) Don't create "magnets" for users, keep access as it is to insure dispersed usage.
- 0343-001 Deer Hunting, Motorized Recreation, etc. Hunting (3 or 4 wheeler) against! Hawkins, Hinckenbrook, Montague (exception Strawberry & Sanddune) Over the long haul 10-15 yrs deterioration of mossy meadow lands (Sight) Drainage to CreeksThe Dept. of Fish and Game could work with you on this. The nations mfg this machine who are packing sales in Alaska OK in some parts of Alaska But not a rain forest area Prohibit it on the Islands Hawkins, Hinckenbrook, Montague (Put the lock on the barn before the horse is stolen. (Damage to terrain) 3. The Forest Service. Through normal operations. Enforcement of the law. Peoples (residents) could care less, attitude
- 0344-001 motorized recreation concerned that motorized recreation will be further restricted or eliminated, thereby diminishing the quality of life of the local residences seasonal restrictions e.e. less area accessible during the summer months when tundra can be damaged & waterfowl are mating. More area available during winter months when there is a snow cover & birds have migrated South . Input from the local residence is extremely important because they will have to live with management decisions.
- 0345-001 Motorized Recreation. Limiting our areas to ride. Along Copper River Hwy. 6 ml-40 ml. Take away where we can ride. The good spots to ride. I love to go riding. New machine. I want to be able to use it. 3. A. Don't take all of the places away. Don't isolate us completely. Let us help decide where we can/can't ride. Look at all views. Be reasonable. Usually plants here don't grow in sand, so why isolate us from those places. - We don't usually ride in the forest (THICK FOREST) or really muddy areas - Consider the weather & seasons (PAGE MISSING) You save land from West of Snake River and over (WEST) give us ANILCA. From East Point of Montague over (to the West) you can have Give us from E. Point to the east. . We want you to have your land & be happy, but even more we want to have ours & be happy & go riding. It's just setting boundaries. If you take Montague, Give us ANILCA. (From Down Town CDV to the East Boundary Line. (No ## needed) . You just have to say ok & make the boundary. Easily. Just draw the line! You get your Forest. And we get our riding area. It solves the Motorized Rec. issue.
- 0346-002 Keep access hard - No bays for anchors, no roads, no parks, or camp grounds, when the people finally get here it won't be easy. Because people will have to work for the solitude they want and not depend on other people to provide it for them (at our cost) When the Wittier Road opens. Do not put mooring bays in. Don't make charts for the best spots (it will be cheap) People in Anchorage want access at any cost. Make them pay for it (Personally) If Access is kept hard - People who want to use it will appreciate while locals still have the knowledge of using it as they have in the past!
- 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.

Comment # Comment

- 0350-001 Mile 7 to Mile 38 Copper River Hwy, Montague, Hinchbrook & Hawkins Islands, Copper River-upper, Bering River, Katalla River I use these areas, to hunt & fish for subsistence, ORV & snowmobile use, camping & recreation, These issues control quality of life
- 0350-004 Montague Is. Motorize closure
- 0351-001 Motorized recreation, Limiting places to ride. 6 through 35 mile. Keep good areas for riding open. That's all I do in my free time is go riding. Don't take away all of the areas we ride. We should be able to pick where we want to ride. / Can see why we can't ride in some areas due to nesting, etc. All the people who ride. We should be able to ride in sand. No wild life animal or plants are in sand. Why isolate these places? We don't ride in forests. And when it comes to the winter time, when we ride, we don't mess up land, snow is covering
- 0351-002 Keep current ORV areas open, but maybe close Montague to ORV use short term. To still keep most ORV riding areas, but close Montague since it is most susceptible to heavy damage use. It would be easy to do. Forest Service doesn't require much money. A lot of people use Montague. We should still be able to use almost all ORV areas.
- 0352-001 Forest Plan Wild & Scenic Rivers More Restrictive. What are we saving them from? There is no access now so how could we use them if they were restricted. Because it is a small part of the large Federal screw that tightens us down w/more regulations. The present use of Copper River - Bering River. Future population in area Future use? The people who use this area. Not so much the citizens from another area who do not know or relate to our WILD land. i.e. some one from Cordova - vs someone from Phoenix or Orlando! Status Quo for Cordova Ranger District Better Public Relations. Local Input.
- 0352-003 Maybe Wild & Scenic River on Copper from Urantaine or to Teikiel River. More use for areas that are accessible. Copper River Wild & Scenic on Area that is inaccessible. Wild River more restrictive but a trade off. Status Quo is less restrictive. Don't lose site of the forest for the trees.
- 0354-001 Diverting the water at 7 1/2 mile To stop flooding - improve transportation. Take care of the problem up by the glacier in the winter dig out no liability then. Funded through Fed. gov. Proper work I guess - A study of that area This would by one large problem taken care of floodings transportation down river, fish spawning.
- 0356-002 Motorized access for hunting on Delta Winder - Snow access for hunting & rec. use.
- 0358-002 Maintaining current lifestyle semi-subsistence, w/easily accessible semi-primitive recreation opportunities.
- 0360-002 3. A. Taking in Access or Lack of Access when making appraisals Public has Access to all sites but Lessors are responsible for upkeep of site
- 0362-001 1. A. Motorized recreation on the Copper River highway. 2. A. I think it should be open to use by motorized vehicles I use ORVs and boats a lot for recreation 3. A. What areas will be open and closed 4. A. The local people who are for the use of ORVs and where they like to use ORVs at 1. A. Keep current ORV areas open, but maybe close Montague to ORV use short term take public & locals input into account 2. A. To still keep most ORV riding areas, but close Montague since it is most susceptible to heavy damage use. 3. A. It would be easy to do, forest service. doesn't required much money if any 4. A. People want to use Montague 5. A. We would still be able to use almost all ORV areas.
- 0364-001 1. A. Commercial permit holders should be subject to closures when weather conditions make trail conditions sloppy and subject to severe impacts. Horse packers & MT bike guiding outfits are 2 examples 2. A. Severe erosion by permittees that cause considerable trail damage. 3. A. Either place the possibility of temporary closure as a condition of permits or implement a permit fee structure that better reflects the cost of impacts on area trails by permittee holders. 4. A. Guides won't like it. Promise better trail maintenance from increased fees.
- 0364-002 1. A. Improve opportunities for non-motorized winter users to gain use of areas that are reserved for quiet use while still providing an equal amount of area for winter motorized users. Long Term solution would be to set closure orders in a staggering fashion to ensure both user groups a fair access to cabins & back country areas without overlapping. 2. A. Conflicts are occurring forest-wide due to lack of adequate opportunities for each group. IE: Lost Lake & Carter Lake effectively lost to non-motorized, RESS PASS after Feb 15 to motorized & prior to Feb 15 to non-motorized. 3. A. USFS should implement & enforce closure orders on trails to promote equal & separate access. 4. A. Mutual respect & understanding of each other's needs & a sense of Fairness in Acknowledging each's needs. Communication/Education and if necessary, Arbitration.
- 0366-002 Open up Resurrection Trail later as long as snow conditions and grown cover is good March is the best spring
- 0366-003 1. A. Local Recreation & economic impact and Denying access to certain area's & locking up local areas. 2. A. Have mining claims and Friends from out of state & in state. That Recreate on the claims that would be denied access because of Age: for lack of use of R.V.
- 0367-001 1. A. Joint ownership. Access to trails or possibly different trails for motorized and skiers. Very few skiers go where snowmachines venture. 2. A. Loss of motorized access Pure recreation

