

Snowmachines

Comment # Comment

- 0017-002 Snow machine closures need to be re-examined - esp - Res Pass Trail now closed during premium snow conditions.
- 0017-003 Turnagain Pass area getting pounded, more terrain as close to Anchorage as possible needed to consider closing certain areas to skiers "fair play."
- 0018-009 Keep snow machines to limited areas.
- 0045-001 A.S.I.A. represents approximately 100 businesses that are directly involved in winter tourism especially snow machine dealers, lodges, snowmachine tour companies, etc. Access to areas in and near Anchorage for snow machining is critical to the economic stability & growth of these businesses.
- 0045-002 We want to have input to any effort by government to change or restrict access to any traditional snow machine area. We strongly support a viable trail network that will enhance winter tourism, protect sensitive environments, increase safety, decrease search & rescue costs & wish to participate in planning sessions or public hearings that
- 0048-001 I feel as though certain areas should be looked at closely to balance the recreational opportunities. #1. Resurrection Trail System, should be open all winter, not just a few months during early season for snowmobilers.
- 0048-002 #2. Grandview should be left alone, status quo, possibly limiting snowmobiling to the Grandview area during the (2) days during the Nordic Ski Train.
- 0066-002 (2) For many years now I have enjoyed your winter policy on the Resurrection Trail. We mush dogs and ski and it is nice to have the trail closed to machines for a while.
- 0066-003 (3) We live in the Summit Lake area and I am glad that this area is open all winter to snow machines because we get so much snow that without them the trails would be in horrible condition. The machine traffic is very important in keeping our trails open!
- 0084-001 Why in the world did you include a statement by the Alaska Snow Industry Assoc. without presenting an alternate view!?! This is a sham. It is your obligation to set aside areas for quiet recreation. If snowmobile usage continues to increase, it won't be long until the Chugach will be useless to anyone but people who can not recreate without an internal combustion engine. Snowmobiles represent a small minority - why do you constantly bend over for them? You can also take me off your mailing list. My experience over the last year or so convinces me that it hardly matters what people, or groups, comment - your organization does whatever it wants anyway. The entire snowmobile issue is a clear example of the value of the public process.
- 0085-001 Dear Planning Team, I'm concerned about "quiet" recreation or non-motorized recreation in the Chugach National Forest. After reading Patrick Phillips, Executive Director of the Alaska Snow Industry Assn. article about snowmobiling in the forest. It seems that most of the Chugach is open to motorized recreation in the winter months the time of greatest potential solitude in the forest. Even glaciers are open to motors even though cross country skiers would not go on these glaciers without being roped up and having taken crevasse rescue training. The U. S. Forest Service should encourage recreational activities that involve exercise rather than motorized recreation that does little to improve public health and well being. During a time when environmental problems such as air pollution (global warming), excessive hydrocarbon energy use, and an increase in overweight Americans the promotion of even more motorized recreation through even more access to the Chugach National Forest for snowmobiles seems contrary to natural resource conservation, environmental awareness, and public health.
- 0102-002 2. Take out a map & plot on it the tiny area of machine free area where one may enjoy a peaceful ski trip. Compare it with the remainder of Chugach overrun with machines. Once I could ski to the far side of Summit Lake - see Wolverine tracks & follow their (ILLEGIBLE). No more - now there is nothing but snow machine trails - no wildlife of any kind. What kind of management do you call this? How they are even into Center Creek Valley - once a beautiful
- 0105-001 I would like the forest to keep areas open for snowmachining. No resource damage is occurring while snowmachines are operating on good snow conditions. In most areas if conditions aren't good access is limited.
- 0106-003 Keep Resurrection Pass Trail snowmobile closure Feb 16, do not extend this date for snowmobilers. The wildlife in the valleys surrounding Res. Pass Trail System need a break from snowmobilers, and dog mushers appreciate not having to dodge fast machines on the trail.
- 0106-004 The wildlife in the valleys surrounding Res. Pass Trail System need a break from snowmobilers, and dog mushers appreciate not having to dodge fast machines on the trail.

