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Comments: Looking over the Maps I question the snow depth models. Starting on asphalt or a dirt road surface 3 to 6 inches of packed snow or ice is sufficient for accessing the higher country. Getting off trail a snowmobile needs 1 foot of powder. Because of global warming and our wetter snow. It is fairly dense after one night of freeze and snowmobiles don't sink like your cold or dryer area is out of state. As a snowmobiler I self police myself. A simple twig or branch can wreak havoc have a key inside your frame rails with your track. From the gate initially from the high density of traffic can make it slushy and last five or six inches. More careful riding is used to get up high to where the snow is colder and deeper. If snowmobiling is restricted to one or two key areas the snowmobile traffic could wear down the snow and make it turn into a harder packed form. A few others along with myself turned in physical maps showing the areas that we use. Please go over those. It would be difficult for snowmobilers to know where any given line is at. Boundaries should be made up at the top of peaks or on ridgelines. At the top of the ridge line 10-20 feet on top would give us enough area to stop turn around and go back down the slope. Also connecting Valley's like for instance Herring Creek Loop over to Eagle Meadow and then Eagle Meadow to Long Valley are great areas to access. Also from Long Valley up and over to the lower side of relief reservoir and haypress. Also concerned with end of year in late spring riding. I noticed on your Maps that bear Valley Dodge Ridge and the top of the pass we're showing off limits. Those are wonderful areas to get together at the end of the year with friends and family and good weather. I look forward to every spring to bring up my wife and my children so they can experience a fair weather time of enjoying the sport.