

## Stemilt-Squilchuck Recreation Plan Public Comments on Draft Recommendations

### Comments by Subject

#### Non-Motorized Winter Recreation Proposal: Comments in Opposition

Just emailing to register myself as a person who thinks Stemilt should have motorized access and that everyone needs to play nice. Best of luck with this.

Thanks Mike. The snowmobile community is very passionate about our sport, and we all would like, more than anything, to keep our riding areas left alone. The NON-MOTORIZED group and us MOTORIZED groups, do not mix well. A prime example is Mazama, Winthrop area. We will be staying involved going forward.

We would like to comment on the issue as a Snowmobile Club in the state of Washington, we feel that there are plenty of areas for skiing and hiking, but Snowmobiles get a very small portion of the backcountry to play in.

We are only allowed in 4 areas in the Mount Baker area and all other mountain terrain and is open to skiing and hiking. I assume that is the way it is over there.

We do not agree with the comments being made and we are here to fight for our rights to be snow enthusiasts. We love snow and the backcountry as much as everyone else and we have a right to have areas that we can ride and play also. We are the reason there are groomed trails for these people. Snowpark permits pay for that and I see a lot of Skiers and Hikers that don't have them. They are not contributing to our grooming program, but yet they are using our groomed trails and seem to feel they have a exclusive right to do so. We need to work together to keep all areas open to everyone!

Keep the areas open to snowmobiles! We are a club of over 200 members in the Mount Baker area. There we are trying to work together to make things better for all! We need to do this in the entire state. We can get a lot more positive results if we all work together!

I hope that you will consider NOT supporting the wintertime non-motorized area in the Stemilt Basin area. This is an important area for motorized outdoor sports! Limiting their use is restrictive and short sighted! There are other local areas for wintertime non-motorized sports in our area. Please save the basin area for EVERYONE!

ROCKRIDGE 4WD, LLC would like to voice our opposition to the NON-MOTORIZED WINTER RECREATION proposal area in the Stemilt Basin. There is a designated ski area currently and the back-country skiers make up a very small percentage of users. Snowshoers and "winter walkers" can go wherever they like in our valley, there is nothing limiting them outside of private property. There is not more than a handful of skiers that would benefit from this proposal. Our motorized recreation areas are very limited as it is and with the use of green dot only outside of the Winter Season, the only time we get to venture off those trails is during the winter months on our snow machines. Due to heavy off hwy regulation in Chelan County and fire danger during the summer months we are very VERY limited. We love to enjoy our valley during all times of the year right along with the winter sports enthusiasts. Less regulation and less government is needed in this country!

Please continue to allow motorized snow use in the Stemilt Basin Area, as an avid snowmobiler, back country snowboarder, resort snowboarder, and resort ski biker, and snow shoer, I feel that we should not change and or designate certain areas only to one type of recreation.

I am in favor to keep motorized snow use in the Stemilt Basin area

I grew up in Moses lake and traveled to Wenatchee/chelan area every single weekend In the summer and winter. I love that are and have always been respectful of it. I've always paid to get the correct passes and licensed to be able to go on the trails and roads up in the area. I like mountain bikes, I like snowboarding and skiing. But my true passion is motors such as snowmobiles and Dirtbikes.

It makes the motorized community sad when we hear about others wanting to shut down areas that we like to play in. I feel like there's two types of personalities out there that both like to play in the mountains. Motorized and non motorized.

Non motorized personalities trying to shut down the area that has been accessible to motors for ages.

My question is why?

We don't complain about bicycles up on the trail where we take Dirtbikes. In fact, when I'm up riding I offer every one of them help. (Water, food, etc..) and go on my way.

I even gave a guy a ride down the mountain to his car so he could get a spare tube and a ride back up to where he pinched the tube so he could finish the ride.

Ive heard of people hanging fish hooks from trees in a very well traveled trail for bikes :(

I know there's two sides to every story but I would love to do what I can to help keep the area open for motors.

As a skier / snowshoer / snowmobiler multi-use areas are central to the experience I seek. That's why I support the winter motorized area proposed in the Stemilt Recreation Plan, and am against the non-motorized area proposed. The proposed terrain to close to multi-use would be discrimination to motorized users who are already barred from vast areas of wilderness that I go to for skiing and snowshoeing.

We'd like to go on record for 2 votes to KEEP MOTORIZED use of backcountry lands for snowmobiling.

There are less and less places for us avid snowmobilers to ride and enjoy nature.

My husband and I purchased property in Oakanogan county a few years ago and have been looking for something we can both do to enjoy the winters there. We just purchased snowmobiles and now drive over, from the west side, more often to enjoy this sport because of the lack of locations for us to go. Please consider keeping these trails and backcountry areas for sledding.

Dear sir or Madame I'm writing to voice my opposition to taking away more motorized areas. There are so many non motorized areas where those that want or need to winter recreate away from motorized areas. I believe designation of this area to a small group that want easy access to ski or snowshoe would make it difficult for the majority of users. Thankyou for reading this and considering this matter.

I am a snowmobiler and use the area under consideration by the subject proposal.

I would like to voice my concern that the proposed non-motorized area is overly excessive. I frequently use this area (a couple times a month) during the winter months and find it to be one of the most conducive areas for non-expert snowmobilers like my kids and others.

The extensive reach of this proposal, including the Green Dot Roads seems to be more of a "land grab" than a true effort to provide recreational opportunities.

Please consider my vote to deny this NMA proposal.

I access backcountry in Chelan and Douglas county via xcountrry skis, ski touring, hiking, Mtn biking, dirt bike and snowbike. I have been climbing in Chelan county since I was a kid growing up in Leavenworth.

As a non motorized user I have plenty of areas to access yet as a motorized user my areas are shrinking quickly. I think I offer a rare perspective because I participate in both motorized and non motorized activities.

Users in areas like Blewett Pass share a snow park and get along fine. As machines become quieter and we have more cross over between the two groups they will learn to get along better and better.

Its public land and should be shared by all.

As an avid winter person of both motorized and non motorized Acticities I think the Stemilt area should remain open to all users to enjoy. I oppose the creation of motorized/non motorized areas and wish for the whole area to be accessible by all.

Thank you for your time.

J.T.'S Parts & Accessories would like to voice our opposition to the NON-MOTORIZED WINTER RECREATION proposal area in the Stemilt Basin. There is a designated ski area currently and the back-country skiers make up a very small percentage of users. Snowshoers and "winter walkers" can go wherever they like in our valley, there is nothing limiting them outside of private property. There is not more than a handful of skiers that would benefit from this proposal. In fact, many of us and our friends are skiers, Snowshoers, hikers, etc. We enjoy motorized and non-moterized activity. Our motorized recreation areas are very limited as it is and with the use of green dot only outside of the Winter Season, the only time we get to venture off those trails is during the winter months on our snow machines. Due to heavy off hwy regulation in Chelan County and fire danger during the summer months we are very VERY limited. We love to enjoy our valley during all times of the year right along with the winter sports enthusiasts. Of cours skiers love fresh turns, I sure do. But denying access to other users, to save fresh tracks or a small handful of people is not the answer. There are very few areas that motorized use is permitted in Washington State, we don't need more taken away.

I do not support this non motorized action. I'll just leave it at that. People will still ride there also 🚲🏍️🚲

Hello there, I just wanted to voice my opinion on closing the area at Clara Lake and Stemilt Basin off to non motorized winter use. I'm a big time skier, I usually get out around 20 times a year. I do however like to ride sleds up there and I feel this is closure is unnecessary. There are plenty of places to ski and I've never had a problem with a few tracks on the hill. The volume of users is so much higher with snowmobilers, it would just be cutting off access to those that use it the majority. Thanks for taking the time to hear me out.

I would like to voice our opposition to the NON-MOTORIZED WINTER RECREATION proposal area in the Stemilt Basin. There is a designated ski area currently and the back-country skiers make up a very small percentage of users. Snowshoers and "winter walkers" can go wherever they like in our valley, there is nothing limiting them outside of private property. I enjoy motorized and non-motorized activity. There is not more than a handful of skiers that would benefit from this proposal. I can attest to this, as I myself am an avid backcountry Snowboarder, hiker, Mt Biker, and Snowshoe. I also am an avid motorized vehicle user, in fact my children and their friends have all grown up with motorized and non-motorized access via Forest Ridge. Had we not had motorized access, their appreciation for the outdoors would have greatly been diminished, or at least delayed. Many user groups, based by age, physical ability, etc are not in a position to access these amazing places without motorized assistance. Even when it comes to dedicated back country enthusiasts, there are simply not that many people that are able to get to these areas without assistance. Our motorized recreation areas are very limited as it is, and with the use of green dot only outside of the Winter Season, the only time we get to venture off those roads is during the winter months on our snow machines. Due to heavy off hwy regulation in Chelan County and fire danger during the summer months we are very VERY limited. We love to enjoy our valley during all times of the year right along with the winter sports enthusiasts. Of course skiers love fresh turns, I sure do. In fact a good portion of my days in the winter are spent chasing fresh turns. But denying access to other users, to save fresh tracks for a small handful of people is not the answer. There are very few areas that motorized use is permitted. I wouldn't want to take a positive outdoor activity from any user group.

I want to voice my extreme displeasure at the proposal of closing down more winter access for motorized vehicles in the Chelan area.

I am writing to counter the proposal of the new NMA area near mission ridge. Skiers argue that snowmobiles track up a hill side and make it unrideable. Take one trip to a ski resort and take note of what the hill side looks like. They create nothing but huge moguls that even they hate going down, so they move onto the next hill side and destroy it. What's not fair is they're allowed to ski in snowmobile areas but snowmobiles are not allowed in their areas. Snowmobilers also pay for most of all the trail grooming through tabs while skiers only purchase a snow park pass that snowmobilers also must purchase. Cross country skiers are virtually allowed to go anywhere in the Cascade mountain range while snowmobilers are very limited in the areas we can ride because of wilderness boundaries. Please stop taking the little areas snowmobiles do have and making our areas even more congested. Snowmobiling is a growing sport and now snowbikes are making it's debut and growing rapidly. If anything the areas for motorized access needs to expand to allow for the growing sport and the money it brings to the local economy.

This land should stay open to shared land WITH motorized vehicles. Leaving it open promotes jobs, tourism, taxes for the state and country. QUIT trying to close areas.

This area has been used by multi users for years. Let's not take area's away, let's learn to share like we have been for years. Motorized users are getting squished into smaller areas every year.

I'm for access for everyone.

Just wanted to voice my opinion on the possible closure of the Colockum recreation area to off road vehicles.

I'll keep it short because I'm sure you're busy. 😊

I believe all forms of responsible recreation can exist in this area. We all own the land and have our rights to it. The opinionated/powerful few shouldn't be closing off areas like this to responsible/tax paying users, whether they are driving off road vehicles or not.

A solution exists to let everyone enjoy this area the way they would like.  
Hopefully you and your constituents can figure this out.

This area is very bias to Motorsports and families who use this area.

Please take into account the number of people for years like my family who have recreated in this area for 30years with our children, grand children and soon with our great grandchildren.

I don't write this letter lightly as I can count on one hand the amount of times I have taken the time to respond to something like this.

I have lived here since the mid 1970's and I've been riding snowmobiles up in those bowls since I was a young kid my entire family snowmobiles up in those bowls and I don't think that all my rights should not be taken away because of new people moving in the valley that cross country ski I'm sure I've been snowmobiling there longer then these people have lived in this valley and I will be at the meeting to strongly oppose this plan

We highly enjoy traveling this area by snowmobile in the winter and ATV in the summer. The high country area around upper wheeler reservoir is beautiful but are a difficult and long ski or hike to get to. We love to snowshoe and hike the high country but there is no way at our age now that we could make it there without using motorized access to get us up into the area. Once there we put on our snowshoes and are able reward ourselves with the views and beauty. We never encounter very many people out there as it is and the snowmobile tracks are not very prevalent anyways and typically get covered with snow on a constant basis anyways.

I see no conflict now between non-motorized and motorized users in this area so leave it as is. We are hikers and snowshoers also but you need to remember there are people like us that use motorized help to still enjoy these beautiful areas.

As a skier and snowshoer in Chelan Country, a non-motorized area is central to the experience, so I support the winter non-motorized area as proposed in the Stemilt Recreation Plan.

The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience. I live in Leavenworth and go out all year round with my friends and Clara Lake is a favorite with us as we can drive to Mission and go from there. My friends in Wenatchee also love to snow shoe to Clara and Stemilt Basin. Please support the Stemilt Recreation Plan.

Our state has many wonderful opportunity for outdoor recreation, especially non-motorized recreation. However, the motorized areas have been shrinking, losing key areas, and we're not happy about it. The closure in question looks as if it will block access to one of the best destinations in Colockum Wildlife Area and Naneum Ridge State Forest at the same time. This would be a bitter reduction in motorized recreation in the region.