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- 0368-002 Non-motor areas,
- 0368-009 1. A. Improvement = seasonal closures (sharing) of areas to accommodate both non-motorized & motorized users. 2. A. So that all users get a chance to enjoy particular areas. 3. A. USFS would impose restriction Funding for any mgt. decision is a problem. No advice for you. 4. A. Non-motorized types appear to be unwilling to share the rec'n opportunities 5. A. Overall accomodation of all users - more of a multiple use approach
- 0369-005 providing non-motorized areas and trails,
- 0369-007 2. A. Concern of future conflict of motorized vs. non motorized and the impact of motorized traffic: trash, poaching, erosion.
- 0370-003 1) Roadless access
- 0370-006 6) Balance ski/snow machine use.
- 0370-008 8) Support Rail Tourism
- 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 Seward/Sterling corridor.
- 0371-005 Quiet area designation motorized/non-motorized access
- 0372-001 1. A. 1) motorized vs. non-motorized issues 2. A. 1) user conflicts are increasing and will continue to do so if something isn't done 3. A. how motorized & non-motorized use affect other forest resources 4. A. improvements must ensure that both motorized and non-motorized uses have desirable places to go without having to worry about user conflicts & to ensure other resources aren't impacted to an undesirable condition. 1. A. motorized vs. non-motorized user conflicts will continue to increase in both the short-term and the long term. Keep existing designated areas & seasons that have been in place for motorized & non-motorized use (i.e. Turnagain Pass & Res Pass) Add additional designations of areas and seasons where conflicts currently occur (Lost Lake, Canyon Creek) and in areas conflict is expected to occur. 2. A. Keeps user conflicts in the field to a minimum. Can plan trips and know experience to expect various user groups would know which are their areas to use. 3. A. Feasible, as it is already being done on the Chugach and in the Lower 48, Recreation employees & public involvement would implement managing recreation to deter user conflicts should be a basic management function, so regular recreation funding should be used. 4. A. motorized groups that don't want to see any areas closed. Somehow, convince them that designated areas would improve their experience too. Many areas aren't suited to some uses, so closure it to those uses shouldn't be a big deal.
- 0373-001 1. A. Open more trails & areas for year round motorized use 2. A. More people would be able to use forest lands more often 3. A. Very little funding would be necessary 4. A. Quiet Zone. Share areas equally. 5. A. Non-motorized/motorized users could easily share all areas possibly even week-on/week-off seasonally?
- 0374-002 motorized recreation; non-motorized recreation;
- 0374-005 2. A. 1) Develop Lost Lake Trail Snowmobiling route and other snowmobile trails near Seward.
- 0374-006 2) Develop cross-country ski trails at mile 12
- 0374-008 3. A. Potential conflict between snowmobilers and cross-country and between snowmobilers and downhill skiers. 4. A. Snowmobiles, cross-country skiers I1. A. Improve interfacing w/the public and "expedite," where possible and based on the merit of a proposal, the review and approval process.
- 0375-001 1. A. Keep upper trail Hunter River open to snowmachines & open
- 0375-002 keep Kenai Lake open to water craft use
- 0375-004 new trail to Lost Lake.
- 0375-006 1. A. Open Lost Lake to ATV's. Trail improvements Lost Lake Trail Mi. 5.5 -
- 0377-002 Also, what impacts of increased motorized rec on brown bears. Impact due to increased development.
- 0386-001 1. A. Motorized recreation 2. A. Where they can be used and where they can't, and why not. Because myself and other people use them 3. A. Tourism, wildlife, vegetation 4. A. All public, both recreational & non

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- 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
- 0389-001 1. A. ORV use right now you've 2. A. Although attendance at meetings like this are low I know a lot of people who want to see some ORV areas. I am stuck between keeping my activities quiet so to many people will ruin it by doing it & getting the #s I need to get a limited use of ORVs. 3. A. As you said any issue can affect other issues 4. A. While reading the Plan in the Valdez Library I was amazed by the small number of people & orgs are involved. However after trying to get people to go to this meeting I understand the apathy the general public has for complex things like this. I don't think decision should be made on the opinions of a large group just because they could get people to the meeting.
- 0389-002 1. A. A year to year look at open areas for ORV use - ie moving trails so huge mud holes are not created - multiple trails on big Islands so every one is not riding same place 2. A. Right now all of the CNF is closed except for small areas left for local needs. The areas Y rules I would propose affect a smaller area than any other use. I can explain if asked 3. A. I would gladly & have offered in person & writing to take CNF personnel out on my boat & machines & identify areas to ride & areas to avoid & rules to be followed 4. A. Apparently the way the current Plan is written ORV use for me is off limits in the CNF 5. A. Again many people feel ORV use is a negative & will fight it. I don't feel I tear up the country. I do make tracks. But with the right rules & working closely with CNF personnel I can be severely limited but still enjoy hunting area I can never walk to.
- 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
- 0391-003 The area is large enough to allow some designated trails for ORV's as well as foot trails the key is Public use
- 0391-004 Look at specific areas and find the best area for low impact, if any impact 2. Q. Why is this improvement desirable? 2. A. 3. Q. How is this improvement feasible? How might your improvement be funded? 3. A. Trail user permit fees 4. Q. What obstacles currently stand in the way of making this improvement? 4. A. Existing policy
- 0394-005 1. A. a) ORVs - look for areas where ORVs can be used, such as possibly Snug Harbor (Port Fidalgo) logging roads, if this area is bought with EVOS funds; FAA road 2. Q. Why is this improvement desirable? 2. A. ORVs would like a designated place where they can use vehicles to get firewood from abandoned logging operations hunt, fish 3. Q. How is this improvement feasible? For example, who might be responsible for implementation? How might your improvement be funded? Be as specific as possible. 3. A. 1) FS working with EVOS trustees 2) Road maintenance, control of off-road use - user fee to ORVs 4. Q. What obstacles currently stand in the way of making this improvement? How might those obstacles be overcome 4. A. 1) EVOS mandate to protect injured species on EVOS purchased lands 2) FAA- local person's opposition to use of roads near FAA site 5. Q. How does this improvement relate to other parts and issues of the Chugach National Forest management situation? 5. A. 1) multiple use in areas appropriate for multiple use 2) motorized recreation opportunity for Valdez & Tattilek residents; Cordova residents access to FAA area 3) gives designated area, decrease in appropriate use in non-motorized areas 4)
- 0395-002 2. Concerning gated off roads or trails if they must be. Permits available for passage with a key if approved by FS personnel taking into consideration winter use, mode of travel and other factors. This way you'll have controlled access. Not just for miners etc.
- 0395-003 3. Winter parking at trailheads or roads "gated" Appropriate funding to clear/plow areas for winter recreational parking. Example: Hope "Resurrection" Road 4.
- 0395-004 This is not "necessarily" a revision but mostly a request. According to Larry Hudsons Decision on the Palmer and Resurrection Creek Salvage Sale "Alternative B Modified", it says the new roads will be open to the public and available for winter recreation. It states in the decision that there is an existing road that will be reconstructed. This road currently runs from Palmer Creek Road to Resurrection Creek Road. The upper reaches of this road are hard to follow because it reaches an alpine meadow, and if you don't know where it picks up again you'll never get through. They like it this way. Recently there was a hemlock thinning on the upper side of the meadow, there is hemlock down on the ground. The "miner" would like nobody through here. I think this is a great opportunity since I am a dog musher. I could travel two valleys connected. Others would use it. The only obstacle a few chunks of hemlock already down on the ground and miners that are territorial. I would like to see this road open to winter use.
- 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.

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- 0398-004 Access: More than 90 percent of the Chugach National Forest is roadless. Roadless areas, Wilderness designations and Wild and Scenic Rivers designations will make access permits more difficult to acquire, thereby resulting in greater restrictions to motorized travel. Less access to the public lands essentially means less multiple uses for the public and the industries that provide products for consumers. Access to timber, mining, recreation and inholding areas should not be precluded. Improved access for destination tourism opportunities must be allowed. The road to Whittier should be given a high priority and the Forest Service should extend access to potential recreation areas on Passage Canal near Whittier. Campgrounds should be established in these areas. The plan should place a growing emphasis on how to accommodate growing number of visitors, not just on how to limit or block access. Roads built to access the timber should be maintained -- not obliterated -- to provide access for recreational users, future forest management and fire fighting. The existing road across the south end of Montague Island should be converted to recreational use. This road is a real asset to the public and should be maintained. It is utterly ridiculous to obliterate a road of such high standard and cost. It provides a unique recreation experience that would not otherwise exist. The Chugach National Forest should exercise a road-to-trail management option on Montague. Since much of the forest is roadless, helicopter overflights and landings should be allowed in a wide variety of areas. Statistics show helicopter flightseeing and landings are among the most popular and highest-rated activities for Alaska visitors. Helicopter landings often afford the only viable access to remote areas. It is often the only way for the physically impaired, aged or a traveler on a tight time schedule to experience remote, rugged lands up close and personal.
- 0399-002 Under a revised CLMP, however, I am concerned that the access to and use of the land and its resources will be unduly restricted because of the political Clout being exercised by some environmentalists. Yes, it is necessary to preserve the wilderness and its resources; however, there must be a reasonable balance between preservation and the need to maintain a healthy and viable economic structure in Alaska. We can cite the Tongass National Forest as a prime example of undue restrictions and mismanagement which ultimately resulted in the closure of a mill and the loss of scores of jobs.
- 0399-004 With population growth and the increased emphasis on tourism, I also believe there should be improved and extended access to the wilderness in Alaska. This can be accomplished by proper Chugach National Forest planning and management with minimal environmental impact. To further limit access would be counterproductive for the social and economic well-being of citizens and businesses of this State
- 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.
- 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!
- 0404-012 Recreation Backcountry hiking, biking, hunting, fishing, skiing depend on wilderness. Enough of Alaska is open to wilderness-lessening motorized recreation.
- 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.

