

Data Submitted (UTC 11): 10/27/2018 6:24:42 PM

First name: Clint

Last name: Greathouse

Organization:

Title:

Comments: Hello.

My name is Clint Greathouse, and I am writing In reference to Chugach Forest Plan Revision #40816: I am writing you to let you know that I am in opposition to adopting Alternative C or D of the Chugach National Forest Land Management Plan Draft Environmental Impact Statement. I hope you consider adopting Alternative B, and hope you would even be willing to go so far as to allow for more motorized use in areas that have been traditionally off limits.

I moved to Alaska in 1995, like many before me, in the USAF. I spent 3 years in this great state and when it was time for me to get out of the Air Force I was sent back to Louisiana where I am originally from. It only took me 3 years down there to realize that I would never be able to live my life anywhere but in Alaska. When I arrived back in 2001 a co-worker took me snowmachining in Eureka. That trip sealed the deal for me and I decided to become a life long snowmachiner.

Since that trip a large amount of my income is poured into the Alaskan Economy from countless road trips to various riding areas. I am a member of a snowmobile club and regularly attend events like Arctic Man and various snow cross events. I have become good friends and support many local business owners in the snowmachine industry. I have over the years gotten many people involved in snowmachining and recently even got my wife to fall in love with it as well. I honestly can not imagine my life without snowmachines in it or ATV's for that matter.

One of the problems I face as a snowmachiner or motorized user is limited access to areas close to Anchorage. For instance, the Powerline Pass trail system near Flattop in Anchorage is open to snowmobiles when there is an appropriate amount of snow cover to protect the foot path into the mountains. I have ridden there every time it has been opened, many times during the work week right after work. But this area is off limits for several years in a row even though there is an ample amount of snow covering the trail. I don't feel like this is a fair compromise to other user groups that get to use the same area year round no matter what the conditions.

Maybe the solution is to work with local snowmobile clubs to help set up and maintain the trail systems into these limited access areas. Members are already doing these types of things in other areas that were traditionally off limits in the past. There are places like Petersville that have volunteers who groom trails into the mountains to make it easier and safer for riders, other user groups, and the environment. Not only does it open access for riders but it also opens up access for people who enjoy winter biking, hiking, and cross country skiing. Your plan discusses diverse recreational opportunities, well in my opinion that is being achieved all over the state on trails groomed by snowmachiners and snowmobile clubs using dollars donated by individuals like me.

I also ride in places such as Hatcher's Pass, Placer, Turnagain, Jim Creek, Lost Lake, Lake Louise, Denali Highway, and Cantwell. Most of the areas close to Anchorage are congested with a lot of riders. This is a good thing, because it shows that there are a large number of people who are dumping money into the Alaskan economy, but I would like to see more areas opened to access for motorized user groups in the CNF.

Thank you for your consideration in keeping and maintaining the spirit of the freedom that we enjoy as Alaskan's. This place is truly the Last Frontier and should be preserved and enjoyed by all user groups equally.