

I want to start off by thanking the Forest Service for allowing me the opportunity to comment on the upcoming Forest Plan Revisions.

My name is Patrick Carpenter and I have lived in Anchorage, Alaska my entire life (31 years). I have grown up utilizing the Chugach National Forest. This includes hiking, biking, skiing and most recently snowmachining.

As I have learned to ride over the past two years I've been able to utilize the riding areas of Skookum Glacier/Placer, Turnagain, Johnson Pass and Lost Lake and enjoy their breathtaking views and heart racing terrain. As my skills improve I hope to access more areas available to snowmachine use including Whittier, Summit Lake and Valdez.

Of the plan revision maps, option B is my preferred option, although through discussion with my fellow backcountry enthusiasts we have suggested a few amendments to option B for consideration:

- 1). Include a motorized corridor up the 20 mile river. I have heard that the corridor will remain on all maps but this must be shown to avoid any confusion in the future.
- 2). Ensure the ice fields surrounding Whittier and Blackstone bay are accessible from the town of Whittier, into ANILCA acreage. I have heard this area called a "mini-Valdez" with expansive terrain that is much easier to access for those of us in Anchorage.
- 3). Include the Valdez/Cordova area shown in Option C as motorized access in option B. This area is difficult to access from Anchorage during a weekend trip but the landscape is awe inspiring and would provide an economic boost to Valdez with the need for accommodations and gas purchases.

It is clear Options C and D would significantly impact my favorite areas on the Kenai Peninsula such as limiting Lost Lake area, removing Whittier access, and further restricting Johnson Pass, and Resurrection pass areas.

I believe the relationship between motorized and non-motorized communities have improved over the past few years with better communication and more crossover backcountry enthusiasts and would hate to see this new Forest Plan revision create a new rift between the two.

I believe reducing motorized access will have several unintended consequences...

Snowmachining allows those who don't have the ability to hike all day for one ski lap to access the magnificent mountaintop views and get one or more backcountry ski laps in. It also allows those experienced in backcountry skiing to access more acreage and get several laps in a day. Snowmachining has a positive impact on our economy as well. We support our local dealers, every weekend during the winter me and my friends drive to riding areas South of Anchorage, enjoying meals in Girdwood, buying gas and occasionally renting cabins such as Lost Lake or Spencer Bench. Making it more difficult to access areas closer to Anchorage will significantly reduce my time spent in CNF. I rely on the close proximity of the CNF for after work spring riding opportunities. Reducing access will force us to drive 3 hrs to the nearest riding areas in Petersville and Eureka. With the limited amount of daylight in winter, driving 6 hrs to ride for a day is often time prohibitive.

Once again I appreciate your thoughtful consideration of my comments and look forward to a revision plan that benefits motorized and non-motorized users alike.

Thanks,

