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Organization:

Title:

Comments: To whom it may concern

First I want to thank you for your time!

I grew up in southern Michigan. I have always loved being outside. My parents bought my brother and I our first snowmachine soon as we could push a throttle. As we got older my parents started traveling more with us. Taking us riding all over Michigan, Canada, Wyoming and Montana. It was what we did as a family during the winter months. Both of my grandpa's got me into hunting and fishing when I was younger. Whether it was hunting, fishing, snowmachining, wheelers, whatever it was we were outdoors enjoying nature together. As it came time in my life to make a decision about my direction I started reading and watching videos about Alaska. It was a dream to go there one day and do all these things I love. I knew college just wasn't for me. I always had problems in school but I work hard and I am good with people. Then out of nowhere in 2001 at the age of 19 I got a job offer to work for a hunting outfitter in Alaska's Chugach National Forest! I jumped on it. Not too long after that I packed everything and moved to Alaska. A few years after that I was financially able to buy a snowmachine again. I had to sell mine when I moved. A group of people who I now call friends basically took me in and showed me the ropes of mountain riding in Alaska's backcountry mainly in the CNF. Today I am married to a beautiful girl originally from Georgia. We spend a lot of time in the CNF. Hunting, fishing, mountain biking, snowmachining, hiking and photography. This past year my wife helped me on 4 guided hunts in the CNF. What I'm trying to say is the CNF is basically a 2nd home for us. A place I want to be able to take my kids and their kids. I would not be the person I am today if it wasn't for the access we have to the Chugach National Forest!

That being said I DO NOT support losing anymore acres of the CNF to motorized access or any other restrictions on access for any user group period. I also do not support adding anymore "Wilderness" areas. That will not only limit access to motorized users but ALL USERS! Options C and D are unacceptable!

With the increase of backcountry recreation and users we need as much access as we can. The new technology, quieter, more fuel efficient machines are able to access places deeper and farther away from the non motorized users who are closer to trailheads and access points. Usually no more than 3 miles. Motorized access corridors could be utilized to separate users too. For instance 20 mile and Snow River. Another place a motorized corridor could be utilized is Mills Creek. Remember majority of the non motorized users stay within 3 miles of access points.

I've rode pretty much everywhere in the CNF you are allowed to ride. Some of my favorites are the Blackstone Bay area via access from Whittier. Turnagain Pass, Johnson Pass, 20 mile using the motorized corridor. Lost Lake via Primrose, Firehouse, and Snug Harbour access. I have yet to ride Resurrection trail but that's mainly because of a lack of snowfall in that area in recent years.

Nellie Juan Lake is another amazing place to ride. Trail takes up into Grandview. And one of my all time favorites is the access to Skookum Glacier, Spencer Glacier, Grandview and Squirrel flats via Placer Valley. With fairly flat terrain in the river valley this area is setup great for the less skilled riders, older riders, and especially riders with disabilities. The hard packed trails into these areas also allows access for other multi use users like fat tire bike riders for instance.

I'm a tax payer and help split the bill. But one thing I haven't been seeing is any improvements to the motorized side of everything. Every year I see all this money being dumped into other parks, walk ways this and that but nothing for the winter motorized user. For one we have very limited parking and most of the time the road

commission doesn't plow the parking lots leaving us to park on the side of the highway where it's very dangerous. Better maintained parking lots in the winter would be a great start for safety reasons alone. Each year warmer winters are affecting user access in Alaska. The EIS/Forest plan does not have solutions to address that issue. I'll use Lost Lake as an example. In recent years snow fall at the access point has been too low but only 400' up there is more than plenty of snow to ride. Just simply clearing away branches, and widening the trail would help snow reach the trail there for giving it adequate snow fall to access the higher elevations. Widening the trail would also make it safer for all the users on the trail. Every year the underbrush on the Kenai Peninsula is getting worse and worse. We need to get on top of this issue. There are motorized users who would be willing to lend a hand at these things too. Some people have already been working with the town and people of Whittier to help better maintain their parking lots and trails.

I would like to point out the economic affect of motorized users. We put a lot, a lot of money into our economy. Over a billion dollars annually. Brand new sleds are well over \$10,000. \$1000s of dollars in Riding gear, Avalanche gear, Avalanche training classes, wilderness first aid training, registrations and on and on. Local towns like Girdwood, Whittier, and Seward all benefit from motorized use when there is no other business to be had during that time of year. It adds up fast and it's all getting dumped right back into the economy.

There is also the health and wellness side of this. It gives people something to do especially kids. With all the drug and alcohol problems we have in today's world this gives people an out. Something to keep their mind occupied. We also have a big military presence in Alaska and in the motorized community. Snowmachining helps these people dealing with other issues to relax and get their mind off of things. Last the physical part. Riding in the backcountry is physically demanding and one needs to be in good shape helping them lead a healthy active life!

I can't forget to mention that our trails serve as faster emergency routes for first responders to any motorized or non motorized incident.

Thank you for your time. This is all of our land and we need to COEXIST. I ask please do not limit anymore access to the Chugach National Forest for any user.

Lyn Hoffman

18 year user of the Chugach National Forest.

Hunting, fishing, snowmachining, hiking, mountain biking, and photography!