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Comments:

To Whom it May Concern,

Of the four options for revision presented at this time, I would like to submit my support for Option B of the Chugach Forest Plan Revision #40816. I believe that all national forests and state parks require adequate motorized access for recreation, safety, health and the economy. In no way do I support reducing motorized access areas or designating more areas as strictly wilderness, therefore options C & D are absolutely unacceptable.

I first came to Alaska for a vacation over ten years ago and spend nearly all of that time exploring the Chugach. Needless to say, it was because of that time in the Chugach that I fell in love with Alaska and knew I would someday live here. When my wife and I started dating, she exposed me to the sport of snowmachining. Coming from Oklahoma, I had never seen a snowmachine in person, let alone rode one, so it was quite an exhilarating and educational experience. I am certain that she used the first few trips in the backcountry to see if I would make the cut. Not only did I excel quickly, I fell in love with the sport too. When I proposed, she said yes... "if you can make it to the top of the mountain." Well I did and we were married in April, 2012 on top of a mountain. You can probably imagine how important snowmachining is in our lives having been married while snowmachining.

My first couple of winter trips to Alaska in 2012 led me back to the Chugach where I was able to ride at Lost Lake and Turnagain Pass. It was incredible! I became a full time resident of Alaska in 2014 and have had the opportunity to explore the vast beauty it has to offer via snowmachine, atv, boat, foot and mountain bike in their respective seasons. We spend a lot of time camping, hiking, fishing, hunting, biking, riding our atvs and snowmachines.

There is a great need for more and improved motorized access corridors in the Chugach. It would help spread out the number of people recreating amongst all user groups which makes it safer for everyone. Having less congestion lessens the likelihood for accidents, whether that be a collision or human and naturally triggered avalanches. Motorized access provides means for emergency responders to aid individuals (from all user groups) in need when the weather or location does not allow for access via helicopter.

Motorized access allows for users that are unable to hike or ski to experience more of what the Chugach has to offer. It also provides a healthy outlet for Alaskans during the cold, dark time of year when depression, addiction and suicide are on the rise.

There are countless locally owned and operated businesses that rely on motorized access areas for their profitability. We need motorized access areas available to stimulate the economy in Alaska especially during a time of year when we have less revenue from tourism, exports and construction. The list of businesses affected include but are not limited to: Truck and SUV dealerships, trailer dealerships, snowmachine dealerships, service and repair shops for the aforementioned, outdoor clothing stores, aftermarket parts stores, insurance agencies, restaurants, hotels, lodges and B&B's, gas stations, gift shops, and tour guides.

I would like to be able to experience more of the Chugach via snowmachine and feel that areas such as Lost Lake could be open for longer duration if the trail at the lower elevation on the Primrose side was widened to

allow for snowfall to adequately cover the ground. Often times there is more than adequate snow just a short distance up from the trailhead. Widening the trail would also improve safety by allowing two way traffic.

Thank you for your time and consideration.

Respectfully,

Matt Adams