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- 0404-032 MOTORIZED/NON MOTORIZED RECREATION The USFS should continue management of the Manitoba area for non-motorized recreation only. The existing USFS ROW through state land and state selected land should be closed to any motorized vehicles throughout the winter months. The parking lots, bridges and any other visible and logical location should be, adequately signed.
- 0404-034 During the weekend of the Grandview ski train, there should be a closure to motorized vehicles. Consider seasonal or alternating weekends or some rotational schedule for shared-use management of the following: - South Fork of Snow River. Adequate signage at the parking lot across from the Meridian Lake trail head should be provided. There should be adequate public notice describing the shared-use management direction and rationale behind it. - The Carter Lake trail. - Portage Valley. - The Lost Lake area including the Primrose trail and the Lost Lake trail Existing shared-use management at Turnagain Pass and Resurrection Pass should continue. The shared-use management concept helps to rectify the existing wintertime recreational dominance of snowmachines in the forest. The presence of dangerous, noisy and polluting snowmachines forces a serious de facto closure on non-motorized recreationalists.
- 0404-037 The USFS should disallow any commercial docks and associated infrastructure on forest land and should oppose commercial docks on state tidelands. All modes of transportation, i.e., railroad, marine highway, helicopters, highway, should be addressed in the Forest Plan and in the Prince William Sound Transportation Plan.
- 0404-038 The existing ORV plan should be updated and incorporated in the the Forest Plan.
- 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.
- 0407-004 4.What is the rationale for the proposed nomination of numerous rivers and glaciers for Wild and Scenic status? What are the implications of these nominations in relation to the other intended uses of the forest? How will this affect public access in a forest that has limited physical access at present? Further, aren't these nominations in violation of the intent of Titles I and XIII of ANILCA?
- 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.
- 0408-004 Following are points to consider; RECREATION Tourism continues to be a growing industry in Alaska. US citizens come north to see the largest tracts of public land in the nation. Access must be provided for citizens to visit these lands while allowing other uses of Chugach National Forest to continue in unison. Potential commercial recreation providers must be encouraged to use the Chugach National Forest within established guidelines of this management revision. Tourism is an industry which in some ways may appear to conflict with resource extraction industries such as timber cutting and mining. This belief may be true of certain aspects of tourism or past practices of other industries. Many of us, humans in general, wish to see industry in the process. The operations of a logging venture are often interesting to most, although large tracts of clear cutting may pose ethical questions to some. Logging then in turn allows point of access development in concert with recreational demands of all forest users. Points of access are a vital requirement of forest visitors. Chugach National Forest Management Plan revisions must point to the benefits of one user groups activities for another, not continue to highlight the effects one has upon the other. Consider these positive points in drafting forest management alternatives: - Most access provided by resource development activities should be identified as having the best potential for recreational user groups. Following exclusive use by industry, accesses developed by timber and mining industries should be evaluated for use by commercial and general public recreational user groups. - A few select areas must be designated for motorized and non-motorized recreational activities. Select areas that have had traditional use patterns should be designated for that particular use. Not all areas of the forest need to be designated within this current revision. Select areas that are given use designations need prescriptive monitoring programs to ensue future designations are well planned. - Aircraft access, both rotor and fixed wing, must be allowed wherever possible due to the lack of road and alternative accesses. - Development reserves must be identified for areas deemed to have high potential for tourism and recreational activities. Reserves may change general location or anticipated prescription as demand for activities change, however, the need for identified reserves is critical for planned development. All ranges of visitation identified in the Recreational Opportunity Spectrum must be accommodated by planned visitor center developments. - A system of trail building and upgrading existing trails in need of improvement must be continued. Identified trails must have a development time line associated with construction to assure access keeps pace with demand. Trails must be built to accommodate the greatest numbers of visitors using the Recreational Opportunity Spectrum.
- 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.

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- 0412-004 With population growth and the increased emphasis on tourism, I also believe there should be improved and extended access to the wilderness in Alaska. This can be accomplished by proper Chugach National Forest planning and management with minimal environmental impact. To further limit access would be counterproductive for the social and economic well-being of citizens and businesses of this State. In conclusion, I hope that the CNFPT will apply reason and prudent judgment when considering any revisions to the Land Management Plan and not be unduly influenced by irrational environmentalists whose ultimate goal is to restrict the use of virtually all government and public land from access and use of its vital raw materials.
- 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.
- 0421-003 Access The Chugach is the second largest National Forest in the country yet has very limited access. What little access exists is very heavily used and poses an ever-increasing risk to the resources in localized areas. Improved access is costly but necessary to help disperse and dilute potential impacts. The Chugach National Forest is both large enough and varied enough to provide for more access while still protecting the diversity of natural resources on the Forest. Increased access is also fairer to a wider variety of taxpayers that may not be physically or financially capable of reaching remote locations. Historically, most recreational access on National Forests has been provided via resource development. For example, one of the most popular (if not the most popular) recreational activities in the western U.S. is driving on old logging roads. Many popular trails and roads in Alaska also started from mining activities. Resource development and access should be viewed as strongly linked and provided for in the new Plan.
- 0421-004 The proposed Wild & Scenic River eligibilities would only act to further curtail access to large portions of the Forest. The number of these river corridors seem excessive when considering language within the Alaska National Interest Lands Conservation Act (ANILCA) that restricts further designations. Many corridors also seem to be based more on strategically intercepting potential access to some areas instead of being based upon actual characteristics of the rivers. Some corridors such as the Nellie Martin, Martin, Bering, and Katalla Rivers are inappropriate since they ignore valid existing access rights (and eventual easements) granted long ago to the Chugach Alaska Corporation.
- 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."
- 0422-002 Please preserve and enlarge the Wilderness Study Area - allowing NO motorized vehicles in the wilderness.
- 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.
- 0424-004 Maintain or Increase roadless areas. These are special places that are critical to grizzlies & other wildlife.
- 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. -

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- 0426-001 We feel any new roads, constructed trails, mooring buoys, or any other construction to speed up the inevitable over crowding in the Prince William Sound/Copper River portion of the CNF should not be done. We feel the forest service should protect and maintain the existing infrastructure already in place. Easier access will only turn the PWS/CR area of the CNF into an overcrowded user conflicting place such as the Kenai River and Port Valdez during salmon runs. It is a rich and beautiful place for recreation with plenty of access and infrastructure as it is now. One only has to look at the other or nice places along the road systems such as Kenai, Chitna, Valdez, or the Gulkana River during salmon runs to see that easy access is not always the best thing. Alaska has lots of areas that are very hard or expensive to reach. We need areas like the PWS/CR portion of the CNF that has a few areas close to civilization and some a little harder to reach. Please don't ruin the last such place in Alaska.
- 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.
- 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.
- 0431-002 Access into the forest is necessary if it is to be preserved, and enjoyed. The latter may be aesthetically or economically. Roads and trails constructed to permit harvesting should be available for future use by tourists and other recreationalists and by users of the Forest's natural resources. Any plan must provide for the needs of non-surface access users, and places for helicopter landings. By providing for such sites, visitors may enjoy wild areas, and Forest personnel would have improved access for law enforcement and research purposes.
- 0434-006 6. The plan should recognize the access rights guaranteed by ANILCA to neighboring lands not managed by the Forest Service. The Chugach National Forest has numerous neighbors, including state and private lands. The forest plan must allow for and encourage access free of unreasonable delays and restrictions in accordance with the spirit and intent of ANILCA. The forest planning team should nominate eligible RS2477 easements within the forest on historic trails.
- 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.
- 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.
- 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.
- 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 landings in this part of the forest.

