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Comments: I appreciate your time, detail and information as there is a great range of alternatives.

Motor Boats- I am not a big fan of the motor boats on the lake, but if it is a must

1) I strongly oppose gas or diesel motor boats. The Mendenhall Glacier and the Juneau Icefield among many glaciers are in rapid retreat due to the impacts of climate change. If the USFS is increasing motorized use they should think long term vision and alignment to use renewable resources and preserve not only the air but sound quality with electric motors.

2) Designated Hours of motorized boat traffic such as 8:00am to 5:00pm. This would allow the public but also outfitter and guides to offer self propelled kayak/canoe trips on the lake in the absence of motorized vessels. This would add an opportunity for quiet enjoyment and value.

3) If boats are being used to transport public, the USFS shall provide adequate garbage, bathroom, and medical response team. There are enough search and rescues conducted with the West Glacier trail and increasing the amount of people there there are going to be more incidents. The current MGVC is front country and on the road system while by the glacier is not on the road system and would be a different medical and timely response.

Buses and transportation- All buses and commercial transportations should be able to make a loop and drop passengers off without creating congestion. Parking and backing out creates increase traffic, potential accidents, and the reverse beeping of the buses near the visitor center or other public facility or viewing platform is distracting and an unpleasant sound.

Having remote bus and commercial drop off and parking is preferable. It would create a better experience near the visitor centers and viewing platforms along steep creek. Alternative 6 is the only alternative that has a shuttle circulator. More alternatives should be explored that have shuttle circulators such as alternative 5. Commercial and bus parking and drop offs should be more remote due to the volume and constant traffic. There should be more space for people, resource and less loud noisy vehicles. Electric shuttle would be quiet, safe, have less impact yet still provide transport to those that need it.

I appreciate the wildlife corridors/passageways on the roads and trails. Crating less bus and commercial traffic away from these areas would decrease the stress on the resource. I do support the wildlife corridors but I must admit that I am in support of the trail connecting the MGVC and West Glacier area whether it be along the lake front or other route. Which ever route it takes it would be important to be multiple use such as use by foot, bike and ski.

Welcome Center, I can say there are many positive and negative attributes for all alternatives. I see the importance of not over developing the lake front, but also recognize how nice the current visitor center is with the view of nugget falls, mendenhall glacier and lake. What is going to be the ideal scenario and location of the welcome center when the glacier pulls out of the lake and becomes less of a prominent view?

I would like to say more but these are my primary concerns and comments at this time.