Please do not further restrict motorized recreation. There are many, many other opportunities for non-motorized recreation in the region.

Please consider this email my personal public response "write-in" as a Forest Ridge resident regarding the winter Non-motorized use proposal of the Stemilt-Squilchuck-Rec plan.

Our family moved to Forest Ridge 12 years ago because of the access to the Stemilt Basin via motorized vehicles in both Winter and Summer. I grew up snowmobiling extensively in the Plain, WA area. As an adult I fell in love with skiing at both ski areas AND backcountry. I feel very strongly that an entire "user group" is being omitted from this discussion. Many outdoor enthusiasts like myself utilize motorized vehicles in both summer ( ATV-Side x side etc) and winter ( snowmobiles) to access the public lands in the upper Stemilt & Lk Clara basins. We snowmobile in with our skis attached to the sled and skin up & ski the upper basin areas. We are end -users of two kinds( moto + Human powered) enjoying the SAME areas for all the same reasons. Peaceful, tranquil, healthy outdoor living in this beautiful valley and upper Stemilt basin we all call home. For many of us these activities inspired the move from other places to live in and enjoy the nature / access surrounding us. The snowmobilers are not asking for the skiers to be eliminated as a user group from these areas. I do not believe the BC skiers should be asking the snowmobilers to leave either.

According to the Naneum plan there are going to be designated Non-motorized areas in the upper Stemilt, Lk Clara basins. The map that was presented at the public meeting was very aggressive towards eliminating some of the best riding + skiing areas. I feel we have arrived at a "cross-roads" literally and need to reach a compromise to the proposed map. As it is drawn now in the proposal the Non-motorized area encompasses MOST of the good skiing & snowmobiling. Both user groups are after the best experience in the same area. I propose the area be re-drawn with the voices of the snowmobilers included.

I'm a Chelan County home owner and also an avid snowshoer wanting to express my support for the Stemilt non-motorized area. There are \*lots\* of places in that area where people can operate motorized winter vehicles and the presence of snowshoers and xc skiers doesn't really adversely affect the experience of motorized users. But the reverse is not true. You simply cannot experience the magical quiet of "foot-powered" winter recreation with snowmobiles around you. This non-motorized area is very small in relationship to all the surrounding areas where motorized winter activities will still be allowed. Thank you for your consideration.

I would like to comment on the proposed closure of public lands to a large segment of the public in the Stemilt area. This has been a traditional multiple use area open to all of the public. It troubles me that a small minority wants to shut out other users when there are plenty of other areas that do not already have groomed snowmobile trails and that could be used for non-motorized use. It does seem fair to deprive the snowmobilers of this area that has been used for many years in this capacity. It always seems to be a one-way street with motorized users always giving up areas while the non-motorized are catered to at the expense of the general public. I thought this was why we established wilderness areas. Please do not change the designation to non-motorized.

Hi my name is Kassi Leeper and I wanted to voice my opinion on the NMA proposed near mission Ridge. I AM STRONGLY AGAINST closing the motorized area. When it comes to Motorized winter recreation in Washington, there are every few areas snowmobiles are allowed. But on the other hand skier/ hikers can go anywhere on FS/DNR land. They are not limited to specific small areas like we are. So why should we give up one of our few area for more hiking areas, when they have many.

I've been riding these areas  
Since I was a kid  
I know them like the back of my hand  
It's just not about the riding  
It's about the views that I've enjoyed for so many years  
It's about riding to Blewett pass from this side of the mountain  
That's why we pay to license our sleds  
Pay the gas prices  
I rarely see a skier or snowboarder up there  
Sometimes not even the whole year  
So why close it for us  
I've sent you a link to my Facebook post  
Most of it from that riding area  
98% of it

<https://www.facebook.com/george.casey.96/videos/1447161731983124/>  
Thanks for listening 🙏  
George Casey

We have paid for many years to keep these trails open and maintained for motorized use there is no way we will give up the time, money and use of these areas for non motorized use! There are places you can go or spent the money and time to open your own trails!!!!

Thank you for taking the time to read my email. I am against closing further public land to motorized vehicles. There are fewer and fewer public lands for all of us to enjoy. There are however millions of acres in this great state only accessible on foot or horseback. It is absolutely preposterous and unreasonable that we cannot all enjoy the area together. We all enjoy skiing and snowmobiling in my group of family and friends. More often than not we share the terrain with skiers and actually use snowmobiles to access the best ski terrain. Many of my riding friends were introduced and exposed to the wonderful wilderness of this state through motorized access. My elderly grandmother could not experience most of this state and wilderness she so loved in her aging and ailing health were in not for motorized access. What gives these groups the right to exclusive use? It's not their land. It's all of ours. We as a group never ask for exclusive access. We want everyone of all abilities and resources to enjoy public lands. I hope this email helps you to better understand the perspective of us responsible proponents of universal access to public lands.

As a backcountry Snowboarder and snowmobiler non-motorized areas are not central to the experience. As backcountry Skiers/Snowboarders/Snowshoers/hikers have access to millions of acres of wilderness areas that are non-motorized and they also have access to motorized areas. Putting a restriction on one group of people is not fair. People need to learn how to share an area. I feel that motorized snow activity's are constantly under attack by non-motorized groups. The motorized areas are all ready small please do not make them smaller.

I have Snowboarded and snowmobiled all across many western states and Canada. Snowmobilers are by far the nicest and friendliest group of people you will ever meet in life. If you don't believe me you should go out and say hi to a few.

Another point Non-Motorized already have access to the Motorized areas they benefit from the groomed roads that the motorized Tabs pay for not the general fund and All I can say about getting first tracks in a bowl is early bird gets the worm.

That's why I do not support the winter non-motorized area proposed in the Stemilt Recreation Plan.

I'm writing you to voice my concern for this proposal. Limiting who can use any of our public lands I believe is wrong. Currently the land is open to skiing, and therefore is fine the way it is.

I have family that happily skis in the area, and some even access the ski areas by snowmobile. The issue I see as a skier and snowmobiler is that more and more land is taken away from motorized sports each year. This condenses their use and impact on the few areas left.

Public lands should be open to anyone wanting to enjoy a legal, safe, and reasonable activity. This land is fine the way it is.

Thank you for your time.



I attended the meeting on April 10. As people interested in snowmobiling, ATVing, etc., we are strongly opposed to the proposal map distributed at that meeting.

Participants in motorized sports already share the area with non-motorized sports enthusiasts. Indeed, many of them snowmobile to their desired area, THEN take off from there to ski, snowshoe, etc.

Snowmobile clubs are famous for rescuing non-motorized enthusiasts when they are lost or injured. They also give rides to exhausted skiers/snowshoers. This saves Chelan County Rescue a lot of money.

Indeed, snowmobilers create groomed trails for the skiers/snowshoers, especially when the snow is extremely deep. The snowmobile clubs regularly pack out other people's garbage found where other people have left their lunch trash. Many people come from out-of-town to snowmobile the Stemilt-Mission area, buying gas, hotel rooms, and restaurant meals, etc. I doubt the non-motorized folks are spending a quarter of that, except at Mission Ridge. Whereas Wyoming is making a killing by welcoming snowmobilers to ride limited areas of Yellowstone. Let's be a county that welcomes everyone to come and spend their money here.

In addition, the people advocating for the current map have "cherry picked" some of the very best snowmobiling areas to become non-motorized. That is part of the reason the snowmobilers have become a very large group of people with significant complaints about this.

The snowmobilers seem to have agreed to form a committee that will advocate for certain areas of the map to be designated as non-motorized, while preserving the rest for EVERYONE to use, not just a chosen few. They are willing to share. I would urge you to approve the map this committee shows you. These people are highly experienced in every square mile of snowmobiling area on this map, more so than anyone in Chelan County government or state government. I urge you to employ that experience.

I'm sure you've seen the map showing the National Forest wilderness in Washington state, and what a high percentage is now off-limits to snowmobiles. This trend, plus the concentrated effort to reduce green-dot road total mileage (substituting it for parking lots, etc), is one reason for the huge attendance at these meetings, and the number of people sending you emails and letters.

Thank you for being available to read this.

I do not snow mobile but have witnessed over the years the take over and shutdown of many trail systems and areas by these groups. This is only their first step in their full commitment to deny access to all motorized recreational vehicles. its bad enough that they have done this during the non winter season areas throughout this state, specifically eastern slopes. I've snow shoed all around Mission and specificity Clara lake having zero problems. Again these groups ultimately when uncovering there long term goal want full removal of any motor vehicle in all forests and back woods.

I wanted to write a brief email to contribute to the public comments on the Stemilt Creek Recreation Plan and proposed changes that occur.

As a long time area resident and backcountry user I feel that this region is an important part of the outdoor experience that we have to offer to our community members and visitors at large. I have personally recreated extensively in the affected regions both during the winter and summer months. Never in all of this time have I had a negative experience with motorized users who are also recreating in the area. While my use is primarily non-motorized, I feel that all users should have equal access to these areas and should not be restricted and their use of this wonderful outdoor area.

I am concerned that a small but vocal group who are in the minority opinion in our community have unduly influenced proposed changes. It is my believe that a greater sampling and more diverse public forum are needed before significant changes are considered.

In short, I am opposed to new rules that would restrict the use of motorized recreation in the Stemilt Creek area. Thank you for your consideration in this matter.

This is email is in regard to the request for comment on the recreation plan.

I am almost exclusively a non-motorized recreational user so I have no vested interest in supporting the motorized users other than a sense of justice and fairness. In my experience the motorized users are excellent custodians of the land they use, just like the non-motorized users, and realistically there is no legitimate claim that their environmental impact is any greater than that of the non-motorized users. Additionally, they are helpful, courteous, and I enjoy sharing our recreational lands with them.

Users of this recreation area should not be required to organize themselves into various clubs and advocacy groups in order to have their voice heard. It appears to me that the public input that has helped to shape the plan has largely been driven by a small minority of idealistic individuals who have chosen to organize themselves into advocacy groups in order to leverage their opinion above those who are not organized. Affiliation with a politically motivated group should not be a pre-requisite for maintaining your rights or having your voice heard. If you want this public process to be legitimate, you might have to go door to door.

Bottom line, I do not support the current plan or any plan that limits access for any recreational user. I also call into question the process and motivation behind the development of this plan, and the authenticity of the solicitation for comment.

I do NOT support the winter non-motorized area proposed in the Stemilt Recreation Plan. So much land has been taken from motorized users already. Motorized users spend thousands of dollars in communities, taxes and registrations. Please keep lands open to all.

I do not support this plan to exclude motorized recreation! Public land is just that, public and should not be given preference to one user group! I am a avid snowmobiler, and backcountry user, and am courteous to fellow users. I do not like to see areas closed down to any group and believe that specific groups should not be given special treatment! The value of motorized recreation is vastly greater than any other user group. With the license fees, snow park passes, fuel taxes, hotel and restaurant purchases, we as motorized recreationalists matter! Do not allow one user group to preference over any others!

This is nothing but a land grab. It's Public land and all groups should be able to use the land together.  
PUBLIC!!!

I do not support the winter non-motorized area proposed in the Stemilt Recreation Plan. This is all land owned by US citizens & should open for diverse use.

I use this recreation area year around for motorized & non-motorized use.

I do not support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins. As a backcountry snowboarder, snow shoer and snowmobiler non-motorized areas limit my family's winter experience

Please don't chock off areas to niche groupes public lands are just that public. Recreation plans should adapt to users not segregate and limit access.

I appreciate all of the hard work that has gone in to developing this proposal and I hope that you will reconsider this proposed non-motorized area it's not what the community needs.

I do not support this plan to exclude motorized recreation!! I am an avid snowmobiler, and backcountry user. Public land is just that, public and preference should not be given to one user group. I do not think areas should be closed down to any group and believe that specific groups should not be given special treatment! The economic value of motorized recreation has been proved to be vastly greater than any other user group. We pay license fees, snow park passes, fuel taxes, hotel and restaurant purchases. Most of the parking and trail systems that the non-motorized community enjoys are developed and maintained with our dollars.

I do not support the winter non-motorized area proposed in the Stemilt basin area .

I appreciate all of the hard work that has gone in to developing this proposal and I hope that you will continue forward with designating the proposed non-motorized area.

I DO NOT support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is open to all user groups and should remain that way. As a snowmobiler, Mountain Biker and Hiker it is important to me to allow diverse use of public lands for all to enjoy and it is not right for any group to exclude others groups!

