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First name: Ricky

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Organization:

Title:

Comments: To whom it may concern:

Thank you for taking my comment into consideration.

I was born and raised in Alaska. My family has always rode snowmobiles and spent a large amount of our time outdoors. Frequently in the CNF. So I have been utilizing the CNF for just about my entire life. From snowmobile use, hiking, snowboarding, and camping. I strongly urge the continued use of motorized use for as much of the area as possible, to include opening some areas not currently open. The areas I frequent the most would include; Turnagain pass, Johnson pass, placed river, skookum glacier, Whittier, Nellie Juan, trail lake area, carter and crescent lakes, and all areas of Lost Lake. 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 to the previously mentioned areas, I spend more than i'd like to admit on getting there, to include lots and lots of fuel and snacks for when i'm in the mountains. I buy sleds and gear in local anchorage/wasilla dealerships.

I would like to see the USFS seek funding to improve trailhead access to many of the current riding areas. There is no denying that at the lower altitude levels, rideable snow has been coming later and later in the year. Often adequate snow levels for snowmobile access are a mere 500 ft in altitude above current access points. I think it would be beneficial for the USFS to consider building trails that could sustain snowmachine traffic in times of low snow levels to access adequate snow at higher elevations. This could consist of a 4' wide gravel trail with tree removal alongside of it to allow more snowfall to reach the trail surface. In the summer months this also could greatly improve handicap access into the forest.

I would also like to point out recent snowmobile technology. They are quieter, cleaner, lighter, and can go further with far less impact than years past. This has lessened the already tightly controlled impact of motorized users on the forest.

Considering my own, and many other examples fellow users have presented in their letters, I would highly encourage the CNF staff to consider implementing Alternative B going forward.

Again, thank you for reading my comment and taking my thoughts into consideration.

Ricky Bailey