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Title:

Comments: I am a glaciologist who co-wrote the glaciology report, Lead Naturalist Guide for Gastineau Guiding and guide on the permitted MGRA trails, cross country skier, hiker, and kayaker. So I use the MGRA heavily in the summer and winter months.

#### COMMENTS RELATED TO WINTER-RECREATION IMPROVEMENTS

I am a board member of the Juneau Nordic Ski Club and wrote most of the Juneau Nordic Trail Development Plan and conceived of the MMS.

I welcome the addition of alternatives 5, 6, and 7 to the MGRA Supplemental Draft Environmental Impact Statement (SDEIS). Important proposed changes in some alternatives have been made to accommodate skiers and the demands of the Nordic skiing community. The main skiing-related proposals deal with our plan of interconnected trails in the Mendenhall-Montana-Spaulding (MMS) area and obviously the MGRA is the crucial first part of our vision of having a 50 km ski race spanning MMS. These trails would enable skiers (and hikers and bikers) to encircle the entire Mendenhall Valley! These trails would be multi-use (non-motorized) and multi-season and fantastic improvement to Juneau trails.

The aspects of these plans address numerous skiing improvements that are in some cases different from Alternatives 1-4: Visitors Center area, Dredge Lakes, Lakefront trail, bridge over Mendenhall River, changes in the Mendenhall Campground, Skaters Cabin, West Glacier Trail ski loops, and connection to Montana Creek (CBJ) where a new CBJ-owned trail will hopefully be built.

I suggest that USFS employ a professional Nordic ski trail architect to help with the design of the various trails that are intended for Nordic skiing and other non-motorized winter use.

Visitors Center area:

Alternative #6 would include a separate potentially skiable pedestrian tunnel that would enable the MMS trails to connect with the Under Thunder trails.

Dredge Lakes area:

A skiable loop trail would largely encircle the outside of the Dredge Lakes area on the eastern and western sides and be located a bit north of the popular southern dog-walking areas.

Lakefront trail:

Alternatives 5-7 has the trail meandering on and off the lake front in efforts to protect vital habitat areas which is ok as long as it is 12-14 feet wide enabling grooming equipment to make a skate lane and classic track..

Mendenhall River Bridge:

Alternatives 5-7 include this vital link to the Mendenhall Campground. This is a high priority.

Mendenhall Campground:

Alternatives 5-7 reduce the number of new cabins to four (from five) and include improved cabin-access trails that would encourage pedestrians to avoid our groomed trails.

Skaters Cabin:

Two additional parking lots would at least double existing parking which is needed on busy skiing days.

West Glacier Trail ski loops:

Alternatives 5-7 mention our proposed high loop ski trail, but alternatives 2 and 3 mention high and LOW ski loops. We would like to see improvements to the lower trail to make it groomable in addition to the high trail to make a full skiable loop. And we wish to emphasize a spur trail in the southwest corner (Tolch Rock spur) of the MGRA connecting to the proposed CBJ Montana Creek trail.

#### COMMENTS RELATED TO SUMMER TOURIST AND RECREATION IMPROVEMENTS

##### Welcome Center:

I think the center should be sited preferably in the rock below the visitor's center in Alt 6 especially if it is closed all winter. Alternately, the longitudinally design in Alt 5 would spread people out more but impact the pond and pavilion which I dislike. I think both designs would have people packed into the lakeside end of these buildings on rainy days. I think an east-west layout with windows on the lake side would better suit tourists on rainy days but at the cost of impacting more lakefront. The center in Alt7 is just a bad idea as there are no views of anything.

##### Parking:

I do like the parking and bus loop layout of Alt 5.

##### Shuttles:

THE USFS SHOULD WORK WITH CBJ TO CREATE A LIGHT RAIL FROM THE DOWNTOWN DOCKS DIRECTLY TO THE MGVC.

Unless the battery operated circulator shuttles from the bus lot are very easy to embark-disembark with no steps (think bus rapid transit or light rail), I think they are a bad idea because it would add so much time for these low mobility tourists in many cases.

##### Seasonal Boat Dock and 49 passenger electric boats:

Yes I support this idea.

##### Remote wall tent visitor center next to or near glacier with associated trails:

Yes I support this.

##### Maximum capacity:

I support the plans in Alt 5 and 7 that allow for 1 million visitors. This number might be too small because cruise ship numbers are growing so dramatically.