Non-motorized recreationists DO NOT need separation from motorized recreation for safe, high-quality recreational experiences. The location of the proposed winter NMA is NOT sensible because the land is already available to all user groups including recreationalists who snowmobile, snowshoe, ski, or winter walk. The additional acreage for the proposed NMA is nearly 4,000 and would further reduce the limited use snowmobilers in the Stemilt Basin and in the adjacent state land covered in the Naneum Recreation Plan.

I appreciate all of the hard work that has gone in to developing this proposal and I hope that you will continue forward with NOT designating the exclusive use of a proposed non-motorized area.

Our public lands should not be sliced and diced for limit groups to exclude others to also enjoy.

I do not support the winter non-motorized area proposed in the Stemilt Recreation Plan. As a tax payer and a Snowmobiler it is my right to snowmobile in any dedicated area if non motorized does not want to enjoy the snow where snowmobilers ride they have numerous other places to go rather than limiting our recreatio

On behalf of Wenatchee Powersports I would like to weigh in on the proposed plan to limit off-road snowmobile access and Green Dot Road alterations to the Stemilt-Squilchuck Recreation Area. It is our strong position that limiting recreation areas for off-road enthusiasts not only limits the enjoyment of all that our wilderness has to offer local residents to a vocal few, but also harms local residents who rely on snowmobile and ATV/side-by-side/motorcycle riding for jobs and income.

Stemilt-Squilchuck is a much loved area for local snowmobilers and has long been enjoyed by a variety of winter sports and recreation enthusiasts. We would like to see it stay that way. Banning snowmobiles from this area creates unnecessary animosity between groups and clearly favors one group over another. We would like to see parties work on a coordinated solution to issues driving this proposed change.

Likewise, until the Forest Service opens roads to WATVs, the Green Dot Roads up above Stemilt Hill are the only place local off-road dirt riders can go. Non-motorized outdoor recreationalists have countless places to go. It would be a terrible travesty and miscarriage of justice to reduce mileage and limit access to these roads to off-road riders and we are strongly against it. In fact, we would like to see MORE roads open to WATVs and feel that it is quite possible to do so without limiting enjoyment of the local outdoor areas for others.

Thank you.

To whom it may about the Stemilt basin-squilchuck/colocum dnr area I am very upset that people are working together to take away our right to enjoy what has been given to us and being able to access via snowmobile ATV side-by-side jeep car and pick up truck in this area I wish it to remain the same as it is for all to enjoy furthermore a lot of the area is not accessible by hiking and can only be accessed through these transportation means the area is currently open for all to enjoy whether on motorized vehicle of any kind horseback or by foot and needs to remain open for all. And furthermore with the wildfire dangers in our area that are frequent we need to be able to keep these roads open and maintained for fire personnel and other maintenance for the land And closing these roads can even make it difficult for emergency aid such as search and rescue and medical responses for those who are using the area .

As an outdoor enthusiast I do not like to see any areas closed to any groups. I snowmobile in the area and would hate to see anything taken away. Every non-motorized activity and group are allowed in the Stemilt basin project area. By adding more non-motorized areas you would be taking land use away from many people

Hi Erin, Do not stop the public from using land that they paid for. All public land should be open for all to use.

Erin, I would like to see the Chelan County Commissioners adopt the plan that the Apple Country Snowmobile club is comfortable with.

As a snowmobiler, I want access to high elevation mountains close to town. The proposal from El Sendero greatly minimizes this opportunity.

Also worth noting, is that the PUBLIC land that we ride or snowmobiles on is still open to ALL winter user groups! We are not asking for exclusions to other user groups.

I know you will have objections to snowmobilers citing noise issues. I would counteract that with most skiers ski with headphones in, negating the argument against noise. The forest service has a law on the books that addresses db for snowmobiles. I encourage the commissioners to pass that as well.

There are noise free zones in the Wilderness areas around the state... users can access those areas for that kind of experience.

Just want to weight in on the issue of Cross country skiers and Nordic skiers using the groomed access that my taxes pay for, If we, they can come up with some way for them to pay a share of the cost.

As it stands the Nordic skiers only buy a parking permit, I buy fuel for my Snowmobiles and part of that tax moneys pay for the grooming.

Skiers want to use our groomed trails to access the areas they want to use and (NOT ALLOW SNOWMOBILES) to use this area.

The snowmobile club has put together the on snow routes through years of studies.

If we can come up with a share the area program as well as share the cost i would be OK with that. To have the skiers show up with a plan to take part of our use area just because they want access some how is not right.

The Mission Ski area has several areas that the Skiers can access but the use area is getting saturated with users so they want to spread out and get more area this does not give them the right to come into a motorized area and demand access.

As it stands with Washington State the Cross Country skiers can share the groomed trails with the Snowmobiles with just a snow park permit, I do not agree with this but the State has already set this this up as standard practice.

I am writing in response to the proposed Stemilt Land Use Plan.

My family lives near Mission Ridge and have enjoyed the snowmobile trail systems and snowparks by Lily Lake and Clear Lake. We also enjoy skiing and snow showing at Mission Ridge Resort.

I am opposed to limiting or restricting snowmobile access in the Stemilt Basin. We used those trail systems every weekend this winter and would like to continue to in the future.

Being able to snowmobile so close to home (rather than drive 45 min to Blewett) has enabled my entire family to enjoy the outdoors and get my kids out of the house.

While I don't completely comprehend all the proposed changes, my vote would be to NOT limit or restrict snowmobile access in any areas that are currently open, and if anything, make winter motorized sports more accessible.

I have snowmobiled in the Stemilt Basin, Colockum and Beehive for twenty-two years and the only skiers that I have seen were during the Hoglopett cross country event several years ago. That event no longer takes place there. This entire push to keep the snowmobiles out of traditional areas for snowmobiling is being pushed mostly by people from areas other than Chelan County. (Seattle) One of the local skiers verbally agreed to working with snowmobilers and let them use some of the traditional climbing hills in the Pole Flats areas. He was shown these areas by ACSC members and agreed that those areas could be shared without conflict. I understand that he now says that he did not agree with that shared use. "Back Country" skiers that use "Back Country" areas get to the "Back Country" areas on Mission Ridge use motorized equipment, chair lifts. It's important for the skiing community to realize that they have far more areas that they can access and use for their recreation than snowmobilers have. Have they not heard of the National Forests?

Erin, I would like to see the Chelan County Commissioners adopt the plan that the Apple Country Snowmobile club is comfortable with.

As a snowmobiler, I want access to high elevation mountains close to town. The proposal from El Sendero greatly minimizes this opportunity.

Also worth noting, is that the PUBLIC land that we ride or snowmobiles on is still open to ALL winter user groups! We are not asking for exclusions to other user groups.

I know you will have objections to snowmobilers citing noise issues. I would counteract that with most skiers ski with headphones in, negating the argument against noise. The forest service has a law on the books that addresses db for snowmobiles. I encourage the commissioners to pass that as well.

There are noise free zones in the Wildness areas around the state... users can access those areas for that kind of experience.

I am completely against the non-motorized winter recreation plan. It is a ridiculous idea. I see this ballooning and getting out of hand. They want a certain area for their use only and see other user groups think "If they can why cant we" type attitude happening. Snowmobilers wanting their piece of the so called pie, hikers, mountain bikers, ATVers and others. Each getting the area they want and not being able to get to their specified areas because other users are not allowed in that area.

The winter non-motorized stating they are getting pushed out is stupid. They can go anywhere they want including all of the wilderness areas that motorized are not allowed into. Motorized users are the ones being pushed out.

We have been sharing the Forest for hundreds of years without this kind of behavior. Why start now? I, my spouse, family members and friends snowmobile, ride motorcycles, 4x4, bike and some do ski. We haven't had any real issues with the non-motorized users that respect hasn't taken care of. Getting out of the middle of the GROOMED TRAIL or slowing down as you pass type of things.

Non-motorized users use the groomed trails that they do not help to pay for. Does this mean they are going to stay off the groomed trails if they get the large area they want for themselves? I really don't think that will happen.

#### GREEN DOT ROAD SYSTEM:

I am strongly against the closing of any road or part of a road. Not even an inch. Hunters use those dead end roads to camp during their hunting seasons. All users use those dead end roads for camping and to enjoy what nature has to offer.

We as WATV Users are fighting for every inch we can get. We should be able to use any road in the forest as any other user is allowed too. We are licensed and have the safety equipment required by law to be on roads 35mph or less. We have to have a drivers license to operate on the roads in the cities and counties that allow us on them.

There is bad apples in every user type including motorized of all types, hikers, mountain bikers, snowmobilers and skiers of all types included. We all need to work together to educate, police, pack it out and preserve the FOREST alike.

The areas you guys are wanting to shut off to snowmobiles, and motorized vehicles in the purposed plan is not acceptable. As an avid back country snowmobiler and rider I can tell you a lot of folks will not follow your boundaries and will be very upset. There is no reason all activities can't exist in the same areas.

Further more I have ridden the area mapped for over 20 years and am not once to see a cross country skier in the back country. Maybe a few miles from the snow park. This is poor use of tax funding and land management....

please name one thing that snowmobiles harm during winter???

I am member of Apple Country Snowmobile club. I see no reason for the conflict between the motorized and non motorized factions. The non motorized have no restrictions on where they go now. The motorized group already has several areas that they cannot go. This is a complete waste of time and money. Everyone should be able to just get along.

I would like to see the Chelan County Commissioners adopt the plan that the Apple Country Snowmobile club is comfortable with.

Do not close this area for motorized use. This is public land and should not be setup for a exclusive use by a very small percentage of people. They have mission ridge that no motorized use is allowed in. they need to share the public land like every other user group. If they want untracked hills they should hike up there before the snowmobilers get there or have a snowmobile bring them up there so they can ski down. Do not close this area for motorized use. Why are you pandering to the elite and very small percentage of people who use this area. They have a exclusive use with mission ridge. Everywhere else should be shared by all user groups. This is public land and should not be restricted to the very few but open for all. Keep public land open for all user groups

I would like to comment on the proposal to eliminate motorized land use of the Colockum. For years my husband and I have rode four-wheelers and our RZR out of Wenatchee around the Stemilt. We have friends that are avid snowmobilers as well that have ridden there for many years. I believe it is not in the best interests for the area to restrict motorized use of the land. It would have an economic impact on the area too. We purchase fuel, food and on an occasion lodging when in the Wenatchee area. I strongly disagree to restrict the use and protest this proposal!

I AM IN FAVOR OF MOTORIZED LAND USE IN THE STEMILT BASIN.

This is in support for motorized access to in the Stemilt Land Use Plan, particularly the snowmobile trail system. We live here, we work here, we give back to our community and our ONLY recreational outlet we look forward to is snowmobiling. We have enjoyed access to the trail system for over 30 years and love that it is just a ½ hour drive away from home. The Colockum/Stemilt Basin has been our area of choice because it has good visibility, a variety of terrain & trails large enough that riders are not squeezed together. What we refer to as the Elk Trail is the main access point for snowmobiling. It has enough shade and width that keeps the trails safe. I thought I heard of a suggestion of funneling snowmobilers into pole flats. That won't work. It's windblown and has so much sun exposure the trail is sometimes practically unusable as it becomes a sheet of ice or melts off completely. The Elk trail maintains an adequate layer of snow through the season. We see families snowmobiling together, we've helped out of bound skiers get a tow back up to their starting point, and we respect our forest and wildlife. We have shared the forest for years with no issues. We care about it and are good stewards. The hunters hunt elk in the fall, the elk head for better feeding grounds when the snow comes, we play on the snow, and as the snow melts the elk migrate back. This has been the pattern for well over 30 years. We get along with each other very well.

I understand that people are eyeing some portions of the existing trail system for non-motorized use only. Any closures to the snoparks or trail system would reduce recreation and create crowding, potentially increasing safety hazards and increased collisions. (We don't snowmobile at Lake Wenatchee for this reason. People are packed onto narrower trails with poor visibility and that is where the accidents happen!) There are very little snowmobile recreation options in our general area. The elk trail and existing trail system on the Colockum/Stemilt Basin needs to be preserved!



We would like to express our concern for the current proposal to eliminate motorized use of the Colockum area. Each year we snowmobile several times during the winter season in the Colockum area. It provides us a great local opportunity for recreation with family and friends. We are always safe, well prepared, and mindful of other recreationists, always packing in and out our lunches and being good stewards of the land. We live approximately 55 miles from the Colockum so every time we go snowmobiling, probably at least 10 times during the season, we stop in Wenatchee for snacks, gas, and lunch food as well as stopping for dinner at a local restaurant on the way back home. I would estimate that throughout the year for gas, groceries, and dining for our family we spend approximately \$2,500. We have two families that go with us that also would spend approximately that much per year so just our group alone would have an approximate \$7,500 impact per year.