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- 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 resident experience in mind.
- 0444-012 **MOTORIZED/NON MOTORIZED RECREATION** The USFS should continue management of the Manitoba area for non-motorized recreation only. The existing USFS ROW through state land and state selected land should be closed to any motorized vehicles throughout the winter months. The parking lots, bridges and any other visible and logical location should be adequately signed. Tiehacker Mountain near Seward should not be developed for downhill skiing because of the extreme avalanche danger and unsuitability of snow conditions and slope angle. During the weekend of the Grandview ski train, there should be a closure to motorized vehicles. Consider seasonal or alternating weekends or some rotational schedule for shared-use management of the following: - South Fork of Snow River. Adequate signage at the parking lot across from the Meridian Lake trail head should be provided. There should be adequate public notice describing the shared-use management direction and rationale behind it. - The Carter Lake trail. Portage Valley. The Lost Lake area including the Primrose trail and the Lost Lake trail. Existing shared-use management at Turnagain Pass and Resurrection Pass should continue. The shared-use management concept helps to rectify the existing wintertime recreational dominance of snowmachines in the forest. The presence of dangerous, noisy and polluting snowmachines forces a serious de facto closure on non-motorized recreationalists. The concept of quiet should be included in USFS decision-making on equal par with any other natural resource.
- 0444-014 **TRANSPORTATION PLAN** The USFS should disallow any commercial docks and associated infrastructure on forest land and should oppose commercial docks on state tidelands. The existing ORV plan should be updated and incorporated in the Forest Plan. All modes of transportation, i.e., railroad, marine highway, helicopters, highway, should be addressed in the Forest Plan and in the Prince William Sound Transportation Plan.
- 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 an 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.
- 0446-001 1. Access. Access for mining, logging, recreation and inholdings; must not be impeded. While most of the forest does not have roads, the forest cannot be described as "roadless." The Forest contains many miles of roads and the Alaska 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 for trails and to provide access for forest fire fighting and recreation.
- 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 elsewhere).
- 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.
- 0449-001 **TRANSPORTATION and ACCESS:** We oppose any "lock-up" and designation as "wilderness" under Federal standards. There is more than enough land designated as "wilderness" in this State already. In Central Alaska it is further compounded by land acquisition funded through the Exxon Valdez settlement. The National Forest administration should recognize that multiple use is the preferred public policy. This necessitates guaranteed and reasonable access for all types of users (young and old, rich and poor, able and disabled.). Therefore provisions for air-(incl. helicopter), water- (incl. boatramps, etc) and land-(incl. roads, trails, seasonal facilities) transportation need to be incorporated in the plan.
- 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 other uses.
- 0450-002 2. Flight Seeing Access should be provided for the operation of helicopter flight seeing and heli-skiing. With the increased number of tourist requesting access in this manner, the Chugach should make these opportunities available. These facilities are most critical for those physically impaired and the aged on tight tour schedules. While area designated for primitive recreation are important there must be accommodations made for the majority of tourist which are inhibited from taking advantage of primitive recreational opportunities.

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- 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.
- 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.
- 0455-002 2) I support multiple use of the Chugach National Forest. This Includes retaining any access built to support multiple use.
- 0456-006 V. THE REVISED FOREST PLAN SHOULD IDENTIFY AND DESIGNATE AREAS OF THE CHUGACH NATIONAL FOREST WHICH WILL REMAIN OPEN FOR DESTINATION TOURISM; AND THE FOREST SERVICE SHOULD ENSURE CONTINUED ACCESS TO THOSE LANDS FOR DESTINATION TOURISM, THROUGHOUT THE LIFE OF THE PLAN
The importance of Alaska's commercial enterprises involving destination tourism should not be slighted by the revised plan. All tourists are not "eco-tourists," and the plan must provide consideration for lodges, eating establishments, access roads, boating facilities and other tour related activities and infrastructure. A full range of alternatives must include factors that allow for growth in the destination tourism industry.
- 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
- 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. -
- 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.
- 0462-001 do not allow the CNF to be literally over-ridden by motorized vehicles. There should be limits to when and where motorized vehicles can go.
- 0462-002 For starters, eliminate year round use of Manitoba Mtn. and Mill Creek Rd. for all motorized vehicles (other than existing mining claim rights to passage).
- 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.
- 0462-004 All human use & traffic has an impact on the forest. Motorized (See next pg.) vehicles just have a bigger negative impact.
- 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 disturbance.
- 0463-023 We are particularly concerned about the Kenai Peninsula brown bear population. Best information indicates that additional road development on the Forest will negatively impact the brown bear population on the Kenai Peninsula.

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- 0464-008 WILD AND SCENIC RIVER DESIGNATIONS: - Over 98% of the Chugach National Forest is roadless. Protection from physical alteration of rivers, such as dams or other construction, are largely unnecessary due to the inaccessibility of these rivers and lack of demand for great amounts of hydroelectric power. Several of the eligible rivers have had extensive resource exploration and development that have not hindered their eligibility. Today's emphasis on environmentally sound practices in resource developments are sufficient protection for all of these rivers. - Twenty Mile, Katalla, Martin, and Copper Rivers must retain development potential. Any classifications beyond recreational river status are unwarranted. Any forms of access to these rivers must be protected for the majority of user groups, never the select few. Copper River Railway and the old Katalla River rail have RS2447 status as Alaska State right-of-way conflicting with wild or scenic designations. There should not be a protective status for the Copper River which nullifies Cordova citizen's right to road access. - Snow River, below Snow River Pass, should be designated recreational. Snow River above Snow River Pass could benefit from scenic or wild designation. An existing trail to Snow River Pass must be retained. - Wild and Scenic River designations which lie outside of Wilderness Study Areas should reduce wilderness managed areas to equal a no net loss of acreage for multi-use activities and the economic resource base. - Of the 760+ rivers and glaciers in the Chugach National Forest, approximately one third, or 250+ are in Wilderness Study Areas. Wilderness management provides these glaciers and rivers the protected status sought by Wild and Scenic River classifications. Giving the Wild and Scenic status to a river in a wilderness area is redundant. - Designation of rivers and glaciers outside of the Wilderness Study Areas creates additional, unwarranted wilderness protection and unjustly prohibits certain user groups. Wild and Scenic River designations go beyond the protection necessary for roadless areas in the Chugach.
- 0464-011 - A few select areas must be designated for motorized and non-motorized recreational activities. Selected areas that have had traditional use patterns could be designated for a particular use, Not all areas of the forest need to be designated in this revision process. Areas that are selected for motorized and non-motorized uses need prescriptive monitoring programs to ensue future designations are well planned.
- 0464-012 - All Chugach Forest lands, including Wilderness Study Areas, that allow landings by commercial fixed wing operators must allow landings by commercial helicopter operators as well. Assignments which differentiate between types of aircraft are unfair and are not based on factual studies. - Aircraft access must be allowed wherever possible due to the lack of roads and alternative accesses.
- 0464-016 In closing, we implore the USFS to assist in providing more access to roadless areas of Alaska, specifically Chugach National Forest. The USFS must provide access to the benefit of all Alaskans, tourism providers, timber harvests, and oil, gas and mineral exploration and development.
- 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 inventory.
- 0467-007 Wildlife travel corridors should be positioned to link HCAs to aid in wildlife dispersal. Wildlife travel corridors associated with roads and second growth should be discouraged unless no other alternatives exist.
- 0467-011 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.
- 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.
- 0467-014 Increased boat landings on some beaches in Prince William Sound could disrupt breeding oystercatchers and foraging behavior of migratory shorebirds.
- 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 public lands,

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- 0473-004 Because of the proximity to Anchorage, and relatively easy tourist access by boat and existing roads, the forest should also continue to be a "recreation" forest where its immense scenic beauty in the shadow of the Chugach mountains and along the shores of Prince William Sound.
- 0474-004 Most People Ski in a BROKEN TRAIL (If they are normal) I ski more than I snowmachine by 100 hrs to 1 hr at least but AM GLAD TO SEE A Snowmachine to break trail. KEEP Closures Manitoba & Turnagain Pass split Delete Res Pass Wildlife Impacts of Snowmachine.
- 0474-005 Refer to studies of wildlife dependence on snowmachine trails in Yellowstone Park for travel to Feed AREAS
- 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.
- 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.
- 0478-003 It is possible to accommodate users of the forest without restricting access.
- 0479-012 The Forest Service needs to address transportation issues, including a transportation plan for the forest.
- 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.
- 0479-035 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.
- 0479-050 Chugach National Forest. Transportation: TWS would like the Forest Service to develop its own Transportation Plan in the revision process which would address all aspects of travel in and around the forest, including roads, marine highway systems, and motorized and non-motorized access and designated areas on the forest (motorized use includes cars, trucks, RV's, atv's, motorbikes, snowmachines, fixed-wing planes, helicopters, jet skis, airboats, and other powerboats, and any other motorized means of transportation), and developments within highway corridors that affect the forest.
- 0479-051 In addition, we want the Forest Service to work with the state and other agencies on the Prince William Sound Regional Transportation Plan so that the Forest Service can gain control over the level of projected use on the Forest, the impacts of that use and how the Forest Service intends to mitigate impacts of that use.
- 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.
- 0479-056 3) Copper River Trail/Road: TWS would like the Forest Service to address the long-term plans for and associated impacts regarding the Copper River Trail / Road in the planning process.
- 0479-057 Highway Corridors: TWS would like the Forest Service to address and develop policy in the revision process for the Chugach National Forest regarding limiting large-scale commercial developments to highway corridors.
- 0479-059 A Resource Report regarding motorized use on the forest, including a detailed map of zones or designated use areas, the policies for use of motorized access (i.e. where and where not, when and when not, and under what other rules motorized vehicles are allowed to operate), and impacts of motorized use, such as pollution and increased access, should be developed for the planning process. Motorized use, from our perspective, includes: cars, trucks, RVs, atv's, orv's, motorbikes, snowmachines, fixed-wing planes, helicopters, jet skis, airboats, and other powerboats, and any other motorized means of transportation.
- 0479-060 All motorized uses in wilderness areas should conform to ANILCA and The Wilderness Act, and the Forest Service should work on developing "Limits of Acceptable Change" regarding motorized use on the forest.

