

As someone who has been riding the CNF since i was about 10 years old I've ridden everything that has been open to motorized users; Whittier, Turnagain pass, 20 mile, skookum, placer, nelly juan Johnsons pass, lost lake (all three access point) Resurrection pass, and summit lake. I STRONGLY disagree with options c and d. As I read over the plans I agree mostly with B but with some minor changes. I have ridden out of state in places like British Columbia and I believe they have a good system where they use old logging roads as corridors to their riding areas. Winters are warmer which means less snow down low, and with snow machines able to go twice the distance as snow machines from the early 2000's It would benefit everyone to have more corridors like they have for Nelly Juan to reach higher elevations.

I would like to see MILLS CREEK rd. as a corridor to back in to mills creek valley as no non motorized users use this valley all winter because its too far. Also CENTER CREEK in Johnsons Pass would be an awesome corridor to get back into that valley as its also to far for non motorized users to get back there and ultimately is not used by anyone. As well as SILVERTIP CREEK as a corridor to back in silver tip creek valley. Just like the Nelly Juan corridor i believe we could use the snow river as a corridor to PARADISE VALLEY and could get use out of the forest cabin in winter use just like I have used the forest cabin up placer river.

Thank you for your time,
Luke Nokelby