Additionally, we are frequent merchants of Dog House Motor Sports in Wenatchee, Hooked on Toys, Bi-Mart, Costco, and the Valley Mall. Numerous times because we are in Wenatchee we also stop by these merchants and spend money at those stores as well. We have purchased numerous snowmobiles at Dog House Motor Sports. If we were forced to go to other areas such as the Okanogan area, we would likely make our purchases in that area or even out of state in Idaho if that is where we forced to travel to snowmobile.

In summary, I would like to express that the snowmobilers that we travel with and the ones that we usually observe have always been responsible and considerate good stewards of the land. In addition, we believe that by closing this area, the economic benefits would transfer to other cities and towns and possibly other states as well. We urge you to consider all of the safe and responsible snowmobilers that travel to the Wenatchee area to take advantage of the beauty of the Colockum area and consider the economic impact this would have on the area.

Hello , I Don't believe that restricting one group of people to accommodate another is a good course of action . It's called a recreational area for a reason. So I Do Not want it closed! Thank you ☺

Hello Erin I heard that you are taking votes and comments for this proposed land closure and I still vote that the land gets left alone and should be shared by all of us like it has been for many years! I know the decision isn't yours to make on all this but it definitely needs to be known to this "non motorized group" that us "snowmobilers" will not stand for this and they can not discriminate against us for being able to ride our snowmobiles up in the Colockum area one group should not have say over another group's access period. Thank you for any help you can give us on this Erin and please relay the message to the other group that we will not stand for this at all!!!

Our lands should remain open to all user groups including motorized, snowmobile and access for this has had so much taken away from us its getting very hard to find any areas to ride.

Why shut down our access?

We as snowmobilers are not given any area to our selves as ""exclusive"" access. Nor do we want that we want all access to be open to all groups.

Yet we continually see non motorized groups pushing to shut down our access but leave it open to there groups.

When they have the upper hand already and have lots of places already deemed nonmoterized.

Open access to all is the only option.

Thank you for the hard work that you and Mike have done balancing the demands of the divergent groups in the Stemilt Partnership. You have done a great job and we appreciate it.

I would like to address a few issues starting with the winter plan.

The winter land use plan as presented by Tom Hendricks and Gene Reed is the best solution to providing winter access to the motorized and non-motorized users. The separation is easy to understand while you are in the woods and the voluntary closure will get better compliance. Since there are no funds and few resources to enforce a closure, cooperation is the only path that will succeed. This plan would give the back country skiers the "side terrain" they are looking for and minimize the impact on back country snowmobilers. Having groomed trails in the area will also improve safety and facilitate search and rescue if needed.

Most of the interest from non-motorized groups centers on the back country skiers. They are the most vocal but, the winter hikers, cross country and snow shoe, users should also be considered. These groups are not excluded from groomed snowmobile trails but may want exclusive trails. Non-Motorized trails should be developed and maintained by that group. The snowmobile club is willing to consult with them regarding grooming strategies. However, we are a snowmobile club, founded and funded to service the snowmobile community and will not groom trails closed to motorized access.

User groups should provide resources to create the infrastructure they are requesting. For instance, the Orr Creek improvements can and should be funded by the people who will benefit from them. This could be through direct support, actually doing the work, or through fund raising efforts to finance the work. This approach has worked well with the snowmobile trail system. A user fee in the form of a parking pass or other user provided funding would also defray the expense of plowing and sanitation. I would encourage you to contact the State Parks Winter Recreation Unit to get more information about their system. The proposed shelters and sanitation for the non-motorized users should also be self-funded. The snowmobile community will develop any warming huts that are proposed for the Four Corners Area. The Noyd Easement should not be considered part of the green dot road system and any additional mileage should not subtract from the existing green dot system. We support the Noyd Easement. But, do not want the mileage to subtract from existing green dot mileage. Since this will not be available to all users, it should not be considered a green dot road. The green dot system should be restricted by minor changes such as parking lot access roads. With the steadily increasing popularity of ATV's new trails

I would like to express our concern about closing the Colockum to snowmobiles and ATVs. Our family winter activity is to go snowmobiling in the Colockum. This is a great time that we enjoy with our family and it's our bragging spot to take friends from out of the area, and to show what a beautiful area it is. With its many open meadows, easy terrain and vast views, we don't have any other area that is close to us to go snowmobiling that even compares to what we experienced in the Colockum. Most areas you are stuck on forest service roads unless you are an extreme sledder.

After a tiring day of snowmobiling who wants to go home and cook, we don't, so we take the family and our friends and we go to a restaurant and continue to enjoy the evening with a stop in Wenatchee for a bite to eat and to mock the dumb things I got myself into that day with our group. We purchase much of our equipment and have all our service work done in the Wenatchee area. We also purchase most of our fuel and oil locally too.

In summary we think it would be a huge disservice to close the Colockum area to powered Motorsport activities because of the experience we get in the Wenatchee area and we believe in spending our money local otherwise we would have to spend our money elsewhere or get rid of our snowmobiles completely. Thanks for considering this matter.

I am a backcountry skier and snowmobiler from Wenatchee. I am strongly opposed to the new restrictions on motorized vehicle use in the Stemilt-Squilchuck recreation draft plan.

I am a snowmobiler from Wenatchee and so is my daughter Sierra. We are strongly opposed to the new restrictions on motorized vehicle useage in the the Stemilt-Squilchuck recreation draft plan.  
Thank you

I am a snowmobiler and snowboarder. I am very against the proposed plan. It will not be good for the majority. Thank you.

I live in East Wenatchee and spend a lot of time up in the Squilchuck area and really enjoy the beauty of it all. I ride snowmobiles, dirt bikes, and also love to hike, snow shoe, ski and snow board...and also hunt. It's fair to say that area is unique and offers diversity to all folks who enjoy the outdoors.

It is a big part of what makes this community so appealing and enjoyable. I dont see a reason why we cant share this area with all outdoors enthusiast alike. It seems wrong to exclude a sport/group of people who have enjoyed that area for so many years. It's part of our lives! I hope that it can remain accessible by all outdoor sports including snowmobiles and recreation/off road vehicles.

I am an avid hiker, snowshoer, and bird hunter that utilizes the Stemilt-Squilchuck area that you are reviewing.

I support continued snowmobile and off-road vehicle usage of the Stemilt-Squilchuck area, consistent with existing access points, trails, and forest roads, and within the existing framework of laws and regulations.

- I do not support establishing the proposed non-motorized areas.
- I do not support an annual permit system. I already pay-to-play almost \$200/year with annual renewal of the Northwest Forest Pass, the Discovery Pass, and hunting and fishing licenses.
- I believe that trail separation (not exclusion) is an effective tool for reducing any known, perceived, or anticipated conflicts for backcountry use.
- I support establishing intentional shooting areas for target practice.

Thank you for the opportunity to comment.

I do not understand why the non-motorized people want to shut out the motorized people completely. I have been snowmobiling up in the Colockum for over 25 years and have not ever seen a non motorized person. There is plenty of room for both parties. The snowmobiling I have done, the Colockum area is one of the best in the state. There are areas we cannot even get into but a proper plan would help the non-motorized people have an area plenty big and we would never get near them. Please keep the Colockum open for us.

Hi my name is Tim Halvorson I am 56yrs old and I am writing on concern that there is talk that some of the Stemilt Basin and the Mission Peak area may be shut down to motorized vehicles. I am a winter user at this time. I may be concerned for the summer time portion later in my life when I am to old to ride my horses and have to switch to ATV's so that I can still enjoy the area with my family and grandchildren..

My Dads grandparents homesteaded in the Squilchuck Valley in 1902 and the area is now known as Halvorson Canyon. I was born and raised here, so the area that is proposed to close has been basically my backyard for recreation that myself and family have enjoyed.

It seems that these NON NATIVE people move to this area to enjoy the beauty of this great valley that we have and enjoy. Why do these non native people think they can come in and take over what we native people of this valley have?

These people want to use the trail system that we pay for to get to the areas that they want to keep us out of, I feel this is not right! I have no problem sharing the trails, parking, etc. I think the best investment is to educate both sides to share these areas. The other problem I have is when these people get hurt or lost, who do they call? The people that they don't want to share the recreation areas with .

They already have the area around the State Park, the areas they are trying to keep us out of they still have access already, so why would this be fair? I have a 17 year old son that I take to theses places on a regular basis I see very few non motorized users, and when we do see them we give them plenty of room and slow down.

We have ridden our horses in the Squilchuck State Park and the Mission Creek areas. The horses actually prefer the motorized vehicles to the backpackers or the downhill bikers because the horses can here them coming and they do not spook the horses. Last time we were at Squilchuck we were told that we don't belong there because that is for mountain bikers! We have been riding up there for over 30 years and now we don't belong there??

We have over the years have lost closed areas such as Number 2 Canyon, Mission creek and other areas. I could say a lot more but as you can see I am not for closing down the Stemilt Basin and the Mission Peak area that is outside the ski area boundary. So I am asking Please DO NOT close down what has been my backyard to motorized recreation for myself and my family .

The Recommendations developed by the Recreation Committee are too aggressive and should be rejected for the more hands-off approach historically taken to managing these lands. The ambitious scope of proposed "improvements" is unnecessary and burdens local government with too many new costs. The proposal to cordon off portions of the Stemilt Basin for use by athletes only is a de facto extension of the Mission Ridge ski resort. Government officials and Chelan County tax payers should reject any effort by elite private interests and out-of-town promoters to determine who does and does not get to enjoy our public lands.

Verbal Comments from 3/21/18 Open House: -Tree Hill is an important snowmobile destination, it is located on 31 & 32 section line. -The Non-motorized boundary should match what is shown in the Nanuem to Columbia Plan boundary. -Use county line as the break for motorized/non-motorized boundary (motorized-south/non-motorized-north). -Like the opportunities for all public to have access/multiple uses/new users. -Charge a fee for non-motorized access/use. -How would people use the non-motorized area? We have never seen showshoe users or cross-country skiers in the proposed area. -Big Tree Hill and Heart Hill are important hill runs that are currently in the non-motorized area; and elk trail road.

To the Stemilt Partnership Recreation Committee,

I have a few comments relative to the Stemilt Basin Recreation Plan. I am not sure what started this whole process but I think it is unnecessary given all the years of trouble free use of this area by all citizens.

The motorsports industry has been severely affected by continued land closures, restrictions and general negative perceptions towards the sport. While other states are expanding access and taking advantage of the economic growth that follows, it seems that Washington is going the other way.

That said, as a 30 year veteran of the motorsports business and a 16 year veteran in the House of Representatives, I urge the committee to NOT reduce motorsports access at all.

As stated, non-motorized users have plenty of area to access and have been able to share this area for years. Any reduction will have a negative impact on the county and its citizens as well as creating serious safety and enforcement issues and we continue to shrink the area motorized users are allowed to recreate on. This is one of the last great local winter riding areas and it should be protected at all costs.

As an avid life-long snowmobiler, My family -including my great grandfather have been riding in these areas for generations. For this group of cross country skiers, snowshoers and other non motorized enthusiasts to try and close down certain areas to motorized vehicles makes no sense to me. If you were to go up to Blewett pass, Highway 20, Mazama, etc. during the winter on a weekend, you would see every type of outdoor winter activity getting ready to take place in the same parking area. Everyone gets along, people go their separate ways once they hit the trails and no one complains.

Every person that rides a snowmobile in Washington state pays over \$100 each year for tabs. These tabs pay for the diesel/maintenance for our groomers. It pays for the trails to get groomed. I don't think it is right that our hard earned money will groom trails for other non motorized enthusiasts.

After everything I have heard throughout the numerous meetings that I have attended, I am 100% against the stemilt-squilchuck recreation plan.

I snowmobile up in the area that your trying to stop Motorized vehicles so I oppose it. Hope you take motorized vehicles in to consideration to not Close down the areas thanks

I snowmobile and hike Colockum year round and am opposed to the proposed restrictions. My family has been enjoying outdoor activities in the area since the 1970s. The area is used by families to teach young people about the outdoors and promotes a health lifestyle for many.

Mattawa, WA

I am in favor of motorized land use in the stemilt basin. Please make this happen.

**Non-Motorized Winter Recreation Proposal: Comments In Support**

I am writing this letter as an expression of SUPPORT for the proposed non-motorized winter recreation areas shown in the attached map. It is my sincere belief that the proposed NMA is well-planned, and will reduce user conflicts between non-compatible recreation activities, promote safety, and provides resources for both motorized and non-motorized recreationalists.

Just Sunday (March 18, 2018) i was backcountry skiing near Clara and Marion lakes. Heavy snowmobile traffic spoiled the experience and created safety concerns related to avalanche triggering as snowmobiles wizzed by and highmarked overhead. The snowmobilers were friendly, and my comments are in no disrespect to them, except to point out that motorized use often conflicts with the experience sought by non-motorized recreationalists (e.g.: quiet, solitude, safety, nature observation, and the aesthetics of winter landscape without mechanized tracks).