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- 0479-061 There needs to be a balance of motorized and non-motorized designated areas in both remote and more accessible areas, in all seasons -- fall, winter, spring and summer. The current situation heavily favors motorized use in the winter, and TWS instead would like to see equal opportunity for the two types of winter users. This can only be accomplished through the separation of users through either time or space zoning, and the 8 separation needs to be adequate in time or space to provide "Natural Quiet" for non-motorized users.
- 0479-062 The current ORV plan should be updated and incorporated into the Chugach Land Management Planning (CLMP) Process. Points Regarding Specific Types of Motorized Use:
- 0479-063 ORV's: ORV's should be strictly regulated not just because of noise conflicts but because they have the capacity to do substantial and unacceptable damage to the Forest. At the very least ORV's should be confined to existing trails that have already been designated for their use.
- 0479-064 Helicopters: Landings in the forest should be restricted to a small number of areas that are designated by the Forest Plan as possible landing areas. Permits should be granted for landing in those areas only after an appropriate level of analysis has been completed in compliance with NEPA. Permittees should be required to follow designated routes at designated minimum altitudes, and comply with other conditions established to minimize their impacts on "Natural Quiet," residents, cabin owners, other users and wildlife.
- 0479-065 Fixed-wing airplanes: Common sense monitoring and controls should be established and addressed in the Forest Plan.
- 0479-066 Jet skis: Jet skis should be strictly regulated and monitored due to noise conflicts, pollution and wildlife impacts, such as disturbance to loon nests, among other impacts.
- 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:
- 0480-004 Placer River should designated Wild and. Scenic and regulations should be developed such that air boat use is prohibited.
- 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.
- 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.
- 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.
- 0484-003 Apart from the practical benefits of the better roads, it is important to us that there will be continued "low impact" access to wilderness areas; that there are places to pull off the highway; places to park; places to walk from that are not all overdeveloped parking lots.
- 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 no "exploring" roads left open.
- 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.
- 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 Forest.
- 0486-002 It is particularly important to us that you not only keep the existing hiking trails non-motorized,
- 0486-003 but also maintain the restrictions of access of aircraft to lakes along those trails. Those of us who seek to further the Quiet Rights have a strong voice and would very much appreciate your support.

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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.
- 0487-007 8) A plan for collaboration with other agencies, both State of Alaska and national, to create non-motorized marine park areas and sanctuaries.
- 0487-009 10) A plan for keeping existing hiking trails non-motorized.
- 0487-010 11) A plan for restricting access of aircraft to lakes on hiking trails.
- 0487-011 12) A plan for prohibiting helicopters in wilderness areas and in wildlife sensitive areas. Minimum altitudes need to be established. 1
- 0487-012 3) A plan for prohibiting jet skis and airboats in the National Forest.
- 0487-013 14) A plan to severely limit ATV use. ATVs should be confined to areas where no surface damage will result and noise will not impact quiet recreation or wildlife. No new ATV areas should be opened. Current areas used by ATVs need to be evaluated for damage.
- 0487-014 15) In addition to a plan for fair and balanced non-motorized and motorized recreational use, a plan for topographical and/or temporal separation of snowmachine use from non-motorized winter recreation is needed. The current separation in places such as Turnagain Pass does not provide a sound barrier.
- 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.
- 0487-019 22) A plan that considers the known increasing harassment of wildlife by snowmachines, boats, and planes in assigning any areas open to machine use.
- 0488-004 4. Access - There is a growing need for increased access. Increased use by individuals, recreation, tourism and other commercial users has placed a great need on the importance of maintaining and expanding access to the Chugach. We need to protect, expand and promote roads, trails, landing strips, docking spots, and helicopter access within the Chugach. The plan should consider new access routes and locations along with increase motorized uses. This will allow the greatest number of users to enjoy the Forest and not limit the region to a small number of users.
- 0489-003 We are firmly opposed to any of the following activities in the Chugach NF: 4. helicopter tourism access 5. other motorized access, i.e. 4 wheelers, snow machines, etc.
- 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.
- 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.
- 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 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.

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- 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
- 0579-001 In addition to the above comments, I am particularly concerned by the proliferation of motorized forms of recreation and the effects that off-road vehicle use has on the forests, including creation of new trails, habitat degradation, erosion, conflicts between user groups, increased hunting and fishing pressure. I urge the N.F.S. to use Wilderness designation and Wild & Scenic Recreational River designation to allow the necessary management tools to help eliminate and mitigate the bad effects of motorized recreational use.
- 0654-001 I'd also like to see Resurrection Pass Trail - from Hope all the way to Seward, recognized as a National Historic Trail because it was used as a travel corridor by indigenous peoples moving between Prince William Sound and Cook Inlet.
- 0657-001 Please preserve maintain the extensive hiking trail system - Resurrection Pass from Hope to Exit glacier, Russian River trail systems, Johnson Pass etc. on the Kenai Peninsula.
- 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.
- 0690-001 -No new motorized recreation areas on the Seward District. Maintain current restrictions, and make the Resurrection a completely motor-free trail except for administrative use. -Expand hiking opportunities. Reconstruct upper Winner Cr. Trail
- 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.
- 0702-001 Restrict/Prohibit Jet Skiis on Kenai Lake and Bear Lake, and any other waterway that serves as nesting habitat for loons.
- 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 deteriorating existing roads
- 0712-001 Stop Cooper Landing bypass road that will impact Resurrection Trail.
- 0717-001 ban snowmachines from Carter/Crescent lakes
- 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 wind & especially helicopters. Don't allow helicopters 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.
- 0727-001 Mining - Remove all road blocks in the Resurrection Creek drainage. Build no roads trails or bridges for any timber harvest. Entire expense to the harvester all mines pay royalty for mined minerals.
- 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.
- 0775-007 Protect the forest for Quiet Recreation, as quiet areas have been rapidly disappearing with the abundant increase in snowmachines and ATV's.
- 0777-009 This practice is also inconsistent with the intent and purpose of ANCSA and the 1982 CNI Settlement Agreement, which was to secure for CAC the rights to lands and resources subject only to valid existing rights. The creation of new conservation system units, or de facto conservation system units through interim management practices, will impair or diminish valid rights granted to CAC under ANCSA, ANILCA, and the 1982 CNI Settlement Agreement, particularly when so much of CAC's land is adjacent to or surrounded by lands administered by the Chugach National Forest. For instance, under paragraph 8 of the 1982 CNI Settlement Agreement, CAC was granted a right of access across federal land to the Bering River Coal Fields. Several of the contemplated Wild and Scenic designations would appear to be inconsistent with prior rights granted under ANCSA, ANILCA and the 1982 CNI Settlement Agreement. The Forest Service must avoid protective designations or management practices that fail to acknowledge valid rights granted CAC under ANCSA, ANILCA, and the 1982 CNI Settlement Agreement.

