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Comments:

To whom it may concern-

I have been recreating in the Chugach National forest since I came to Alaska in 1996. My first rides on a snowmachine in the state were in Turnagain pass. My stepfather took me there, stuck me on the front of his Polaris and scared the heck out of me for a couple hours. It changed my life. My only previous experiences on sleds were with my biological father in Wyoming on relatively groomed/established trails and I had never seen the size of mountains rising out of the water like Turnagain Pass. I had never seen that kind of beauty coupled with such absolute fear, and it completely hooked me and changed the trajectory of my life. It literally shaped me into the person I am today.

I currently own a Motorsports business called A2D Motorsports. We repair and upgrade machines to take owners deep into the Alaska backcountry where I hope they will experience that same life changing adrenaline and happiness that shaped myself. My livelihood and those of my employees, family, and many friends depends on access to the areas within the Chugach. Every weekend in the winter once coverage allows, I explore the terrain with my friends and family. This fulfills my soul. However, it also benefits the gas stations, lodges, hotels, and other businesses along the way. This is an expensive hobby, and it's economic impact helps feed other families and fulfill other souls directly or indirectly.

I strongly oppose the loss of ANY area with which to ride my snowmachines. Every square mile lost results in less revenue for my business, less revenue for all the businesses we patronize (dealerships, gas stations, shipping companies, lodges, restaurants, etc) and an overall decline in quality of life for myself and many others like me. I live and breath this lifestyle, this area, and these mountains. There are many, many others who feel the same. For reasons I will outline below, I support Plan B of the possible options, with modifications to possibly open more areas to exploration and recreation. I STRONGLY oppose options C or D.

I would like to see further areas opened to motorized used such as Center Creek in Johnson's Pass and Mills creek in between Hope and Moose Pass. There are many areas that if given and maintained an access corridor, we as a group of enthusiasts can respectfully recreate areas specifically designated for our activities. One of the benefits to these access corridors that are sometimes close to non-motorized use is that they give ease of access for rescuers or responders to injuries or avalanche burials. For example, imagine a day where skiers enjoying a day of steep descents down a mountain in those areas happen to trigger an avalanche or or an injury but cloud cover or severe weather impede a helicopter-assisted rescue. SAR or EMTs would benefit being able to reach these areas quickly on ground via established trails or corridors on snowmachine. Continued access via corridors in areas such as 20 mile and snow river provide very important access for ALL user groups.

The machines currently built are quieter, more efficient, and less impactful to terrain and resources than ever before. This is due to larger, longer tracks (more surface area combined with less weight results in significantly lesser pressure per square inch than any previous generations of machines ever built, therefore reducing the depth of trenching and digging into the snow) and many advancements in snowmachine design allowing exploration deeper into the forest, away from the road system and non-motorized users (non-motorized users typically do not exceed more than 2-3 miles at most from the road system for obvious reasons) where we can enjoy the mountains and terrain alone without impact to anyone not wanting to hear or see machines.

I am asking that you do everything you can to support my way of life, my business that contributes to the local economy, and the others who feel the same way I do.

Thanks for your time,

Chad Winberg

A2D Motorsports