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Title:

Comments: Thank you for the opportunity to speak up regarding planning of the Chugach National Forest.

I am a long time user of the forest. I moved to Alaska in 1983. I have been actively riding snowmachines in the forest since 1988 starting with Lost Lake via Firemans trail. Since that time I have ridden pretty much every trail system and mountain range within the forest that is or was open to snowmachines. I have utilized many of the USFS rental cabins. Last being the Upper Russian cabin just before it closed this spring. I am now 58 years old and time is taking its toll on me. As much as i would like to mtn bike or hike Upper Russian, Ressurrection Pass, Johnson Pass or Lost Lake I am getting to the point that is no longer an option. The only way for me to get into the back country and enjoy the Mountains is via snowmachine. They have come so far in such a short time. Quiet, clean and reliable. They get you in and out and leave no teace. The Snow River valley up to Nellie Juan lake and the surrounding moutians is beyond description. I have also enjoyed the Forest from the water ever since the Whittier tunnel was opened to vehicle traffic. Memorial day weekend is a very unique tradition for me. That being we go over to Whittier with both the boat, and snowmachines. Tossing shrimp pots in the morning and then riding mtns all day. Then pull pots and have a feast around a campfire. And do it again the next day. Beyond words! And such a rare opportunity than cant be done anywhere else. Spencer Glacier is such a special treat. Easy terrian to bring novice riders and friends from the lower 48 to, to experience a glacier up close and personal. Trail Glacier is breath taking and Grandview. All very special in their own ways. I can not imagine losing access to any of these areas. Therefore i steongly oppose plans c or d. If anything i would encourage more motorized access. I have been very involved in this process going back to the mid 90's. I had much to do with the 2002 plan including the corridor access up Snow River into Nellie Juan. That was a great plan for all user groups. The snowmachine crowd does not need to play up near the road. Most never do. But we need to pass through the vally to get back into our true playgrounds. Those that are back 20+ miles from the road to where there are no conflics from skiers/hikers as they cannont travel that far in a day. Also with the corridors that means we are just passing on through the areas where there are other users. A little common courtesy goes a long way. Generally there are few if any conflicts out in the backcountry. In fact, with the technology advances on the snowmachines it is very common these days to see skiers and snowboarders accessing the backcountry with snowmachines and using them as chairlifts to get back up for another run. The economic impact of snowmachine use is huge. Trail Lake Lodge. Sacketts, Sunrise Inn, several motels in Seward all benefit greatly from our activities. Some of which end up closing on low snow years. Cut us off, and they dont stand a chance. Then there is the obvious sled dealers and ridiculous amounts of money qe spend on fuel. It is a family activity. I started riding at the age of 5. My sons even younger. My wife says i can go riding anytime i wish too. Just make sure her sled is fueled loaded and ready to go too! There are no doubt other areas that corridors can open up backcountry access for us, while reserving areas closer to the road for other users. Areas that come to mind would be 20 mile river. Johnson pass areas. And some areas in the Summit Lake area. I would like to see snowmachine access expanded. In fact, there are many many hundreds of miles of single motorized areas in the National Forests throughout Wa,Or, Id, and Mt. I would love to see Johnson Pass, Ressurrection Pass and Lost Lake trails include single motorcycle access in the summer. These areas already include horse access. A motorcyle is no more damaging to the trail than horses are. Why cant we have single track access?

Thank you for your time.

Tim Grote