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As an avid recreational user of the Chugach, mostly in the winter as a snowmachiner, I'd like to see more winter areas that allow motorized access. In particular, the use of corridors that could allow motorized users access to more remote locations ideally situated away from non-motorized user areas. These more remote areas are not used to their full potential by designated user groups. For example, a corridor from the Mills Creek drainage near Summit Lake via the mining road could go from the Seward highway north of Lower Summit Lake to around the mouth of Timberline Creek and would allow motorized users access to areas so far removed from where non-motorized users recreate, it would prevent any potential user group conflicts.

Currently the corridor into 20-mile works well for this purpose and should not be changed. The motorized community would like to see more corridors created to allow motorized users access to remote areas. Corridors create a benefit for all user groups by alleviating congestion in wilderness areas.

Under the suggested Plans C & D, my access as a motorized user would only be further restricted. For this reason I would support a Plan closer to the proposed Plan B. As a motorized user, I typically access areas such as Turnagain Pass, Johnson Pass, Skookum Glacier, Squirrel flats, parts of Spencer Glacier, 20 Mile, Whittier, South fork of Snow river, Lost Lake, Nelly Juan, Placer River Drainage, and others from opening day until they are closed.

My motorized recreation in the Chugach fuels the local economy by my frequent use of cabin rentals, hotel stays and other basic necessities purchased during travel in the area. Additionally, my love of recreating in the Chugach benefits local motor sports shops that depend on business from Chugach motorized users like myself.

I cannot support adding more wilderness areas. The wilderness areas already designated are sufficient and recreational use areas are limited as they stand today. It is important to note advances in snow machine technology. Newer snow machine models greatly reduce the impact on wilderness areas and allow users access to more remote locations as they can travel further away from more condensed areas. Non-motorized users also benefit from technological improvements, as newer sleds are quieter and cleaner.

I hope you will consider my input during the decision making process as a frequent user and enthusiast of the Chugach.

Thankfully,

Josh Slagle