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First name: William

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Organization:

Title:

Comments: CNF,

My name is William Garrett, and I had the great fortune of finding this state in 1997 moving up from the Midwest. I quickly took up snowmachining in the mountains, cutting my teeth, and learning the way of the backcountry. Areas like Turnagain Pass, Johnson Pass, Placer River Valley, Skookum Glacier, Squirrel Flats, Nellie Juan Lake, and Lost Lake are the areas I spend the bulk of my time in whenever the snowpack and conditions permit.

Collectively, my family spends approximately \$10,000 annually recreating in the CNF on consumables like gas, oil, food, camping fees etc. This does not account for the other thousands of dollars spent in the local economy on actual motorized vehicles, parts etc. Many of my friends, and their families spend the same, and even more on most cases. The same can be said for the bulk of all motorized enthusiasts. This is a huge impact on the local, and Alaskan economy, it would be ashamed not to have that stimulus when areas are possibly being considered for reduction or closure.

I strongly oppose any proposed decreased acreage in the current recreating area in the CNF, especially motorized, and would strongly propose an increase to motorized terrain. Kenai Peninsula is also included in this statement, as people are venturing out further and further pending the snowpack on the respective years, Plans C & D are not a viable option in this case for people who recreate normally on the peninsula.

I am also an avid mountain biker, and spend a ton of time riding trails in CNF as well, these areas need to remain open, and I also strongly oppose any further regulation to mountain biking trails in addition to the above. Hope Point comes to my mind after the recent closure in the summer to MTB's.

I have had the unfortunate experience of being severely injured in the backcountry, and due to current trail access point in place I was quickly evacuated from the area. If certain riding areas are restricted i.e trailhead locations, and strict routes in/out of zones this could pose a severe hindrance for those in emergency situations. Ultimately, this could lead to death, or further injury not only for the individual, but the first responders.

As a primary motorized user I have had some good, and some really bad years in the CNF for snowpack over the past 20 years, ultimately the snow years have been on the decline. Access to riding areas need to be reviewed, and how we access them. Alternate means to access areas like Lost Lake on snow years that are low at sealevel are a textbook example. There are plenty of volunteers, and organizations that are willing to fund, and execute upgrades using proven access models, some which are used in British Columbia. Advancement in engine technology in the past 3-5 years are producing the lowest emission, and decibel level snowmachines to date, current plans, and proposed plans do not fall in line with modern technology, and standards.

I hope to keep recreating in the same areas and possibly new areas as I raise my family, I hope my children can do the same. If you have any questions please contact me with the listed info. Thanks for your time!