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Comments:

I have lived in Southeast Alaska for about 25 years. I moved here for the beautiful views and the wilderness recreation opportunities. So, to me, roadless areas hold the most value as they are now, as refuges. The Roadless Rule, while maybe too stringent for some, did a fine job at keeping some of our wildlands wild.

Understanding that uses might be proposed in inventoried roadless areas, I share my views on some of those potential uses.

I would oppose building new roads for the following activities:

--Large scale logging. This use contributes few jobs to the overall regional economy, yet has been an economic loss for taxpayers, and continues to be expensive as restoration, thinning, and preparing for future sales in second growth continues. It also fails to recognize the high value of Tongass trees in performing the globally important ecosystem service of carbon sequestration.

-- Large scale mining. Unfortunately, the local mines have not yet demonstrated how to operate in a manner that is completely safe to the surrounding environment. Maybe in the future they will, but for now it does not seem a good tradeoff to pollute our wildlands.

-- Tourism. This is an important activity, but existing roads and the waterways provide enough access for tourism.

More trails should be considered.

I might support limited roading for the following activities:

--Subsistence harvest, especially by Native Alaskan communities.

--Viable hydroelectric power facilities.

--Keystone transportation. Limited connections of existing key road networks, especially near communities, for stated important transportation linkage (e.g. to connect a community with a ferry dock).

--A project of recreational and community benefit, such as a ski area.

Whatever is proposed, it's vital to have public input and involvement in all planning processes, especially in inventoried roadless areas.