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- 0777-013 Roadless Area, Wilderness Area and Wild and Scenic River designations all are intended to make access to inholdings and adjacent lands more difficult. The revised Forest Plan should improve access to accommodate not only legitimate uses of public lands but also uses of private lands within and adjacent to federal lands. ANCSA, ANILCA, and the 1982 CNI Settlement Agreement all provide for the conveyance of economically viable lands within the Chugach National Forest, subject only to valid existing rights. The study, recommendation, creation or management of new protective designations could conflict with CAC's rights by purporting to exact restrictions on its access to and use of its ANCSA lands. The Forest Service's protective designations and management practices must be in accord with valid rights granted under ANCSA, ANILCA, and the 1982 CNI Settlement Agreement. We believe that management planning should facilitate efficiency.
- 0777-025 its obligation under ANILCA to balance any land withdrawals with increases in access and development opportunities elsewhere in the Chugach National Forest.
- 0777-033 The Chugach National Forest Should improve the Public's Ability to Access Public Lands within the Forest With over 5 million acres of land, most of which is inaccessible except by air or water, and with clear and substantial public demand to use much of this land, the Chugach National Forest should be seeking ways to increase public access, both motorized and non-motorized, to meet that demand. With so much land available, the Forest Service should be able to accommodate all user groups.
- 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.
- 0777-035 The Forest Planning Team should consider providing enough areas forest-wide to meet the demands for all access needs, including designating the former Montague Island road bed as a non-motorized trail.
- 0778-001 In general, I support the Chugach National Forest Land Management Plan as it currently stands. Especially as it pertains to ORV use. ORV's should not be given access to any more Chugach National Forest Land.
- 0780-001 I wish to go on record that I do not want the State of Alaska to participate in the Federal Government's Wild & Scenic River Act, especially in the Forest Lands. I do not wish to see any further government control by another program on our rivers or forest. It is my belief that the natural resources of this state should be accessible to the people for development. Also recreational opportunities should be available to all on State and Federal Lands. I feel this program would begin to restrict those opportunities along with commercial opportunities. I feel that this program would further hinder the ability to develop our state by the people of this State in a sound manageable means. I believe in development with planning not restricting. In past dealing with the government agencies governing our timber industry, the different agencies do not work together, there is no common goal and the private individual wishing to develop an industry is mired down in governmental delays, paperwork and studies. I do not wish this to happen with our rivers so why add another program to be managed by a government agency. I do not wish to have our rivers and streams placed into this program.
- 0781-023 Transportation Planning: ACE urges the Forest Service to create a transportation plan on the Chugach that includes motorized and non-motorized uses on trails, roads, marine highways systems and other water corridors used for travel. There are several travel corridor-type proposals which would significantly impact the forest if carried through. ACE would like the Forest Service to work cooperatively with agencies compiling other transportation plans in order to be pro-active with the expected traffic increases in and through the forest.
- 0781-025 Further, ACE would like the Forest Service to come up with a transportation plan which abides by the agreements and guidelines set forth in the Seward Highway Corridor Partnership Plan (the expected completion date is January 1998).

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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 such areas.
- 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.

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- 0782-001 Over the last five years I have mountain biked extensively in the Chugach, particularly on Johnson Pass, Lost Lake, Resurrection Pass, Crescent Lake and many other wonderful and scenic multi-use trails. I have come to love biking on single-track trails much more than on dirt roads, just as I would rather hike/backpack on trails than on dirt roads. The single-track trails offer a much more intimate way of experiencing the wonders of the Chugach, tend to be more scenic, and offer a more challenging ride. As you are having town meetings to solicit opinion and input regarding the new Chugach Forest Land Management Plan, I ask that you keep the existing multi-use trails open to mountain bikes, as well as exploring the possibility of opening previously closed trails (to mountain bikes) to bikers. I would also ask that you investigate the feasibility of making new trails for multi-user purposes (bridal, bike, and hike). On the issue of access on trails, when I see trails open to horses but closed to mountain bikes I feel discriminated against. If the issue is one of impact, then trails should be closed to BOTH horses and bikes. If the issue is one of discrimination, then this discrimination should end and all single-track trails which allow horse use should also be opened to allow mountain bike use. Land managers are finding out that a mountain bike has little impact on a properly built single-track trail, and certainly has less impact than a horse. Some trails need to be closed temporarily to both horses and mountain bikes (and possibly to hikers) to prevent damage during wet conditions, but I see no reason to ban them permanently. Even though Mountain Bikes appear to be more closely related to motor cycles and 4WD vehicles than to hikers and horses because of their wheels, they are actually more closely related to hikers than to horses, motor cycles, and 4WD vehicles because of their low impact, their ability to be carried across fragile and sensitive areas, the ease with which they may pass and be passed on trails, and the fact that both hikers and bikers 'travel under their own steam'. At this time, I am not familiar with any changes the Forest Service has made in their designation, or if they have had that designation removed, of mountain bikes as 'vehicles'. If they are still set as such, I ask that you reconsider this designation, and open up more trails to mountain bikes.
- 0783-007 9. Access - A specific chapter should be devoted to access. All historic access throughout the Chugach National Forest should be shown on all maps. Access was historically, and remains today, an essential element in use of the forest. Without ports, roads, trails, and airfields use of the forest is limited to a very small part of the general public and only a small portion of the uses mandated by the Forest Service Organic Act. Roads and trails should be identified, numbered and a history of usage included for each. It is essential that historic access and historic activity be shown to insure that the public knows the history of the area. The Plan should define new roads that will provide access to meet the needs of logging, mining, and destination tourism. The Plan should include evaluation of keeping Logging roads available for the general public after the logging operations are completed. There is a tremendous need for access roads to meet the growing needs of the recreating public. There is need for more road access to help disperse the public activity on the Forest and reduce the current crowding. These same roads benefit both the recreational and commercial segments of the mineral industry. 10. Access for General Public - One part of the Chapter on access should focus on access needs of the general public. This should include motorized access for tourism of all types. A growing segment of our society involves the elderly and their needs for effective access must be considered. Many areas of this state are closed to the elderly because they are not physically able to stand the physical rigors of remote hiking and associated boating. It is not fair for these Americans to also be excluded from use of the Chugach Forest. The Chugach is located near several of the few population centers that exist in the state and the Chugach is therefore the most feasible area for providing effective access for the elderly segment of our society.
- 0784-004 Currently 98.8 percent of the forest is inventoried as roadless. Access into the forest is very important and roads built to access the timber should be maintained -- not obliterated -- to provide future access for recreational users, forest managers, and fire fighters. The Forest Service should incorporate a tourism strategy into the plan in order to accommodate growing numbers of visitors. Increased and improved access, including helicopter flight-seeing, landings, should be provided. Helicopter flightseeing and landings are among the most popular activities for Alaska visitors. Often helicopter access is the only means for handicapped or older visitors to experience Alaska's remote areas.
- 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.
- 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.
- 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.
- 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.
- 0795-001 1 Resurrection Pass, Carter Lk., Lost Lake Trails: alternate schedule so at least one of these areas is designated for non-motorized use at all times - issues of safety, noise pollution, exhaust pollution, and incompatible uses.

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- 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 on this issue.
- 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;
- 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 their noise pollution.
- 0801-004 4. Access - There is a growing need for increased access, Increased use by individuals, recreation, tourism and other commercial users has placed a great need on the importance of maintaining and expanding access to the Chugach. We need to protect, expand and promote roads. trails, landing strips, docking spots, and helicopter access within the Chugach. The plan should consider new access routes and locations along with increase motorized uses. This will allow the greatest number of users to enjoy the Forest and not limit the region to a small number of users.
- 0802-009 Also stop the road from the Copper River Delta to the Bering River coalfields which will cross over 100 salmon streams.
- 0802-010 Designate Quiet Areas: Establish a balance between areas available for motorized recreation and lands managed for the enjoyment of quiet activities.
- 0803-002 Please keep a good balance of accessible areas for non-motorized use.
- 0805-006 - Close some areas to motorized vehicles.
- 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 opposition.
- 0807-001 1) During our discussions on ORV use proposals and in comments to the Board of Game on this issue, we raised the issue of the impact of snow machine use on already stressed wintering wildlife. Snowmobilers can now go where even 10 years ago nobody thought of going. The main concern we raised was for Dall sheep wintering areas but I am sure that these same concerns should be looked at for moose, goats, wolves and other species.
- 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.
- 0810-005 RECREATION A. The wilderness and wildlife of the Chugach National Forest are as important to Alaskan residents as to visitors. Due to the proximity of the Forest to a significant portion of Alaska's population base, the Forest Plan must include the role of the motorized and non motorized private user in the future vision of the Forest. In order to get a complete picture of use patterns and subsequent impacts, the Forest Service needs to consider this growing demand on Forest resources.
- 0811-004 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. In light of the substantial acreage set aside for roadless and wilderness areas, we do not feel that additional wilderness is justifiable--especially when the areas might support forest management and the opportunity for positive socioeconomic returns.
- 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.
- 0812-005 CLMP alternatives should include withdrawal of the Nellie Juan - College Fjord Wilderness Study Area from wilderness consideration. The 1984 Chugach National Forest Management Plan included 1.7 million acres for designation in the National Wilderness Preservation System. Alaska already contains 57 million acres of federal Wilderness, 62% of all federal Wilderness in the US. In addition, Alaska holds 70% of all US park land and 90% of all federal wildlife refuge land in preservation. CLMP revision alternatives should address management of the resources in this area, with a goal to achieve maximum forest health and for the good of all potential user groups. - Baring action by the United States Congress, the 2.1 million acres managed for wilderness, especially alpine areas, should be made available to commercial recreational activities, especially wintertime