Please enact and enforce the propoesed non-motorized area near Clara & Marion Lakes and in the Stemilt Basin.

As a long time resident of Cashmere, and both a skier and snowshoer , I strongly recommend the creation of a non motorized area in the Stemilt Basin. There is more then enough areas available to snowmobiles.

I want to let you know that I fully support the Chelan County draft proposal for the stemilt and squilchuck basins, particularly the inclusion of a non-motorized recreation area for skiers and snowshoers. It is important to me that our Valley continues to have opportunities for non motorized Recreation, it is one of the things I love about living here. I was unable to make it to the meeting the other night, and appreciate Chelan County hearing my input via email.

I was not at the meeting regarding the proposed plan to the Stemilt and Squilchuck basins, but I have read the plan and reviewed the map. I absolutely support the idea to include non-motorized recreational areas. It's awful to enjoy recreation in the snow with my children only to have snowmobilers fly by. The noise is extremely loud (we don't usually play in the snow with ear plugs) and the smell is noxious (I and my son suffer from migraines due to bad air quality). I don't always know if they see my small children and it's a constant worry that one of my children will dart out in front of an unsuspecting motorist. This shouldn't be an issue in the middle of the woods.

I'm not against people enjoying snowmobiling and I believe they should have access to areas where they can enjoy nature with the same zeal as anyone else; but I really support segregating their activities from non-motorists.

For me, nature in the winter is a place of respite, to absorb the stillness, to hear the sway of the trees and the snow that falls from their branches, to detect the trickle of nearby creeks flowing through the snow, and to hear our own feet crunch upon the snow through such magnificence. It's a sanctuary where we all have a chance to commune with God through God's purest creation. I would love, as a non-motorist, to have an area like this to enjoy, and feel confident it won't be interrupted with the shrill roar and noxious exhaust of snowmobiles cutting through an otherwise exquisitely peaceful and refreshing activity.

Thank you for considering my opinion; I hope a decision will be made that will satisfy all parties.

I support making this a non motorized area. There are plenty of other motorized areas in local zones (blewett, sugarloaf, lake wenatchee, teanaway). Nice work.

I support the winter non-motorized area proposed in the Stemilt Recreation Plan. Reserving certain, small areas for non-motorized traffic is really important to the non-motorized recreators, because there are so few areas without motorized traffic. I myself am a snowmobiler as well; but I believe that both groups have the right to areas where they can enjoy their sports. While it is not a big deal to snow mobiles if hikers/skiers are present, it can be very unpleasant, scary, and even dangerous to the hikers and skiers when they have to share areas with motorized traffic. Some areas must be shared, but it is good to reserve others just for certain kinds of traffic. Thank you for your consideration!

"Thanks for this opportunity to comment on draft Stemilt-Squilchuck Recreation Plan and associated ""preferred recommendations"". I have lived on Squilchuck Road for more than 10 years. I frequently hike, camp, sometimes mountain bike, and sometimes cross country ski in the subject planning area. I am also a season pass holder at Mission Ridge ski area every year.

I particularly support the following recommendations:

1. There should be no net increase in Green Dot road mileage and seasonal restrictions for those roads.
2. You should implement physical barriers to vehicle use on non-Green Dot roads. I also recommend more frequent signs alerting vehicle users that all types of motorized vehicles are not allowed on non-Green Dot roads or off road in general (and noting any potential applicable fines for violation).
3. You should have more active education and enforcement presence, particularly with regard to illegal use of non-Green Dot roads. This is particularly important to me.
4. You should restrict target shooting to only those areas that are officially designated for that use.
5. You should create a sno-park at the base of Upper Wheeler Road in support of non-motorized (but not motorized) winter uses.
6. You should discontinue use of snowmobile groomed segment in Section 22.
7. You should implement the non-motorized winter use area per the Naneum plan including access from Squilchuck Park, Mission Ridge Ski area, and Section 16.
8. You should create groomed cross country trails in Section 19, 30, and 17.
9. You should maintain the ""wilderness feel"" east of Mission Ridge ski area and north of Naneum Ridge.
10. You should maintain a non-motorized play area in the high elevation terrain east of Mission Ridge ski area and separation of motorized and non-motorized uses.
11. Do not encourage or authorize off-trail snowmobile use in any areas.

"

I support the development of an NMA consistent with the larger state process of the Naneum Recreation Plan (approved two years ago). The Naneum Plan clearly mandates for a winter NMA in the Stemilt Basin and in the area surrounding Clara Lake.

I am writing to urge Chelan County, as you develop your own local recreation plans, to follow the state agreed-upon plan for lands between Ellensburg and Wenatchee - to be designated as non-motorized wintertime recreation areas. Specifically, I urge you to adopt the accessible, non-motorized area in the Stemilt basin for non-motorized recreation.

Increasingly, low income populations are concentrated inside Wenatchee's Urban Growth Area, and the adjoining county lands. Access to non-motorized recreation in Stemilt Basin would serve low income families with children, allowing access to nature, outdoor exercise, and access to solitude and adventure. Chelan county has plentiful access for motorized winter recreation but limited non-motorized access. Additionally, the lower-impact of non-motorized recreation will have a reduced negative impact on wintering ungulates (mule deer and elk).

As a skier and snowshoer in Chelan Country, a non-motorized areas is central to the experience, so I support the winter non-motorized area as proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience. I live in Leavenworth and go out all year round with my friends and Clara Lake is a favorite with us as we can drive to Mission and go from there. My friends in Wenatchee also love to snow shoe to Clara and Stemilt Basin. Please support the Stemilt Recreation Plan.

I'd like to submit a comment regarding the proposed Stemilt Recreation Plan and specifically the winter non-motorized area component at Clara Lake and in the Stemilt Basin adjacent to Mission Ridge.

As a skier and snowmobiler, I think it's important that a legitimate recreation plan accommodates the needs of all user groups. Non-motorized areas are essential to the backcountry ski and snowshoe experience, so I support the NMA as proposed in this plan. Backcountry skiing and snowmobiling do not always dovetail well in these areas. I've personally seen instances when snowmobiles have high-marked above a group of skiers making their own way up the slope. This creates a very real avalanche and debris hazard for those on foot below the machines. In addition to the potential safety issues, snowmobiles are capable of very quickly rendering the slopes in these areas unusable by other groups at certain times of the year by cutting deep trenches into the snowpack that are not always visible in many light conditions and can severely injure a skier or snowshoer coming across them. A small group of machines can easily track out the Clara Lake area in an hour. Lastly, many non-motorized users enjoy a brief escape from the hectic pace of life by retreating to the backcountry for a quiet experience in nature. The constant buzz and close encounters with fast moving machines quickly becomes overwhelming. I think that you'll see increased use by non-motorized winter recreationalists (by far the larger group in aggregate) with NMA designation in the proposed areas as many have avoided areas of high snowmobile use.

The terrain included in the proposal for NMA is not large in comparison to the total lands available for motorized access in the basin, and they are among the most easily accessed by human powered outdoor enthusiasts. Preserving these lands for a high quality non-motorized experience, while still maintaining most of the area that snowmobilers have used for decades of fun motorized access is a reasonable and responsible use of public resources.



As a skier and snowshoer, I would like to share my support of the establishment of the winter non-motorized areas as proposed in the Stemilt Recreation Plan. For me, the noise, fumes, and tracks of snowmobiles significantly detracts from my enjoyment of the outdoors. The proposed NMA would greatly enhance the experience for myself and other non-motorized recreationalists, while not significantly impacting the amount of land available to snowmobilers for their enjoyment.

The proposed terrain around Clara Lake and in the Stemilt Basin represents only a fraction of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins, but will substantially improve the experience for snowshoers, backcountry skiers, cross-country skiers, and winter walkers -- a large user base that continues to grow. Snowmobilers will still maintain 226,000 acres of terrain for their recreation in the Stemilt Basin and in the adjacent state land covered in the Naneum Recreation Plan, as the winter NMA is only 1.7% of the total.

Locating the proposed winter NMA adjacent to Mission Ridge also just makes sense. As the ski area does not allow public snowmobile use, this area would see far fewer violations since its boundaries on several sides will be protected from misuse.

Thanks for collecting community input! I would love to see the creation of an NMA in the Stemilt Basin! Let me know if I can provide any additional information.

I have snowmobilled, backcountry skied, and snowshoed in many parts of the West over the years. The Stemilt Recreation Plan can work as long as the proposed winter Non-motorized area(NMA) component is included.

I'm certain that anything less will forever be an issue that never goes away.

So I urge you to keep the NMA in the plan. I'm certain that a short list of snowmobillers may not be happy but most do understand the small area kept unmotorized and only in the winter is an insignificant part of the entire area and goes a long way towards bringing the two groups closer together.

As a backcountry skier myself there is a big difference between skiing in the quiet wilderness and hearing the faint tinkle of a team of sled dogs pulling their driver and sled verses the distant sound of snowmobillers getting louder and louder until they pass destroying any sense of quiet solitude.

Please make the right choice here.

We strongly support establishing a non motorized x country and snowshoeing area in the Stemil basin.

We are Nordic skiers, snowshoers, and hikers. We have hiked and snowshoed in the Stemilt Basin and the Clara Lake area. We have often said that either would be a great place to have an offical non-motorized area for snow play. Every winter we drive to Canada several times to cross-country ski at a high enough elevation to have high-quality powder snow all winter, while looking longingly at the Mission Ridge area at 4200' to 6800' elevation, and thinking, why do we have to drive 4 to 6 hours to Canada to get the same snow? Surely there is enough area that snowmobilers can find space to drive their vehicles while sharing some with muscle-powered winter sports.

As a skier, non-motorized areas are central to the experience of the outdoors, so I support the winter non-motorized area as proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience. These are public lands so no single user group should have a stranglehold. And both the Naneum and Stemilt recreation plans' vision statements call for a balance of shared recreational use.

Thank you for hearing my thoughts and opening up the conversation! I appreciate all that you do!

ElSendero just contacted me about this because I'm a long time member of Winter Wildlands Alliance. I'm also a retired National Park and Forest Wilderness ranger, with 50 years experience as a professional skier, including heli-skiing in the North Cascades.

Here in the Methow we're experiencing the phenomenal growth resulting from limiting mechanized access. As much as we enjoy all the increasing business, we also fear that we'll get too crowded, and therefore wish to encourage other non-mechanized opportunities closer to population centers like Seattle and Wenatchee. So please count this input as favoring reserving Stemilt Basin for non-mechanized use.

Please consider the needs of cross country skiers, back country skiers, and snowshoers by providing an NMA around Clara Lake and adjacent to Mission Ridge. These sports can't safely coexist with snowmobiles.

My wife Cathy and I live in Wenatchee and are active outdoor enthusiasts. We are writing to express our support for the non-motorized area at Lake Clara and in the Stemilt Basin adjacent to Mission Ridge.

We have observed the development of the Stemilt Recreation Plan and feel that there has been extensive opportunity for input from all user groups. We have been impressed by the cooperation of the user groups. Clearly, throughout the process, there has been an acknowledgement by the majority of all users that a non-motorized area is desirable for skiers and motorized users alike.

Additionally, we point out that there are nearly 200 miles of groomed snowmobile trails but no non-motorized areas. For us, it is very important to have our backcountry experience be motorized-vehicle free. The snowmobiles are loud and destructive to the pristine snow that we seek. We can agree to live-and-let-live, but there ought to be areas where we can choose to go where we can be free of motorized vehicles. It is not a very large area that we are asking for. Snowmobiles should not have access to all areas that they choose.

As a skier cross country skier and splitboarder non-motorized areas are central to the experience. That's why I support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience.

I personally see snowmobile tracks covering areas adjacent to Mission Ridge, literally right outside of the ski area boundary lines . By virtue of its elevation and proximity to Mission Ridge, Clara Lake and Stemilt constitutes some of the best Backcountry ski terrain near Wenatchee. Backcountry ski touring has been increasing steadily over recent years, actually one of the only sectors in the ski industry that is seeing growth. Wenatchee tourism and the associated economic benefit will be lost if these areas are not protected.

There are hundreds of miles of snowmobile trails in our surrounding mountains, both groomed and ungroomed. Snowmobiling tourism likely will be unchanged but Wenatchee's future ski tourism certainly will.

As a winter hiker and xc skier, I support non-motorized trails in the Stemilt basin.

Their close proximity to my home in south Wenatchee would be advantageous for winter recreation. I believe many families would use these trails if they were available for non-motorized use. You don't need to spend several thousands of dollars to enjoy the winters in our valley. XC skiing, snowshoeing and winter hiking, are activities which are very inexpensive.