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- 0110-001 Snowmobiling in Chugach National Forest is the most important. This unique forest has the worlds best riding. It is alarming to hear that environmental groups want to close more of the legal riding areas in Chugach Nat'l Forest to snowmobilers. This is not acceptable because of the historical use of snowmobiling and the steady increase of riders. I have personally ridden in the park with friends for over 20 years. My suggestion, open up more areas, improve Trailhead access promote snowmobiling. Grandview should never be closed and the the Trail River System! I have worked and snowmobiled in this area since 1976. Of that time I have seen very few skiers recreate this area, except with the a 2 day ski train.
- 0112-002 Snowmobile in the Chugach - I find this necessary & fully support riding & trails in the Chugach.
- 0120-002 We live in the Summit Lake area and participate in silent winter sports such as Mushing, ski-joring, and skiing but we enjoy seeing and are thankful for snowmachines in the area which put in our trails and offer fast, safe travel in emergency situations.
- 0121-001 I have taken two trips to Canada, and hope someday to get up to the great Alaska wilderness. What a national treasure! It is important to me that is left to be as undefiled as possible, at the same time being used for various interests asset out in your last newsletter. Of those various interests, it seems to me that snowmobiles will be the most detrimental to wildlife. Their noise can be heard for very long distances, especially in large numbers, and
- 0123-004 (4) Limit snow machine access points & corridors in the Chugach. Too many snow machines harass wildlife. The increasing size, power & reach of todays snow machines calls for increasing regulation to keep wildlife safe.
- 0124-001 Dear Sirs: The tone of the article, "Snow Usage In The Chugach" by, Alaska Snow Industry Assn., in the August 1997 Chugach Nat. Forest newsletter, "Revision" was disturbing to me. In it he states: - "Anti-motorized groups seek to lock up areas for "Quiet" - recreation, yet they resist the closure of any area to their - recreation." This statement is erroneous, contentious, and totaling lacking in understanding of other snow recreationists user satisfaction. Such statements are out of place in this publication (as would this letter) unless presented in a forum representing both sides of a topic. Mr. Phillips has every right to be enthusiastic about present and future prospects for snowmobile backcountry possibilities in the Chugach and elsewhere in Alaska's wilderness public lands, (although they bring shudders to those seeking wilderness values), but his last paragraph should have been deleted. It only points up his paranoia and that of the snow machine industry. In rebuttal I would, herein, like to present a viewpoint of a private "quiet" recreationist. During my 50 years as resident of Interior Alaska I have cross-country skied, hiked and paddled in Chugach Nat. Forest areas, as well as in Interior and Arctic back country public lands. I have also served on the Fairbanks North Star Borough Trails Advisory Commission since its inception 20 years ago; and am presently on the Governor's TRAAK Advisory Board (Trails & Recreational Access for Alaska) "ILLEGIBLE" users of public lands have never "resisted closure of any area to their chosen form of recreation" because they have never had to. This is not because none-mechanized users are the "good guys", and motorized are "the bad"; but because the former do not impose, threaten, endanger, or reduce the user satisfaction of the latter. "multiple use" trails satisfy their needs, but mechanized use often (but not always) destroys the trail (especially at high speed), endangers safety, and destroys the ambience of wilderness and "quiet" ie, getting away from a freeway, "road rage" at ILLEGIBLE here. Mainly its an attitude snowmobilers bring to their sport. Too many of them, especially the young and this includes four wheelers, jet skiers, air boaters & speed boaters, feel they somehow have an ILLEGIBLE right to ride their machines at any speed, in any manner, anywhere, at any time, at any age. Their actions & behavior is not always deliberate; it's lack of empathy and a different outdoor ethic and value system that seems to come with their increasingly powerful mechanical toys. I think the wildlife, if they had a voice, would agree, especially in harsh winters when any disturbance that causes them to exert extra energy may be their undoing, whether deliberate harassing or unintentional. Thus the necessity of public land managers to reserve some areas and trails for "Quiet" recreation. This was done successfully, I thought as a user, at Turnagain Pass with the land on one side of the highway reserved for ILLEGIBLE and the opposite side for snowmobiles. Another solution has been to alternate users on different days, or weeks. Multiple use (without causing multiple-users) can also be seasonal, one kind of sport in summer; another in winter as is done in the Fairbanks area on bike trails. Primarily there is an urgent need for mandatory visible identification numbers on snowmachines, four wheelers and ATV's so the "bad actors" can be disciplined. We also need "rules of the road" regulations (as on marine ways), such as speed limits, "off limits" (re sensitive wildlife habitat, private cabin areas, suburban dwellings and "No leaving the designated trail" sections. Perhaps allocating certain slopes or areas just for snow machine aerobatics, speedways, and zip-zagginal, etc, should be considered just as there are for down-hill skiers, skateboarders, and soccer players. Certainly Alaska has enough snow and terrain to accommodate all outdoor enthusiasts. But we don't expect golf courses to simultaneously accommodate Mt. Bikers; expert ways to shave the road with rollerblades; or Nat. Forest Trails to ILLEGIBLE 60 mph snowmobile speeds that leaves the trail a series of ILLEGIBLE, or tight turns across the trail that leave burns that harden like cement. - The criteria for trail use should be: - Does one kind of use spoil the user satisfaction - for another? - Does one use damage or endanger the trail for - other users? - Does one type of use jeopardize other uses? If so, then it is not a multiple use trail at all. It is a single use one for those with the most horsepower and machismo! Thank you for listening Respectively
- 0153-002 Limit mechanized access. I have witnessed poaching and abuses from snowmachines that will threaten wildlife and for all practical purposes is impossible to police.
- 0274-001 1. A. Map showing where snowmobiles are currently using the forest. 2. A. Help define the situations where conflicts are real & where perceived.

