

Data Submitted (UTC 11): 10/26/2018 8:00:00 AM

First name: Jeff

Last name: Dennis

Organization:

Title:

Comments: Please see attached Word Document.

I appreciate the opportunity to submit comments so that we can have a voice in any forest designation changes.

I was born and raised here in Alaska surrounded by outdoor enthusiasts. Whether that be dirtbiking, mtn biking, hiking, snowboarding, or snowmobiling. I began enjoying the Chugach at the ripe age of 7 when my Dad would take me with him to ride in Placer. Sometimes dropping me off while he rides and I built snowmen.

Growing up I've gone hiking, mtn biking, and fishing countless times in the CNF and now as an adult I snowmobile roughly 4 days a week for 7 months out of the year. I run a guiding business to people all around the world and hoping to branch my guiding area out to the CNF in the near future. With breath taking views and aggressive terrain, the CNF holds some of the most epic sea to sky features in the entire world.

I also spend quite a few trips a year riding outside, in British Columbia, Wyoming, Montana, Idaho, etc. It is standard in those locations for motor enthusiasts to utilize corridors to get into the backcountry and also serves another purpose of separating the non-motorized users as well. Since they commonly don't travel but 3 miles away from the parking lot. This should be a practice that we need to start using.

With the advance in technology, sleds are going further, going quieter, and going safer than ever. We no longer are stuck at the base of Turnagain. Technology has involved in other ways as well, with the ability to now carry your boards or skis on the tunnel of the sled. I'm seeing a huge push from dual sport enthusiasts where they are using sleds as a means to go where they want to ski/snowboard.

I don't want to see anything close to Alternative C or D and would actually like to see an alternative that places strategic avenues for sledders to gain entry to the backcountry. Such as Mills Creek, access corridor from Whittier to Blackstone Bay, and Center Creek.

I ride up and down the CNF, Lost Lake (Primrose, Firehouse, Cooper Landing), Nellie Juan, Johnsons, Lynx, Turnagain, Placer, Skookum, Squirrel Flats & surrounding areas.

The trails that are left behind by snowmobiles have little to no consequence to the environment and actually provide a means for entrance and egress to all 1st responders. Whether the emergency is for a motorized user or not. Cross country skiers commonly use our trails along with the fat tire bike groups. It stands to reason that if motorized acreage is cut back that you would be affecting far more than just the sled-based group.

Furthermore, the economic impact of reducing the motorized riding areas further from what we already have could be potentially catastrophic to local companies.

Every single day that I ride in CNF my buddies and I stop at Coast Pizza for dinner. We stop at the Girdwood Gas Station for fuel, drinks, and snacks in the morning. We pick up parts from dealers at night so we can head back down the following day. We get room and board in Seward to stay the night. We buy groceries in Seward if we are camping out. The list is endless and I am just one buyer of many that basically has the exact same spending habits.

I want the forest to expand motorized use. DO NOT close off more areas. DO NOT label more acreage WSA.

DO create motorized corridors to help keep the peace between factions. DO listen to the heart felt comments of myself and my comrades and not those of the form letters from out of state folks.

I stand for option A and only option A with the following modifications:

Corridor for Center Creek, Corridor from Whittier to Blackstone Bay, Corridor for Mills Creek.

Crescent Lake area north of Kenai lake changed to Semi-primitive winter motorized use allowed.

Any form of Options C or D with any amount modifications made to them is 100% unacceptable.

This sport is evolving, and if we don't evolve with it then we stand to be left with nothing but old stories to tell our future generations. [ldquo]Of what was once the greatest forest to ride in Alaska. [ldquo]

Thank you for your time.

Sincerely,