I wanted to take a few minutes to let you know that I am in complete support of establishing a winter non-motorized recreation area, and I think Stemilt Basin and Lake Clara are excellent locations.

I participate in both motorized and non-motorized recreation and have backcountry skied in both areas. As a motorized recreational user, I'm well aware of how much ground we can cover. I'm also aware of how loud motorized recreation is, and how it can really disturb an otherwise harmonious day in the backcountry for a non-motorized user. I think a big benefit of these locations is that they are relatively easily accessed and provide continuity in non-motorized recreation around Mission Ridge Ski Resort.

I am in favor of the non-motorized area proposed for the Stemilt Basin Recreation Plan. I have backcountry skied in this area and found that snowmobile activity in this area detracts from my experience. The deep ruts caused by snowmobiles running up and down skiable slopes make it difficult to ski and the noise and fumes produced by snowmobiles erode the pleasure I obtain from being in the outdoors. I urge Chelan County to adopt the non-motorized area as developed in the Stemilt Basin Recreation Plan.

I support the establishment of a winter non-motorized recreation area as proposed in the Stemilt Recreation Plan. The area around Clara Lake and in the Stemilt Basin is a good choice for a variety of non-motorized recreationalists (snowshoers, backcountry skiers, cross-country skiers, and winter hikers), yet a small portion of the state lands in the Stemilt-Squilchuck-Naneum basins. These locations are easily accessed and provide continuity in non-motorized recreation around Mission Ridge Ski Resort.

One of the main reasons we chose to move to Wenatchee four years ago was for the year-round outdoor recreation. I am an active backcountry/cross-country skier and snowshoer. I can attest that having a motor-free area to ski and snowshoe is a huge plus to both residents and visitors to our valley. Currently, skiers and snowshoers avoid areas used by snowmobilers because of the noise, fumes, machine tracked snow, and fear of speeding machines, especially around children. The number of people participating and buying gear and passes for non-motorized winter sports is growing every year. Providing a small area for non-motorized recreation (4000 acres), in comparison to the 226,000 acres available to snowmobiles, will benefit the community as a whole.

As a backcountry skier, I would appreciate having certain wilderness areas in Central Washington where I can feel truly at peace and away from the buzz of humanity. It doesn't seem right that snowmobilers should have a stranglehold on all the public lands of the area. It would be great to have an area dedicated to non-motorized users to feel safe and have a more enjoyable experience.

After taking AV1 training, I realize how much more of an impact snowmobiling does to the snow pack. Not only does snowmobiling pose a danger to skiers themselves, but I worry about the avalanche hazard they pose to all of us using the area. While they definitely deserve a place to recreate, like everyone, it would be reasonable to have a place designated specifically for non-motorists who leave little impact to the terrain.

This is to provide support input for the proposed non-motorized use area in the Stemilt Squilchuck Recreation Planning as to winter recommendations. My wife and I live at 5240 Squilchuck. I have backcountry skied in the proposed non-motorized use area in the Stemilt Squilchuck Recreation Planning area for about 30 years. The Mission Ridge downhill ski area has appropriate limitations on uphill use of the ski area during the winter season. The proposed non-motorized use area is very well suited for back country skiers and snowshoers and is an excellent compromise for motorized vs non-motorized use of the Stemilt Squilchuck Recreation Planning area. Thank you for your hard work with this planning!

As a snowshoer and Hok skier I support non-motorized areas are central to the experience. That's why I support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, Hok skiers, cross-country skiers, and winter walkers a high-quality experience.

I am writing in support of a winter non-motorized recreation area in Stemilt. There are a large number of people that take part in non-motorized winter recreation and it is important that there are areas that are designated for this. The motorized vehicles already have a large area for use, and the non-motorized group should also have some space to enjoy recreation without the dangers and noise of the motorized vehicles. Combining the two uses is neither safe nor equitable. This area attracts more and more people because of its varied outdoor recreation, and we should be able accommodate the two groups without forcing one or the other the worry or compromise their experience for the other.

I am a resident of Stemilt Hill and urge the adoption of the proposed winter non-motorized area around Clara Lake and Stemilt Basin near Mission Ridge. My wife and I enjoy the solitude and peacefulness of snowshoeing in that area in the winter. It is beautiful area providing needed respite from the noise and crowds. We have often seen wildlife tracks in the snow in the Clara Lake area; the wildlife need it non-motorized, too, as it is their habitat. Allowing motorized use there in the winter would destroy its wildness and seriously degrade the experience for residents such as us who live in the area. Snowshoers, skiers and winter hikers such as ourselves need an area free of motorized use, for enjoyment and for safety. There are many trails and areas with sno-parks available nearby for snow machines. It is crucial to have the modest non-motorized winter areas as proposed in the Stemilt Recreation Plan.

Thank you for giving the public the opportunity to comment on the proposed Stemilt Recreation Plan. I feel strongly that the plan needs to include lands set aside for non-motorized winter recreation. I am a snowshoer, back-country skier and late-season hiker with Yak Trax who appreciates the trail to Lakes Clara and Marion, and/or other trails designated for just leg power. We need to keep snowmobilers out of this relatively small trail area within the very large Stemilt planning area!

I am a Wenatchee resident and an avid skier and snowshoer. In fact, skiing is one of the central reasons my husband and I decided to settle down in Wenatchee. We love the outdoors and getting out for a cross-country ski or winter hike is hugely important to us! That said, I wanted to voice my support for the winter non-motorized area, as proposed in the Stemilt Recreation Plan. The proposed terrain around Clara lake and in the Stemilt Basin is not so hugely vast, as in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins; yet this valuable land will give us snowshoers, back/cross country skiers, and walkers, the kind of highly enjoyable experience we do not take for granted. Please allow us the opportunity to have non-motorized access to these lands we love so much.

Thank you for your time in hearing my voice on the matter.

I am a snowmobiler and back country skier from Wenatchee. I strongly support an nma to protect backcountry experience in these areas. Snomos have v plenty of room elsewhere to recreate elsewhere.

As a skier and winter hiker non-motorized areas are essential because of the peace and quiet that is so important to the experience. I support the winter non-motorized area as proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience.

I was in attendance at the meeting a few weeks ago at the Malaga Fire House, and appreciated your taking the time to present the information that you did regarding the Stemilt-Squilchuck Recreation Plan. Several people in attendance who were opposed to the plan seemed to be upset at the fact that they were just finding out about the plan, and seemed to imply that they were being excluded from being presented with this information any sooner, but I am very much in support of the plan and I knew nothing about it until that day either.

I work as an architect, and my husband works as a health care provider. We moved here four years ago in large part because of the access to outdoor recreational opportunities that exist here. We have every intention to settle down for good in Wenatchee, and consider ourselves very much invested in the community here.

We are 100% in support of the proposed non-motorized area as an opportunity to access the area for backcountry skiing, snowshoeing, and winter hiking. From what I understand, there is a much larger area open to motorized traffic in the winter, and the proposal to set aside this small piece of land for non-motorized travel seems more than reasonable. These are public lands, and the portion of the public seeking access to the undisturbed quiet and serenity of the non-motorized wilderness deserve a place reserved for that activity. There just isn't a reasonable way (for safety reasons alone) to share a backcountry ski / snowshoe area with snowmobiles. I understand that the County has been working very hard on this plan for many YEARS, and I have to believe during that time the very best plan has been determined, taking into consideration all the many angles that are at play. I am very much in support of the plan.

The reality is that this valley is changing; more people who live here or who have moved here are seeking opportunities to explore the amazing outdoor opportunities in the surrounding area in non-motorized means. I really hope that the plan as proposed will be approved.

Thank you for taking the time to consider my comments.

I'm writing in enthusiastic support of the non-motorized area in the Stemilt Recreation Plan. The world is a noisy place full of motorized sound essentially everywhere we go; Saddlerock, Castlerock, and the other close-to-town pedestrian hiking areas provide no escape from the noise of our wonderful city.

As a backcountry skier, snowshoer, and winter hiker, I am so grateful for spaces like the Lake Clara/Marion areas and the Stemilt Basin for quiet places to escape. There are few places for backcountry skiers and other winter pedestrians to practice their passion, while there are over 170 miles of snowmobiling spaces in the Colockum. Each of us need designated safe places to do what we love, and non-motorized area proposed in the Stemilt Recreation Plan does just that!

Thank you for your time, and please let me know if there is anything further I can do to support this cause. I want to continue doing what I love, safely!

I support the new plan for the Stemilt Basin to make this area for non motorized usage. Seeing how great it is to have separate areas for motorized and non motorized in the Methow Valley I believe that this is a Win-Win situation for both parties. Thank you for giving me the chance to include my input.

I am writing to support the winter non-motorized area proposed in the Stemilt Recreation Plan. While I lifted the following reasons for establishing the NMA from the Wenatchee Outdoors website, I strongly agree with them. As a winter recreationalist who travels the state, I prize the Wenatchee area for its current and potential opportunities. My antipathy to snow machines has greatly ameliorated over the years. But they have plenty of places to go where muscle-power (skis and snowshoes) can't normally reach. And it is, indeed, foolish to think skiers and snowshoers can happily share a winter recreational area with snow machines.

I moved to Wenatchee less than a year ago after finishing graduate school. Wenatchee's easy accessibility to tranquil wilderness areas was a primary factor in my decision. As a backcountry skier, non-motorized areas are central to my experience for both safety and enjoyment. This is why I support the winter non-motorized area as proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience.

Thank you for considering both sides.

I'm weighing in on the Stemilt Recreation Plan and the proposed wintertime non-motorized areas. I FULLY SUPPORT the non-motorized areas that are part of the proposed plan. I actually support a much larger allotment of land to non-motorized winter use because snowmobiling is on the decline and is expected to continue declining over the decades ahead. Meanwhile, non-motorized winter sports are growing quickly and represent the wave of the future for many reasons (health benefits, climate change, rising cost of gas, and the cost of equipment to get started). Even though I believe non-motorized users deserve a bigger slice of the pie (in the Naneum Plan 226,000 acres are open to snowmobiling while only 4,000 acres are being discussed as winter non-motorized areas), this plan is a good start.

I support the winter non-motorized area as proposed in the Stemilt Recreation Plan. The area is only a few square miles, but it would provide skiers, snowshoers and any other non-motorized winter sports with a safe, quiet area for winter recreation. Compared with motorized sports, we non-motorized folks require much less space. Non-motorized is growing. Motorized is not. Please plan for our future.

Why do I (and other non-motorized winter sports enthusiasts) want a winter recreation area free of snowmobiles?

1. I want an area with slopes untracked by snowmobiles (who can ""use-up"" a whole slope of powder in 5 minutes and leave dangerous (to me) packed down tracks).
2. I want an area where I feel safe and don't have to decide which way I'm going to run when I hear a snowmobile approaching - especially if I'm in the trees where they can't see me until they are very close.
3. I don't want to smell snowmobiles - they make me sneeze!!!
4. I don't want to hear snowmobiles.
5. I want future generations to have the opportunity to experience quality winter recreation in a non-motorized area.

Please provide us with our own space in the area near Mission Ridge. Purveyors of not motorized winter sports are the vulnerable users. Snowmobilers are definitely not.

I am commenting on the Winter Stemilt Recreation Plan. I am and have been a skier and snowshoer in this area for the last 40 years. The Stemilt Basin has an enormous potential for future non motorized enthusiasts. Its proximity to the Squilchuk State Park, Mission Ridge Ski Area and the Stemilt loup county road make it an accessible area for skiers and snowshoers. This area has steep East facing slopes for backcountry skiing and snowboarding and gentle sloped pine forests for the cross country skiers. And the snowshoer can go to both of these types of areas.

Most of us non motorized outdoor enthusiasts enjoy the quietness of the forest. We are there to be challenged, get out and recharge from the noisy connected lives that we live. It is important that this non motorized area be close to access points. We do not have the time or energy to spend traveling hours to find that remote spot that may not be used by motorsport enthusiasts.

I am writing in response to a community meeting recently that was held at Malaga fire station. As a member of the community, I am in full support of creating a non-motorized zone in the stemilt basin. As a person who accesses backcountry zones throughout the state, I feel it is so important to provide this kind of zone locally. It was said at the meeting that in the years of snowmobile use, persons had not seen cross country skiers, snow shoers, or other human powered winter enthusiasts. I would counter this argument with two points: 1) it is challenging to ensure safe interactions in the wilderness between non-motorized and motorized users when access is shared and 2) the needs of the valley are changing and we should be progressive in how we allocate our natural resources to protect and provide for use now and into the future.

The NMA in the Stemilt area would benefit many . The easy access to snow activity is special. Consider the multiple recreation options and the fitness and health benefits.

As a snowshoer, non-motorized areas are central to the experience, so I support the winter non-motorized area as proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience.