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- 0812-006 WILD AND SCENIC RIVER DESIGNATIONS: - Over 98% of the Chugach National Forest is roadless. Protection from physical alteration of rivers, such as dams or other construction, are largely unnecessary due to the inaccessibility of these rivers and lack of demand for great amounts of hydroelectric power. Several of the eligible rivers have had extensive resource exploration and development that have not hindered their eligibility. Today's emphasis on environmentally sound practices in resource developments are sufficient protection for all of these rivers. - Twenty Mile, Katalla, Martin, and Copper Rivers must retain development potential. Any classifications beyond recreational river status are unwarranted. All forms of access to these rivers must be protected for the majority of user groups, never the select few. Copper River Railway and the old Katalla River rail have RS2447 status as Alaska State right-of-way conflicting with wild or scenic designations. There should not be a protective status for the Copper River which nullifies Cordova citizen's right to road access. - Snow River, below Snow River Pass, should be designated recreational. Snow River above Snow River Pass could benefit from scenic or wild designation. An existing trail to Snow River Pass must be retained.
- 0812-008 RECREATION: Tourism continues to be a growing industry in Alaska. Tourists come to Alaska to see the largest tracts of public wild lands in the nation. Access must be provided for citizens to visit these lands while allowing other uses of Chugach National Forest to continue in unison.
- 0812-012 - A few select areas must be designated for motorized and non-motorized recreational activities. Selected areas that have had traditional use patterns could be designated for a particular use.
- 0812-015 - All Chugach Forest lands, including Wilderness Study Areas, that allow landings by commercial fixed wing operators must allow landings by commercial helicopter operators as well. Assignments which differentiate between types of aircraft are unfair and are not based on factual studies. - Aircraft access must be allowed wherever possible due to the lack of roads and alternative accesses.
- 0812-021 In closing, we implore the USES to assist in providing more access to roadless areas of Alaska, specifically Chugach National Forest.
- 0812-022 The USFS must provide access to the benefit of all Alaskans, tourism providers, timber harvests, and oil, gas and mineral exploration and development.
- 0813-010 8. Access and infrastructure development. The plan should be committed to improving and expanding the range of visitor experiences and opportunities in Prince William Sound. Diversity and geographic dispersal of visitor experiences and business opportunities should be considered in the planning and investment for resource infrastructure. Increased and improved access by trail, water and road is needed to accommodate the growing number of visitors and provide a variety of experiences. Access is also needed to meet the needs of an aging population interested in soft adventure travel or those with physical disabilities. 4 Historic access should be shown on all maps and future access for mining, timber, and tourism should be coordinated to the degree possible to provide multiple access use. Helicopter use and fixed wing, general aviation aircraft access should generally be allowed.
- 0813-018 13. The revised plan must address conflicts between forest user groups, such as motorized and non motorized use.
- 0817-007 Transportation Planning The plan revision must address and overall transportation plan which includes marine and overland highway corridors, trails, motorized and non-motorized zones and cumulative effects over a 10, 25, 50, and 100 year time frame. This effort should include cooperation with the Alaska Department of Transportation and other state and federal agencies.
- 0817-008 We also suggest you consider protecting existing trail corridors from impacts associated with resource development activities or new roads.
- 0817-013 ATV Access There appear to be problems with unlimited ATV use on the Forest.
- 0817-014 Particular concerns have been identified in the Cordova area and on Hinchinbrook and Hawkins Islands in Prince William Sound especially near wetlands habitats. ATV access should be limited in areas where habitat may be damaged or wildlife disturbed.
- 0817-015 It will also be important to provide some kind of zoning to separate motorized and nonmotorized recreation
- 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 habitats.
- 0817-018 Helicopter Flights Guidelines need to be established for helicopter flights within the Chugach Forest so wildlife are not adversely impacted by flightseeing. In general, helicopters should not be used as a viewing platform for wildlife.
- 0817-019 Air boats Air boat use is increasing in the Copper River Delta area near Cordova. There is a need to re-examine guidelines on their use in this area to prevent impacts to and displacement of nesting birds and other wildlife.

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- 0817-020 Birds Seabirds (albatrosses, shearwaters, petrels, fulmars, cormorants, jaegers, gulls, terns, alcids): Forty-five species of seabirds have been recorded in the Forest or on marine waters surrounding the Forest. Of these, 18 species are associated with marine waters and use upland areas above the high tide line to establish breeding colonies; predominant colonial breeding species include the Tufted Puffin, Black-legged Kittiwake, and Common Murre. Numerous colonies are located within Prince William Sound and 6 colonies are occupied by more than 5,000 individual seabirds. Disturbance to colonies caused by increased boat activity could negatively affect productivity and, over time, population size.
- 0817-022 Waterfowl (loons, grebes, swans, geese, ducks): Forty-six species of waterfowl have been recorded as winter residents or as spring or fall transients on freshwater wetlands of the Forest or on marine waters surrounding the Forest. The Copper River Delta provides critical habitat for breeding Dusky Canada Geese, which have declined dramatically in recent years, and important habitat for breeding Trumpeter Swans. Harlequin Ducks breed along streams throughout the Forest and the threatened Steller's Eider is a rare spring and winter visitant in Prince William Sound. Loon, grebe, and duck populations that winter in Prince William Sound number between 75,000 and 100,000 individuals. Increased boat activity in Prince William Sound could negatively affect foraging behavior of waterfowl. S
- 0817-024 Similarly, shorelines on northern Montague Island and Green Island provide critical stop over habitat for Black Turnstones and Surfbirds. Both of these sites qualify as Western Hemisphere Shorebird Reserve Network sites of hemispheric importance. The Black Oystercatcher population, a species on the WatchList 1996, numbers 800-1,000 individuals in Prince William Sound. Increased shore landings on some beaches in Prince William Sound could disrupt breeding oystercatchers and foraging behavior of migratory shorebirds.
- 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.
- 0817-035 Other mammals: Like brown bears, black bears, wolves, lynx, wolverines, and marten are also sensitive to increased human access from new road construction and ORV use in roadless areas from trapping, hunting, and displacement. Specific conservation needs of the above listed species must also be addressed across the entire Chugach Forest.
- 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 with additional road building.
- 0820-035 Transportation Planning: ACE urges the Forest Service to create a transportation plan on the Chugach that includes motorized and non-motorized uses on trails, roads, marine highways systems and other water corridors used for travel. There are several travel corridor-type proposals which would significantly impact the forest if carried through.
- 0820-036 ACE would like the Forest Service to work cooperatively with agencies compiling other transportation plans in order to be pro-active with the expected traffic increases in and through the forest. ACE urges the Forest Service to gain a level of control over Prince William Sound projected use by participating in the Prince William Sound Regional Transportation Plan.
- 0820-038 Further, ACE would like the Forest Service to come up with a transportation plan which abides by the agreements and guidelines set forth in the Seward Highway Corridor Partnership Plan (the expected completion date is January 1998).
- 0820-040 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

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- 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.
- 0820-042 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.
- 0820-043 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.
- 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.
- 0820-045 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.
- 0820-046 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).
- 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.
- 0822-002 More areas of the forest should be opened up for motorized access by the public by eliminating wilderness study areas, research natural areas and by avoiding designation of addition conservation system units such as wild and scenic rivers.
- 0822-003 An inventory of all access points within the forest that are capable of use by boat, wheel plane, float plane, helicopter, snowmachine, cars and four-wheeler must be made in conjunction with the plan revision if a balanced apportionment between various user groups is desired. Indeed, it is not possible to make sound, defensible allocations of use without good inventory data.
- 0825-003 I am very concerned about the impacts of the Whittier Road extension and the Bering River Road.
- 0825-005 A sensible plan separating motorized and non-motorized recreation would probably be valuable.
- 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.

