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Organization:

Title:

Comments: Hello,

I am writing in my support for maintaining, or expanding, motorized access in the CNF. In particular, these comments are in regard primarily to winter snow machine access.

Of the plan revision maps, option B is my preferred option, although I would like to submit the following for amendments to option B for consideration:

- 1). Include a motorized corridor up the 20mile river.
- 2). Ensure the ice fields surrounding whittier and Blackstone bay are accessible from the town of Whittier, into ANILCA acreage.
- 3). Consider including the Valdez/Cordova as motorized access in option B. This would potentially allow heli-ski operations to increase permit areas allowing for more, and potentially safer options, depending on the snow conditions.

I moved to Alaska in 2011, and the Chugach National Forest plays a strong part in why I ended up staying in Alaska. Recreating in the CNF, whether skiing, hiking, or snowmachining, is an experience few other places in the world offer. I feel fortunate to be able to access areas via snowmachine that otherwise I would not be able to see and explore.

As both a back country skier, hiker, and avid snowmachiner, I can state that the mutual respect and understanding between motorized users, and non-motorized users continues to improve year on year. Especially with improvements in machine technology that allows for recreating beyond the accessible acreage of most non-motorized users.

In my opinion, maintaining or expanding motorized acreage in the CNF comes many benefits including enhancing many motorized enthusiast Alaskan's lives, as well as bringing economic benefit to many hub towns such as Girdwood, Whittier, Moose Pass, Seward, and Valdez. Purchasing fuel, lodging, supporting local dealerships, guides, etc, all bring benefit to these areas.

With modern snowmachine technology, the range, accessible areas, emissions, and noise all continue to improve on a yearly basis. The areas which we can now access far surpass the mileage typically possible from ski touring, snow shoeing etc. For the reason, motorized corridors to more remote areas make a lot of sense, and are something I fully support. Corridors such as 20mile, south fork of snow river, whittier access to the surround ice fields, are all excellent areas of how these corridors work well.

Options C and D would significantly impact some of my favorite areas on the Kenai Peninsula such as limiting Lost Lake area, removing whittier access, and further restricting Johnson Pass, and Resurrection pass areas.

With warm winters of late, many areas often remain closed until late months of the winter, or don't open at all. This results in a more concentrated motorized population in limited areas, potentially coming with safety concerns such as increase in 3rd party triggered avalanche likelihood.

In summary, motorized recreation is a deep passion of mine, and something that I would certainly be devastated to lose, for both myself, fellow enthusiasts, and future generations.

Thank you for your consideration of maintaining, or expanding, motorized acreage in the CNF revision plan.

Thank you,

Corey