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First name: Douglas

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Organization:

Title:

Comments: To whom it may concern, in reference to Chugach Forest Plan Revision #40816:

I am writing to support option B of the proposed plans. Options C and D are completely unacceptable to maintain a balance of motorized and non-motorized users in the Chugach National Forest.

I have been a resident of Alaska since 1975. I remember fondly, my first trip to the snow in the fall of 1975 to Turnagain Pass of the CNFS. I was 5 years old and it was the first place my family could get to the snow by automobile that year. I instantly fell in love with the Chugach National Forest (CNF) and have been recreating there since then.

Even though we moved north of Anchorage in 1981, we continued to journey down to the CNF. Our family has boated, hiked, fished, hunted, mountain biked, and snowmobiled consistently during that time. When I began to have my own children, my kids' first camping trips have been to the CNF.

I began snowmobiling in the CNF in 1992 when I was invited with some work buddies to ride with them in Turnagain Pass. Since that time I have ridden in Lost Lake from all three access points, Johnson Pass, numerous glacier trips to the Blackstone, Trail, and Spencer Glaciers, and several trips up the 20 Mile River.

Our use of the CNF effects many businesses surrounding the CNF. Fuel purchased in Seward and Girdwood. Lodging purchased in Girdwood, Seward, and Whittier. Tunnel fees going into Whittier. Snowmobiles purchased from South Central Alaska dealers, repair parts and labor to these dealers and independent shops, and fuel purchased from throughout the area help a slow winter Alaska economy immensely.

CNF riders have work with Wittier to improve access to the CNF from there, have organized summer clean-up days in Turnagain Pass, and have been huge supporters of the efforts of the Alaska Avalanche Information Center and CNF Avalanche Information center.

My family are responsible snowmobile riders who do not litter, stay out of closed areas, and respect the use of the CNF by other non-motorized users. The new generations of snowmobiles pollute far less than their predecessors, are quieter, and have better flotation due to their lighter weight and longer tracks. When adequate snow pack is available, they due virtually no damage to the ecosystem.

I do not support any net loss of usable and permissible snowmobile terrain in the proposed revisions of the CNF. In fact, I would encourage the CNF to seek out funding to provide better access to some of the riding areas, through better access roads that get trail heads further up the mountains, to combat the low snowfall that has been occurring at lower levels in the last decade. Johnson Pass and Lost Lake would benefit immensely from such improvements.

Thank you for your time,

Doug Moore

Talkeetna Alaska.