As a backcountry skier, non-motorized areas are central to the experience. That's why I support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain gives snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience.

Non-motorists like neither the noise nor fumes of snowmobiles. Non-motorists also sometimes feel unsafe around the speed of snowmobiles. Snowmobiles quickly track out the untracked-snow experience backcountry skiers seek and occasionally the deep ruts left by machines are injury hazards to skiers coming downhill. Finally backcountry skiers ascending steeper slopes can be exposed to unexpected avalanche hazard if snowmobilers arrive and begin high-marking the same slopes.

Snowmobilers may question the need for non-motorized areas because they don't see snowshoers or skiers in the areas they frequent. This is not because the non-motorized crowd doesn't exist but testimony to the fact that non-motorists avoid places with heavy snowmobile use. Establish non-motorized zones in the Stemilt Basin and people will use them.



As a skier and snowshoer, I would like to share my support of the establishment of the winter non-motorized areas as proposed in the Stemilt Recreation Plan. For me, the noise, fumes, and tracks of snowmobiles significantly detracts from my enjoyment of the outdoors. The proposed NMA would greatly enhance the experience for myself and other non-motorized recreationalists, while not significantly impacting the amount of land available to snowmobilers for their enjoyment.

The proposed terrain around Clara Lake and in the Stemilt Basin represents only a fraction of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins, but will substantially improve the experience for snowshoers, backcountry skiers, cross-country skiers, and winter walkers -- a large user base that continues to grow. Snowmobilers will still maintain 226,000 acres of terrain for their recreation in the Stemilt Basin and in the adjacent state land covered in the Naneum Recreation Plan, as the winter NMA is only 1.7% of the total.

Locating the proposed winter NMA adjacent to Mission Ridge also just makes sense. As the ski area does not allow public snowmobile use, this area would see far fewer violations since its boundaries on several sides will be protected from misuse.

Thanks for collecting community input! I would love to see the creation of an NMA in the Stemilt Basin! Let me know if I can provide any additional information.

As a back-country skier / snowshoer , I ask that you accept that non-motorized areas are central to the experience. We cannot maximize our back-country adventures in the company of motorized users, as the noise, fumes, and danger of their high speed machines is totally incompatible with the quiet, natural setting that is required for the true back-country experience. That's why I support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, ski tourers, and winter walkers a high-quality experience.

As a skier and snowshoer non-motorized areas are central to the experience. That's why I support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience.

The location of the proposed winter NMA is sensible because the land is among the most easily accessed for the largest number of recreationalists who snowshoe, ski, or winter walk. Furthermore, the proposed non-motorized zone flanks the Mission Ridge Ski Area which does not allow public snowmobile use. This means the winter NMA will see far fewer violations because the ski area protects several boundaries from misuse.

For many years my family and I have enjoyed this quiet area to experience winter in dense forest and fragile lakes. I would like to see the environment remain the same for my children in years to come.

Please accept my letter in support of a cross-country venue for the Wenatchee area. My wife, Iola and I came here in 1976 and raised our two girls in this land of diverse opportunity. After living in Chelan for the past 15 years, we moved back home to the Wenatchee area to downsize and retire.

Skiing has always been my winter recreation. My biggest regret of leaving Chelan is that I would have to travel farther to cross-country ski. In order to maximize my skiing, I have had to venture two hours to the Methow Valley or Loup Loup Pass, 3 hours up to the Okanogan Highlands, or lesser dives to the Leavenworth area when conditions allow.

As a life-long healthcare worker, I know that fellow retirees of the Baby Boomer Era are hungry for this type of winter recreation which maintains health. Upon returning to Wenatchee, we have realized that our area is exploding as a retirement mecca. Not only would retirees, but FAMILIES benefit of a cross-country ski venue in our area. I have introduced our grandchildren into the sport. It seems the Millennial Generation's values support this wholesome sport.

The Stemilt Basin has the best snow potential in the area. Having this tremendous asset so close to us is unbelievable potential.

If there is anything I can do to promote this into reality, please let me know.

I strongly support the designated non motorized use area proposed in the stemilt basin recreation plan.

As an avid Nordic skier and snowshoer, the inclusion of the proposed non motorized area would represent an incredible opportunity to our local community. Each winter a group of friends and I make dozens of trips to Winthrop, Leavenworth, and Lake Chelan to take advantage of their designated Nordic ski areas. Having an area closer to home to Nordic ski would be amazing.

I enjoy the exercise and views afforded by Nordic skiing, but the biggest appeal to me is the solitude of winter silence. Unfortunately, this solitude is non-existent when motorized recreation is present.

I support the winter non-motorized area proposed in the Stemilt Recreation Plan.

I enjoy snowshoeing ~ I enjoy the exercise ~ I enjoy the tranquility.

I believe that both motorized and non-motorized users, such as snowshoers, should be able to enjoy high quality recreation opportunities. Currently the plan includes this opportunity for both, with the inclusion of the NMA. Snowshoers, like me, will be able to enjoy exercising in the outdoors, in a peaceful atmosphere and feel safe at the same time. Snowmobilers will be able to enjoy their acreage.

My understanding is that the NMA will be a very small portion of the overall acreage and snowmobilers will have access to rest of the acreage. Considering the very large area the snowmobilers will have access to in comparison to the snowshoers and X-country skiers, this area does not seem like a lot to ask for. Activities such as snowshoeing and X-country skiing are growing ~ there should be areas, such as the one in this plan, for people to participate in these activities.

The current proposal for a NMA should be maintained in the plan.

Let's keep moving forward.

I support the winter non-motorized area proposed in the Stemilt Recreation Plan. As a member of the huge population of nonmotorized winter recreationists, I find it reasonable to designate a tiny fraction of recreation lands around Clara Lake and in the Stemilt Basin as nonmotorized use only. The east side of the Cascades is sorely lacking areas where skiers can avoid machine tracks.

“Mixed use” is the same as designated motorized use, because people like me avoid areas that are used by snowmobiles and snow bikes for a variety of reasons including harassment and conflict. Even designated NMAs receive motor use. Each year my friends and I ski into the Alpine Lakes Wilderness only to discover groups of snowmobilers high marking its slopes. Skiers work hard to get a few miles into the backcountry. That’s not the experience we hope for.

Designated non-motorized areas are the best way to go.

Thank you for the opportunity to comment on the Stemilt Recreation Plan. My comments are to express my support for the proposed non-motorized areas.

I support the winter non-motorized areas indicated on the Stemilt Recreation Plan map displayed at the March 21, 2018 Stemilt Recreation Plan Open House. I believe it is appropriate for the local community plan to agree with the larger DNR Naneum Recreation Plan, (on which the Stemilt Partnership had representation). The current Stemilt plan appears in good agreement with the DNR plan.

I frequently backcountry ski in both the Stemilt Basin and the basin above Lake Clara. These places are accessible to me because the drive from Wenatchee is short, and the approach from the parking lot is short. I am able to ski in both basins, even when I only have a couple of hours for recreation. Even though the Stemilt and Clara basins are adjacent to the ski area, they frequently feel remote and wild. I ski in these basins from before Mission Ridge is open in November, all through the ski season, and then until the last snow melts in June. Usually my only partner is one or more of my dogs. Sometimes I just make one run, up and back. Sometimes I spend the whole day making laps and visiting varying terrain within the basins. I have snow camped with my kids in these basins. They are both dear to me.

cont... The conflict with snowmobiles is increasing as the power and agility of the machines has matured. There are many days each winter when my quiet and wild experience transforms to noisy and hectic. Over the last month, I have had four days in the Clara basin when two snowmobiles approached while I was already skiing in the basin. Over the course of roughly one hour (they stay longer, I depart shortly after they enter the basin), I witness tracking and high-marking on nearly every skiable slope. It is truly a wonder to watch, how fast and agile these machines have become. Two seasons ago in the Stemilt basin, my group of 4 touring skiers was surrounded by 8 snowmobilers who actually high-marked OVER our group as we ascended the hill. They drove up the hill in front of us, turned at the apex above us, and then drove down the hill behind us. I have heard snowmobilers comment that there is no user-group compatibility issue. This may be true from their view point. It may be true that my presence in the basin where they are snowmobiling does not detract from their experience. It is not true from my view. My experience is ruined during the time we share in the mountains, and will be affected until the next storm when their deep and widespread tracks can be filled in and erased. With our frequent snow droughts, the disturbed snow surface can persist for weeks following a short visit by a few snowmobilers.

I would love to see some amount of terrain protected against the noise and snow surface destruction of over snow vehicles. I agree with the intent of 2014 (federal) USFS rule that all forest is closed to OSV use until, after study and public process, it is specifically declared open. In addition, I support State and County agencies following the lead of federal rulings. However, since this rule has not yet been implemented, nearly the entire forest is unregulated, and almost no place is safe from OSV's. It seems fair and reasonable, in a largely unregulated winter forest, to designate some area for quiet backcountry recreation. The sensible place for this human powered experience is near the winter access points. In Wenatchee, this access presently includes only the end of the Mission Ridge Road (but will hopefully include a pullout in the Stemilt Basin soon).

Please keep the winter non-motorized areas on the Stemilt Partnership Recreation plan as they were presented at the March 21 open house. Thank you for considering my comment.

relevant principals, concepts, considerations that should be included in the recreation plan for winter use.

- Motorized and non-motorized uses need to be separated. From the standpoint of a backcountry skier like myself, the uses are not compatible. The noise, speed and rutted tracks of snowmobiles and snow bikes are something I choose to avoid. An excellent example of how distinctly separate areas can succeed is the Tronsen non-motorized area off the Blewett Pass Highway. Although adjacent to a heavily use snowpark and snowmobile area, there is sufficient separation to allow a quality experience for snowshoers, cross-country skiers and backcountry skiers.
- Both the Stemilt Basin and the Lake Marion and Clara area (section 23) offer accessible day-use winter recreation for the Greater Wenatchee area. The latter, especially, is heavily used by snowshoers all winter-long, but is not designated a non-motorized area. It needs to be; this should be a very high priority. Although not heavily used by snowmobiles, when they do enter the area the experience for the muscle-powered folks is drastically altered, especially when the slopes above the lake basin are used for high-marking. Although the Marion and Clara area is small in actual acreage, its value is very high for skiers and snowshoers.
- Because the Stemilt and Squilchuck areas are so accessible and suitable for day-use, it is only reasonable and fair that both motorized and non-motorized groups should have suitable and adequately sized areas for their chosen form of recreation. The original draft proposal and map certainly has my support, although a second map, one titled “winter terrain based” also includes a very significant amount of non-motorized winter terrain. A major consideration should be the use of terrain features to make the separation of uses relatively easy to understand and enforce.
- It should be kept in mind that the lands we are looking at are public lands. Although the desires of locals—and I include myself in this category—are relevant to the decisions to be made, land managers are obligated to acknowledge that other users, both current and future who happen to visit but not live nearby, need to be given consideration as well. Many of these, especially in the future, may be part of the non-motorized crowd. Once an area is set aside for non-motorized use, people like me will hear about it, find it and enjoy it.
- No one expects a plan to meet precisely their personal preference, but we can expect a plan to honestly balance sometimes contentious points of view, using fairness and workable compromise as fundamental principles.

I support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience. As a backcountry skier, non-motorized areas are central to my recreation experience.

Non-motorized recreationists need separation from motorized recreation for safe, high-quality recreational experiences. Several National Forest in the Western snowbelt realize this and are seeing good results by separating users with different needs. The location of the proposed winter NMA is sensible because the land is among the most easily accessed for the largest number of recreationalists who snowshoe, ski, or winter walk. Furthermore, the proposed non-motorized zone flanks the Mission Ridge Ski Area, which does not allow public snowmobile use. This means the winter NMA will see far fewer violations because the ski area protects several boundaries from misuse. The proposed winter non-motorized area is consistent with the larger state process of the Naneum Recreation Plan (approved two years ago). The Naneum Plan clearly mandates for a winter NMA in the Stemilt Basin and in the area surrounding Clara Lake. The total acreage for the proposed NMA is less than 4,000 acres, leaving snowmobilers with 226,000 acres of terrain for their recreation in the Stemilt Basin and in the adjacent state land covered in the Naneum Recreation Plan (the winter NMA is only 1.7% of the total).

I appreciate all of the hard work that has gone in to developing this proposal and I hope that you will continue forward with designating the proposed non-motorized area.