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- 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.
- 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.
- 0829-005 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.
- 0830-006 CONTROL OF MOTORIZED USE (including aircraft), Allow for some quiet areas.
- 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.
- 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 health and well being.
- 0836-005 Eighteen species of seabirds are associated with marine waters and use upland areas of the Chugach National Forest, above the high tide line, to establish breeding colonies. Common colonial breeding species, include the tufted puffin, black-legged, kittiwake, and common murre. Numerous colonies are located within Prince William Sound and 6 colonies are occupied by over 5,000 individual seabirds. Disturbance to colonies caused by increased boat activity could negatively affect productivity and, over time, population size.
- 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.
- 0837-003 This issue is particularly severe in the area of Manitoba Mountain but is a potential problem for all areas having road or trail access with adjacent state land backed by upslope CNF property.
- 0837-004 - Increasing non-motorized uses. Areas that are easily road accessible should experience significantly increasing non-motorized use. Examples of potential conflicts occur on the Kenai River, Six Mile Creek, and Forty Mile River. Use of land tracts focuses on areas with popular trail systems, like the Resurrection Pass and Russian River/Lakes trails, with growing conflicts between mountain bike users and hikers. Coordinated planning of those areas involving state resources is important, especially each of the three rivers.
- 0837-005 - Increasing motorized use. Similar increases in motorized uses can be expected at the Manitoba Mountain and Resurrection Pass areas during the winter months, creating potential conflict with the non-motorized uses at Manitoba. During the summer, increasing off-road vehicle use can be expected on former mining roads or forest service roads and pressure for such use can be expected to increase in other areas of the CNF that are road accessible. Whether areas should be created for additional motorized uses may be a significant issue. DNR is especially concerned about those areas where state tracts adjoin federal lands.
- 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.

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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 the forest.

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.

0848-002 I have seen studies that 95% (approx.) of public lands on Kenai peninsula are open to snow machine use and snow machine lobbies are pushing for more. This is ridiculous and severely impacts those areas as well as increasing access to areas of wildlife, negatively impacting these ecosystems.

0860-003 Monitoring of protecting the forest in the face of increased access, protecting high impact sites

0860-010 Make all FS land open and accessible to public - hunting, fishing, camping, ORV use etc.

0860-014 Nice trails to views

0860-022 Improve access for visitors and recreation purposes

0860-025 Not lock it up so only the young and healthy can enjoy it. Keep open for seniors to enjoy with young and healthy

0860-028 Allow limited ORV use on Middle Pt., Montegue Island, Anderson to Shelter Bays, Boxwell Bay and Hawkins Island

0860-035 Allow ORV use on trails to allow access into Park-Public Access

0860-037 No trees and trash on all easy to access beaches

0860-038 All lands closed to public access

0860-042 Roads are built everywhere they can be afforded

0860-043 Recreation and Tourism area access is restricted

0860-044 All areas in PWS closed to ORV use

0860-046 No ORV use on public trails

0860-058 Ban motorized vehicles more than 1/4 mile off road and railways.

0860-067 No new roads

0860-072 Lots of roads Development without planning.

0860-075 Private lands locked to public access

0860-084 Access a few roads for public recreation Work together with Eyak land owners and develop the existing logging roads for public recreation

0860-085 Serving the people "Primitive" experiences easily accessible for everyone, not just those who can afford to fly in

0860-100 Motorized recreation in limited areas and strictly controlled

0860-102 Open areas to all recreation areas

0860-109 Areas designated for non-motorized activities

0860-119 Access for elderly, disables, more abled visitors

0860-123 Good trail and road access throughout non-wilderness

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- 0860-124 Helicopter skiing, hiking, and touring Some paved trails for wheelchairs, bikes, golfcarts
- 0860-127 Non "non-motorized" areas
- 0860-134 Road system expanded too much
- 0860-137 Kenai trails provide only "walk in the park" type opportunities,
- 0860-138 The number of acres of public, accessible land continue to be whittled down Lock up areas, limit access for potential development
- 0860-146 Closure of lands to some people because they don't have the "correct" vision
- 0860-158 Lands closed/highly restricted requiring permits, passes, tickets
- 0862-005 Limited access due to RR corridors by project development are we encouraging trespassing; create access points across RR so they do not walk along tracks.
- 0862-009 Plans for heli-access – consistent with motorized/non-motorized
- 0863-009 Plenty of moderate hiking trails
- 0873-001 Not allow airboats on 18 & 20 mile – allow on other tribs not accessible by foot from Highway an Alaganek boat ramp.
- This will reduce user conflicts, improve recreation experience of one group (walkers) now airboats about run you over in stream due to speed they are going and windingness of the stream.
- Sign these areas and let people know they have to stop at mouths of tribs at 18 & 20 mile.
- A few airboaters thinking they should be able to go anywhere and everywhere are obstacles to implementing a closure.
- 0873-004 Motorized and nonmotorized use on the CRD and Alaganik River tributaries is important to me.
- Use of airboats on 18 mile and 20 mile tribs into Alaganik River conflict with foot fisher people. Streams shallow – only 2 streams with fish accessible by foot from Hwy or Alaganik boat ramp. Can walk upstream, no need for air boat – disturb fish/muddy creek takes a while for stream to settle down and then they blast thru again.
- Do we have jurisdiction on "navigable rivers" can we limit motorized boat use.
- Allow motorized air boat on main river and into McKinley Lake. Can airboat to mouths of streams but walk from there airboaters views of going every place an airboat can physically go. Noise.
- 0874-002 Increased Use/Access to Forest Resources through tourism and other interest groups. As use and access to the forest increases, user conflicts will increase. The Forest Plan needs to address these conflicts fairly. The forest cannot provide everything for everybody, everywhere. Sustaining forest health must be the primary concern, meeting peoples needs should be secondary.
- 0875-007 Other Issues: We need a comprehensive transportation plan for the forest. We must take a cumulative impacts approach to all decisions, shouldn't we play larger role in next oil spill? What contingency plans do we have?
- 0876-002 Motorized Recreation vs. Non Motorized Recreation: I am a pro-motorized user and recreate on the forest. I do not want limitations or more restrictions imposed which would restrict me from enjoying the forest lands.
- You must consider Identifying areas to allow for other users or pointing out to other users areas that are already designated as such. Identify to users that limited travel by motorized vehicles is restricted to areas (illegible) and certain trails etc. are already designated as non motorized travel.
- 0876-004 Motorized vs. nonmotorized – designating areas which are in accessible to motorized us as such. Long term improvement. Improvement would help designate areas which are already limited but help users define these areas. Maps designating areas which are inaccessible to motorized use, color code for user group. Implement with local user groups. Funded with Forest \$, local Trail \$, National \$ matching Fed. Grants, local taxes on user groups, user fees.
- 0880-004 ? Look at a winter trailhead at the north end of Resurrection Pass- possibly also as a fee demo site
- 0880-009 Look at helicopter openings and closures on the Forest

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- 0880-010 ? Look at a hut to hut trail system
- 0880-012 ? To improve the motorized/non-motorized situation look at modifying the closure direction for Resurrection Pass and Lost Lake. One year the Lost Lake area could be closed to motorized use from 12/1 to 2/15 while the Resurrection Pass would be closed from 2/16 to 4/30. The next year the closure order would be reversed.
- 0880-013 ? Clear old road corridors for trail use
- 0880-014 ? Manage the south end of the Resurrection Pass trail area for roaded natural if the Sterling Highway is rerouted to the Juneau Falls area.
- 0880-020 ? Look at designating upper Palmer Creek as a primitive motorized management area
- 0880-026 ? Provide opportunities/direction for day hike loop trails along the Hope Highway, Grayling Lake area, and Stetson Cr. Trail.
? Look at need for openings/closing restrictions on mountain bikes.
? Develop open areas for ATV use. Examples may be the old Sterling Highway, old mining roads etc.
- 0881-005 P Motorized vs. non-motorized on Res. Pass Trail, Lost Lake (appropriate mix of uses/users, ie. horse, mtn. bikes, transportation plan, conflicts, experiences)
- 0881-012 P How to protect trails from other uses, activities
P What level of development for trails, where? New trails? To ROS? Cabins? Zoning? Stds/Guidelines. What level to upgrade for accessibility?
- 0883-002 I still like the idea of areas "untrammled by the aspects of man" yet these areas should be located where use could be limited or regulated. I am concerned about increased dispersed use and elimination of use in specific areas.
- 0884-002 I am concerned about Prince William Sound management given increased access.
- 0886-002 PWS is changing regardless of our actions – I do not think the agency is prepared for helicopter access, motorized/non-motorized affect wildlife and peoples values. Internal collaboration is weaker than it should be – it gives a bad impression to public.