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Organization:

Title:

Comments: To Whom it may concern,

RE; Chugach Forest Plan Revision #40816 (plan B)

I was born and raised in Anchorage and have spent my entire life recreating in the CNF, I spent my childhood hiking, camping, fishing, rafting and exploring the Chugach foot hills along Stuckagian Heights and Prospect Heights. Starting in the early 70's our parents took us alpine and cross-country skiing at Alyeska, Portage, Turnagain Pass, Johnson Pass, Hope and Summit Lake. We also enjoyed snowmachining at Turnagain Pass, Summit and Moose Pass on those old family owned snowmachines.

In my 20's I couldn't afford the luxuries of ski passes and motorized snowmachines for winter recreation, so we hike skied a lot when we could. In my 30's I had become financially secure and began to enjoy motorized snowmachine use again, snowmachines began to advance in technology and we could start accessing higher and more advanced terrain, go further and get off trail into untracked snow. I have and continue to enjoy motorized winter recreation via snowmachines, it has become more of a passion than a past time hobby, I continually purchase new snowmachines as the technology in chassis design, clean motor emissions and noise reduction advance. I have invested a great mount of my income in snowmachines, trailers, tow vehicles, gear, registrations, snowmobile club and association memberships and avalanche education and training over the years since becoming a snowmachine enthusiast. As I'm now in my 50's I cannot hike, climb or ski any longer and depend on my snowmachine to access the CNF. I'm a shift worker on the North Slope and can ride every day of the week on my R&R's.

I'm going to concentrate my following comments to motorized use only, as I don't see that any non-motorized use of the CNF is being threatened with exclusion. I do not support losing any additional acreage for motorized use. I would like to see motorized use acreage increased in the CNF as snowmachines are getting quieter, more fuel efficient, cleaner emissions and capable of covering more terrain. Plan B or Map B seems to fit my usage the most, I do not support plan C or D.

I enjoy riding Blackstone Bay area via Whittier, this is a favorite destination that's close to home and easy to access. The terrain is challenging and the views are breathtaking. I ride with groups of friends here and participate with the local city council to develop and promote winter recreation trails and access points.

Twenty Mile snowmobile corridor, I've only partially ridden the Twenty Mile Trail, conditions have prevented me from making it all the way back to the head of the valley, but I'm hopeful I'll make this journey soon.

Placer Valley Drainage, I like to access Skookum Glacier, Squirrel Flats, and the high traverse into Grandview via the avy chute at the base of Spencer Glacier. Parking is limited in this area at peak usage times, especially when the coffee stand parking lot is closed or not plowed. The low altitude and warmer weather in the past few years limits access to the snow fields at higher elevation. A developed raised bed road or trail would add access for both summer and winter users to the good snow at the head of the valley and higher elevations. Too many summer and winter users illegally access Spencer Glacier via the RR tracks due to the lack of an established road or trail.

Turnagain Pass. This has always been a great area to ride, the up-track to Seattle Ridge used to be only doable during spring hard pack conditions, but newer snowmachines have no problem navigating this track in any conditions. There is plenty of area to ride on the backside of Seattle Ridge, the various bowls and ridges are

world class and well known nationwide due to the popularity of films like 2SCS and Turnagain Hardcore. This area is also a focal point for avalanche forecasting and training. It's also a good example of an area where both motorized and non-motorized recreation can coexist. We are seeing more and more skiers and boarders using snow machines to access the mountains and snow fields out of reach of the highway and within hiking distance.

Johnson Pass, this area is fun to explore, lots of terrain to challenge your riding skills. Alder over growth is becoming a problem, especially in low snow years. A motorized corridor is needed to access Grandview from Johnson Pass, there is no way to access it through the non-motorized designated area in Center Creek.

Resurrection trail, I've yet to ride here, but I'd like the option to ride there some day in the future.

Moose Pass, I ride the lake, river drainage to Trail Glacier, and accessed Grandview from Trail lake. Accessing this area would not be possible without the use of a snowmachine. This access point to Grandview is often not possible in low snow years or warm weather periods, there needs to be other high altitude motorized corridors to access Grandview - like through Johnson Pass/Center Creek for example.

Snow River corridor to access Nellie Juan. Access can be challenging with periods of open water crossings, impassable alders and icy conditions in the pass, but once you get there its always great riding and scenery. Also, not possible to access without a snowmobile.

Lost Lake, terrific high alpine riding and views of Resurrection Bay. The trails at Primrose and Firehouse are narrow, single track, bumpy and at times icy. Parking is also limited for the number of users on weekends. The trails need to be improved for safety and to receive adequate snow coverage at lower elevations. Access is often closed due to poor snow coverage at just the trailheads - even though there is very deep snow just hundreds of feet further up the trail. The trails are so narrow it is difficult and dangerous for shared users of the trail, there are areas where there isn't even room for a sled and skier to pass without either one or the other getting off trail and stuck.

It's too bad the forest service doesn't give the same amount of attention and improvements to motorized users as it does for non-motorized users. Trail development for hiking trails, boardwalks, bridges and parking lots for those users is far greater than what is done for winter motorized users. The development and maintenance of snowmachine corridors, low elevation trail head maintenance and parking lot clearing are lacking. Snowmachine clubs and users would volunteer to do the work if it was allowed to happen.