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Organization:

Title:

Comments: I've lived in Yakutat for 51 years. Our economy has gone down hill badly. Fishing isn't what it use to be. Neither are air taxis. It's very hard and expensive to fly out to fish commercially, so we have the vast majority of the burden on the Situk system. A road to Dry Bay, from the Current end of the road at Harlequin would add access to more river systems for sport and commercial, and allow for more historical visits to the area. Most Yakutat people don't get to go there very often anymore. A road would also increase moose hunting and trapping in the area, as well as sight seeing. The roadless rule has stopped it for many years. To me, just clearing logs for a right away, and selling them to pay for the road makes sense. I would like to see the 3/4 mile road finished into Russell Fjord too for the same reasons. We used to be able to come around passed Hubbard Glacier, but can't do very safely now. We don't have much access for cultural or fishing rights. I can legally fish there, but I can't get there. Has never seemed fair. Building a road and a launch doesn't have to mean pave and condo it. For this reason I oppose the roadless rule and always have. As far as allowing logging in Tongass, I'd say half the kids in high school when I went to high school here were logger kids. It was a big part of our community. We need jobs for families. I am fisherman, I dont want to see salmon habitat destroyed, I'd like to see good safe buffer margins. And we'll built bridges, but an unsightly hillside is not the same as logging along a creek. I think it can and should be done where both economies benefit, and there is no damage.

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