

Data Submitted (UTC 11): 10/30/2018 6:16:32 AM

First name: Brandon

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Organization:

Title:

Comments: To Whom it may concern,

I was born and raised in Anchorage, and plan to remain in Alaska for the rest of my life. I have been recreating in the CNF my entire life first with my family, then as a young man, and now with a family of my own. I grew up with a family of skiers, we were primary non-motorized users. I discovered the capability of modern snow machines in 2005 and have been hooked ever since. Once I figured out how to combine skiing with snow machine access, I was completely addicted. I want my children to be able to experience the same high, not just hear my stories about where we used to be able to enjoy.

The CNF has been my "go to" area for winter recreation for the last 20 years the last 15 of which in motorized areas. These areas I recreate in, Placer Valley, Lost Lake, Turnagain/Johnson pass, Snow River, and Whittier are nothing short of incredible. The thought of losing motorized access to any of these places deeply saddens me and all of my people I enjoy them with, you could never get to most of them without a snow machine.

The environmental impact of modern snow machines is minimal, the economic impact on the other hand is huge. The snow machine industry is big business in Alaska, dealers, shops, lodges, and others depend on the snow machine crowd. In my experience we spare no expense to ensure we have an amazing time. Lodging and food along the way to recreate in CNF is very important to local businesses and snow machiners carry them through the winters.

With the impacts of climate change, and increased popularity of the sport, our riding areas in CNF are getting more pressure. Loosing areas and acreage will pose safety concerns with more people crowding into the same areas. Non-motorized users have the same rights as we do to recreate undisturbed, however they rarely travel more than 10 miles from a roadway. I think we currently have a pretty fair balance between the two groups. That is why I am supporting plan B with possibility for slight modifications to suit both groups best.

The best idea I have, to help maintain coexistence in the CNF

-Stock dB level muffler/silencers required on all off-highway vehicles operating in CNF

No skier, split boarder, snowshoers, or even snow machiner wants to have their experience tainted by loud vehicles. With modern snow machine technology this can be achieved. Just a thought, I don't know if enforcement is even possible.

Thank You for your time and efforts

Sincerely

Brandon McBride