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- 0274-002 3. A. Snowmobile association work with GIS (ILLEGIBLE) to develop map. No funding needed. 4. A. Several people (knowledgable) need to be involved in drawing & checking the map - schedules. 5. A. Motorized vs nonmotorized use is hot button issue. One part of the conflict can be clarified by this idea.
- 0300-002 Resurrection Pass, should remain open to snowmobiles longer than Dec.-Feb. 15, As Feb, March are the ideal time of riding, i.e. Snow cover daylight hours etc.
- 0344-001 motorized recreation concerned that motorized recreation will be further restricted or eliminated, thereby diminishing the quality of life of the local residences seasonal restrictions e.e. less area accessible during the summer months when tundra can be damaged & waterfowl are mating. More area available during winter months when there is a snow cover & birds have migrated South . Input from the local residence is extremely important because they will have to live with management decisions.
- 0356-002 Motorized access for hunting on Delta Winder - Snow access for hunting & rec. use.
- 0366-002 Open up Resurrection Trail later as long as snow conditions and grown cover is good March is the best spring
- 0372-001 1. A. 1) motorized vs. non-motorized issues 2. A. 1) user conflicts are increasing and will continue to do so if something isn't done 3. A. how motorized & non-motorized use affect other forest resources 4. A. improvements must ensure that both motorized and non-motorized uses have desirable places to go without having to worry about user conflicts & to ensure other resources aren't impacted to an undesirable condition. 1. A. motorized vs. non-motorized user conflicts will continue to increase in both the short-term and the long term. Keep existing designated areas & seasons that have been in place for motorized & non-motorized use (i.e. Turnagain Pass & Res Pass) Add additional designations of areas and seasons where conflicts currently occur (Lost Lake, Canyon Creek) and in areas conflict is expected to occur. 2. A. Keeps user conflicts in the field to a minimum. Can plan trips and know experience to expect various user groups would know which are their areas to use. 3. A. Feasible, as it is already being done on the Chugach and in the Lower 48, Recreation employees & public involvement would implement managing recreation to deter user conflicts should be a basic management function, so regular recreation funding should be used. 4. A. motorized groups that don't want to see any areas closed. Somehow, convince them that designated areas would improve their experience too. Many areas aren't suited to some uses, so closure it to those uses shouldn't be a big deal.
- 0374-005 2. A. 1) Develop Lost Lake Trail Snowmobiling route and other snowmobile trails near Seward.
- 0375-001 1. A. Keep upper trail Hunter River open to snowmachines & open
- 0404-034 During the weekend of the Grandview ski train, there should be a closure to motorized vehicles. Consider seasonal or alternating weekends or some rotational schedule for shared-use management of the following: - South Fork of Snow River. Adequate signage at the parking lot across from the Meridian Lake trail head should be provided. There should be adequate public notice describing the shared-use management direction and rationale behind it. - The Carter Lake trail. - Portage Valley. - The Lost Lake area including the Primrose trail and the Lost Lake trail Existing shared-use management at Turnagain Pass and Resurrection Pass should continue. The shared-use management concept helps to rectify the existing wintertime recreational dominance of snowmachines in the forest. The presence of dangerous, noisy and polluting snowmachines forces a serious de facto closure on non-motorized
- 0438-006 Quiet, non-invasive uses of the West should be given priority over motorized uses such as snow machining. Motorized recreation should be severely restricted certain trails and times of the year.
- 0474-004 Most People Ski in a BROKEN TRAIL (If they are normal) I ski more than I snowmachine by 100 hrs to 1 hr at least but AM GLAD TO SEE A Snowmachine to break trail. KEEP Closures Manitoba & Turnagain Pass split Delete Res Pass Wildlife Impacts of Snowmachine.
- 0474-005 Refer to studies of wildlife dependence on snowmachine trails in Yellowstone Park for travel to Feed AREAS
- 0487-014 15) In addition to a plan for fair and balanced non-motorized and motorized recreational use, a plan for topographical and/or temporal separation of snowmachine use from non-motorized winter recreation is needed. The current separation in places such as Turnagain Pass does not provide a sound barrier.
- 0487-015 16) A plan that considers the noise impact at the trailhead before designating any area open to snowmachine use.
- 0717-001 ban snowmachines from Carter/Crescent lakes
- 0807-001 1) During our discussions on ORV use proposals and in comments to the Board of Game on this issue, we raised the issue of the impact of snow machine use on already stressed wintering wildlife. Snowmobilers can now go where even 10 years ago nobody thought of going. The main concern we raised was for Dall sheep wintering areas but I am sure that these same concerns should be looked at for moose, goats, wolves and other species.

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- 0833-001 "Quiet" recreation - it seems as though the entire Chugach National Forest Land is open to snowmobiles. It's hard to keep them off the few cross country ski trails that are not open to snowmobiling. The, Executive Director Alaska Snow Industry Ass'n (ILLEGIBLE) talks about "anti-motorized groups seek to lock up" areas for "quiet" recreation when most of Chugach access is open to them - even glaciers which skiers would not go on without being roped up. Snowmobiles should be prohibited from glaciers for their own safety. The Forest Service should encourage exercise in recreation rather than use of air polluting motorized recreation that does little to improve public
- 0848-002 I have seen studies that 95% (approx.) of public lands on Kenai peninsula are open to snow machine use and snow machine lobbies are pushing for more. This is ridiculous and severely impacts those areas as well as increasing access to areas of wildlife, negatively impacting these ecosystems.