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Organization:

Title:

Comments: Hello and thanks for taking my comment into consideration.

I recreate in the Chugach mostly in the winter as a snowmachiner (snowmobile for out of staters) & skier via snowmobile. I primarily access as a motorized user as that is how I enjoy recreating. I do also fish and camp in CNF from time to time.

The motorized areas I access include:

Turnagain Pass,

Johnson Pass,

Placer River Drainage (Skookum Glacier, squirrel flats, and near Spencer Glacier),

20 Mile,

Whittier,

Nelly Juan,

Lost Lake (all trailheads),

South Fork of Snow River,

and various other motor friendly spots my friends lead me to

I access these areas from the time they open (frequently on opening day) until closed by the FS. Basically, all winter & spring. Due to my constant use and travel, I frequently grab cabin rentals (FS Spencer Bench Cabin) and stay at hotels like Alyeska, Anchor Inn (whittier), and Seward Harbor 360. I spend more than I'd like to admit on getting to these areas and snacks for when I'm in the mountains. I buy sleds and gear in local anchorage dealerships and mom/pop type motorsports stores (A2D Motorsports / AMDS / Blue & Gold / Powder Hounds). I estimate my yearly economic impact to be between \$10,000 to \$17,000 per calendar year - directly attributed to my use of Chugach National Forest.

I'd like to see more Winter areas that allow motorized access and corridors leading away from non-motorized areas to remote areas that are under utilized by designated user group(s). One of the areas that comes to mind is the Mills creek drainage near Summit Lake. The mining road would be a perfect corridor (this is very common in British Columbia & seems to work well). This corridor could go from the Seward Highway just north of Lower Summit Lake to approximately the mouth of Timberline Creek which would put motorized users well beyond where our non-motorized friends recreate. I believe that potential corridor leads to an area that is already considered "rural". Snowmobile access to these upper valleys are approx 10 plus trail miles away from the highway - this specific and type of corridor could also help reduce congestion and conflict issues in other areas while letting a larger amount of people access this underutilized public land.? Another area I'd like to see have a motorized corridor is from Whittier area to Blackstone bay. Again, that corridor would alleviate pressure from other areas due to its extremely remote location. I'd also like to mention the corridor into 20 mile - this is awesome, please keep it as is. Opening up or creating access corridors to remote areas are something the motorized community would like to see happen & would benefit all user groups.

If I am understanding these suggested plan alternatives correctly, I would push for something along the lines of B. Plan C & D aren't acceptable as I only access the Chugach via motor and they will further limit my access.

We do not need any additional wilderness designated areas. If anything we need the reverse. Access is already limited, boxing everyone into smaller and smaller areas isn't only frustrating, but downright wrong and creates new problems. The 1.4M acres recommended in 2002 should be held as is with no additional designation(s). If

new wilderness designations are made or recommended, I would oppose those changes.

As climate change grips our beautiful backcountry, the winter users are the first to see the impact. Specifically, these alders are completely out of control and I wanted my comment to reference this issue because in the past several years i've ran into "alder-road blocks" that prevent me from accessing motorized areas (and i've heard the same from non-motorized users) and the available forest plan(s) do not bring solutions forward that address this issue - that i have seen. I read a study that stated alders are intensifying and becoming dominant in areas where vegetation previously didn't exist. Maybe this part of the natural process of de-glaciation, but cancer is naturally occurring but that fact alone doesn't make it suck any less. Motorized and non-motorized users are becoming victim to the alder. We need corridors that lead to higher elevations that are alder free as they are limiting (all user groups) access.

I would also like to make note to new sled technology. They are quieter, cleaner, and can go further. This has lessened the already tightly controlled impact of motorized users on the forest. The quieter aspect is also something the non-motorized users appreciate.

Again, thank you for reading my comment and taking my thoughts into consideration. I look forward to the next steps while being part of the process.