Form Letter in Support (see above)

Form Letter in Support (see above)

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I support the proposed non-motorized area (NMA) in the Stemilt-Squilchuck recreation plan. Nordic and backcountry skiing are activities valued by myself and other Chelan county community members who currently travel out of the area to ski due to a lack of opportunity nearby. I enjoy this type of skiing for reasons NOT conducive with snowmobile traffic. I seek to get away from crowds, noise, and exhaust fumes. I enjoy challenging myself physically and maintaining mental wellbeing through a connection with the natural world. Motorized traffic introduces more people, noise, and air pollution which detracts greatly from my outdoor experience. Motorized traffic also increases risk of skier/snowmobile collision, triggering of avalanches, and degradation of terrain. The proposed NMA is a small portion of a much larger surrounding area designated for snowmobile use. The small portion of land in question would add little to the current motorized vehicle area yet would be a significant increase in opportunity for community members like me to enjoy the outdoors. If the goal truly is to collaborate with all stakeholders to establish sustainable recreation opportunities based on community values while protecting wild resources, the non-motorized designation should be enacted. Thanks for your consideration.

I am writing in support of the non-motorized development in the Stemilt Basin. We now travel at least an hour to experience cross-country/snowshoeing trails and with grandchildren growing up it would provide wonderful opportunities for families.

It is very important for land managers to create and preserve areas where nonmotorized users can recreate free motorized activity. This is especially true in winter, when federal Wilderness is often inaccessible. In winter, managers need to close lands to snowmobiles and other vehicles so that nonmotorized users can readily access nonmotorized terrain.

As a backcountry skier, recreating in lands free from the noise of motorized vehicles is very important to me -- just as, if not more important than others aspects of the experience. Snowmobiles are extremely noisy vehicles, far noiser than most automobiles. They can and do bring such noise deep into roadless areas where they are allowed. I will not recreate in an area with snowmobile activity.

The separation of motorized and nonmotorized areas needs to be large enough to provide nonmotorized users the ability to experience natural quiet. Snowmobile noise - due to its high whine and extreme volume - can travel many miles. Nonmotorized areas need to be drawn and managed so as to maintain a real separation from such noise.

I support the winter recreation plan recommended by El Sendero and Winter Wildlands Alliance.

I am an outdoor enthusiast and enjoy quiet landscapes for human powered recreation. My husband and I enjoy cross-country skiing, snowshoeing, and backcountry skiing on Washington's quiet winter lands. For this reason, I strongly support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience. As a backcountry skier, non-motorized areas are central to my recreation experience.

Non-motorized recreationists need separation from motorized recreation for safe, high-quality recreational experiences. Several National Forest in the Western snowbelt realize this and are seeing good results by separating users with different needs. The location of the proposed winter NMA is sensible because the land is among the most easily accessed for the largest number of recreationalists who snowshoe, ski, or winter walk. Furthermore, the proposed non-motorized zone flanks the Mission Ridge Ski Area, which does not allow public snowmobile use. This means the winter NMA will see far fewer violations because the ski area protects several boundaries from misuse. The proposed winter non-motorized area is consistent with the larger state process of the Naneum Recreation Plan (approved two years ago). The Naneum Plan clearly mandates for a winter NMA in the Stemilt Basin and in the area surrounding Clara Lake. The total acreage for the proposed NMA is less than 4,000 acres, leaving snowmobilers with 226,000 acres of terrain for their recreation in the Stemilt Basin and in the adjacent state land covered in the Naneum Recreation Plan (the winter NMA is only 1.7% of the total).

I appreciate all of the hard work that has gone in to developing this proposal and I hope that you will continue forward with designating the proposed non-motorized area.

Form Letter in Support (see above)

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I am writing to support the adoption of winter recreation areas in the Stemilt Basin for non motorized use.

I have been a back country skier in that area since the late 60's and feel the area to the north of Mission Peak to include the basin above Lake Clara and Marion as well as the far west region of Stemilt Basin proper in the area of Upper Wheeler Reservoir would be the most appropriate areas for this use.

I have attended two meetings in Malaga and followed the published documents and proposals. I feel quality work has gone into these plans and look forward to their implementation.

As a long time cross-country and back-country skier I am writing to strongly support the winter non-motorized areas as proposed in the Stemilt Recreation Plan. I appreciate that these areas are in the plan. Over many years, my wife and I frequently travelled between Seattle and Chelan. In the early '70s we would often cross country ski in the area east from Blewett Pass. We appreciated this really beautiful area providing generally good snow conditions with a mix of easy terrain and interesting slopes. In those days there were commonly a few snowmobiles around, but not so many to cover the terrain with tracks or seriously compromise the quiet experience that we were seeking. Nor were the snowmobiles going fast, and a meeting would often lead to some friendly conversation. With time that changed as snowmobiles became more numerous and powerful with capability to go almost anywhere really fast. Since the 80s, areas east of Blewett Pass have been out of our consideration as a place to ski, just not knowing where we can count on finding a satisfying combination of quiet and interesting terrain that is accessible for a day outing.

I am aware that there are some great backcountry skiing opportunities on WA State public lands near Mission Ridge like Clara Lake and in the Stemilt Basin. Correspondingly, I also know that these areas are now commonly visited by snowmobiles disrupting the quiet and leaving tracks. Having a non-motorized area for winter recreation including these areas on the map would change that. Including a "non-motorized" parking area is also highly desirable, which provides hope for a quiet start and finish to the day and also a handle for enforcement. It is time for the State of Washington to provide quality opportunities for non-motorized recreation on WA state public lands.

Even though I am sort of ancient, as you can infer from the beginning of my history, the probability of a good experience afforded by an identified non-motorized area could entice me to give these State Lands another chance for some quiet skiing. Various sources show that snowmobilers are vastly outnumbered by snowshoers and skiers seeking quiet recreation. Yet it is pretty hard to find that quiet experience these days. Looking forward in time, quality, non-motorized recreation opportunities will be sought by an ever increasing number of people. In all fairness, it is time to set some space aside for it.

I am sending this email because I care about the Stemilt and Clara Lake basins and would like to comment on the winter non-motorized area proposed.

As a skier, non-motorized areas are critical to my backcountry experience. That's why I support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience. I'd like to be able to share this great area, non-motorized, with my family and friends for years to come.

I hope Chelan county supports this proposed plan and implements the plan as proposed! I really appreciate the opportunity to be apart of this decision.

I live near Squilchuck State Park and hike, bike, and ski in the Stemilt Basin year-round. I am writing to ask that Chelan County Natural Resource Department consider the needs of wildlife by offering more opportunities for low impact/quiet recreation in the Stemilt Basin. On lower snow years (less than 3 feet of snow), I have seen herds of bull elk, and mule deer, using the basin all winter. These trophy animals may be stressed by snow machines using the network of roads that cross the basin. Additionally, there are many places within the Stemilt-Squilchuck-Naneum area that motorized users can access year round. It would be nice to see a portion of these lands reserved solely for quiet recreation opportunities that do not negatively impact wildlife or other user groups.

Thank you for your consideration and for keeping an eye toward the future for these special forest lands.

I support the winter non-motorized area proposed in the Stemilt Recreation Plan. The proposed terrain around Clara Lake and in the Stemilt Basin is not large in the context of all the state lands in the interconnected Stemilt-Squilchuck-Naneum basins yet will give snowshoers, backcountry skiers, cross-country skiers, and winter walkers a high-quality experience. As a backcountry skier, non-motorized areas are central to my recreation experience.

Non-motorized recreationists need separation from motorized recreation for safe, high-quality recreational experiences. Several National Forest in the Western snowbelt realize this and are seeing good results by separating users with different needs. The location of the proposed winter NMA is sensible because the land is among the most easily accessed for the largest number of recreationalists who snowshoe, ski, or winter walk. Furthermore, the proposed non-motorized zone flanks the Mission Ridge Ski Area, which does not allow public snowmobile use. This means the winter NMA will see far fewer violations because the ski area protects several boundaries from misuse. The proposed winter non-motorized area is consistent with the larger state process of the Naneum Recreation Plan (approved two years ago). The Naneum Plan clearly mandates for a winter NMA in the Stemilt Basin and in the area surrounding Clara Lake. The total acreage for the proposed NMA is less than 4,000 acres, leaving snowmobilers with 226,000 acres of terrain for their recreation in the Stemilt Basin and in the adjacent state land covered in the Naneum Recreation Plan (the winter NMA is only 1.7% of the total).

I appreciate all of the hard work that has gone in to developing this proposal and I hope that you will continue forward with designating the proposed non-motorized area.

Form Letter in Support (see above)

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As a backcountry skier, non-motorized areas are central to the experience of solitude and rejuvenation I feel when I spend time in backcountry areas. The quiet wilderness has long provided me with the mental and physical space I need to re-center and, as an ICU nurse at Central Washington Hospital in Wenatchee, where I am constantly surrounded by the ringing alarms that alert me to my patients' deteriorating conditions, quiet, contemplative wilderness is even more important.

I support the winter non-motorized area as proposed in the Stemilt Recreation Plan. Extensive research shows that the primary reason self-propelled recreationists spend time in nature-dominant environments is to attain tranquility and solitude, and to escape the stressors of the urban world. Ample research also shows that motorized noise interferes with the self-propelled recreationist's ability to attain these things. Non-motorists such as myself like neither the noise nor fumes of snowmobiles. It is easy to forget just how far snowmobile noise and fumes travel, which is why a geographic buffer between the two user groups is necessary.

As a skier, I often feel unsafe around snowmobiles while skiing in the backcountry as I am left exposed to avalanche hazards by snowmobilers high-marking the same slopes on which I am skiing. Further, snowmobilers quickly track out the untracked snow I am seeking, and leave deep and dangerous ruts in the snow that last for weeks on end.

Currently there are 170 miles of groomed snowmobile trails and zero miles of winter non-motorized trails in the Naneum-Colockum area. Since both the Naneum and Stemilt recreation plans vision statements call for a balance of shared recreational use, the winter NMA is a good start to realizing this vision. These are public lands so no single user group should have a stranglehold, as it appears snowmobilers currently do.

I live in Wenatchee. I want the opportunity to experience my outdoor recreation in a quiet, peaceful, setting. And not have to travel hours to find such a place. Please make Stemilt Basin a place for quiet non-motorized sports.

Chelan County needs to offer a diverse set of quality recreational opportunities.

As a skier and snowmobiler, I am in favor of the non-motorized area in the Stemilt Recreation Plan. I believe it makes sense to have separate designated areas that preserve the experience for all involved. Non-motorized use will get overrun if in the same area as motorized use. They are inherently different experiences and cannot co-exist in the same space without compromising the safety or experience of both parties.

I am a 73 year old back country skier who has lived in western Washington for years, following my introduction to the sport while living in Anchorage, AK..

Am writing to advocate for non motorized back country ski areas. No only are such venues conducive to wonderful fitness opportunities in the wintertime, but the solitude, the scope of nature are breathtaking and memorable in the winter! You could easily say that we the public, would be capturing a wonderful asset in this troubled, noisy world, which though subtle, is indeed precious.

We have enough public land to be able to designate areas for those of us who love to be in the wilderness in the winter, without motorized vehicles, even if it is just a few miles away from Wenatchee, where I live.

Think of it as capturing a prized asset, for little or no cost!! Brought to us by Mother Nature!

People in this neck of the woods are conservative. Well, this is very a very conservative concept! It's using what you already have!!!!

I hope this idea gains the spotlight of public scrutiny, because there is no reason it should fail.

I would use the cross-country ski opportunity.

Please consider this proposal for the use of The Stemilt Basin for non motorized sports use. There is very little terrain available where people can go without the interference of motorized vehicles tracking the snow, creating noise and odor. Not to mention, safety factors of being run over on the trails. It is very important to me and many people I know to have a safe area in which to engage in winter sports.

Thank you for listening

I am emailing to express my interest in a preserve area within Stemilt basin for non-motorized activities such as cross country skiing, snowshoeing, hiking etc.

I am a physician with confluence who has been here for eight years in the community.

Thank you for your consideration

I've heard a lot about your planning process and I'm looking forward to gliding along slowly in snowy peace.

Thanks for your efforts. There aren't many places to get away from snowmobile noise and stink unless you have time to get into the Wilderness. Much better to keep these user groups apart. Please implement the Stemilt NMA. Thanks.

I'm sure you are getting many emails so I will keep this short. I support the implementation of a winter non-motorized area in the Stemilt Basin. It would be a small inconvenience to motor vehicles, while a massive benefit to other users.

As a hiker and snowshoer I oppose the Proposal to make this area open to snowmobiles. The reason I am outdoors is to be close to nature and hope for the chance to see deer and smaller animals. If snowmobiles are roaring through the area this will virtually eliminate that opportunity.

Thank you for considering my opinion.

I feel it would certainly take the joy out of using these areas if snowmobiles and other gas powered vehicles were whizzing by as well as making them less safe.

I am writing to implore the creation of as much winter non-motorized acreage as is possible in the Stemilt area that is under evaluation.

Pedestrian winter recreation, ""human powered""- hiking, snowshoeing, skiing- is not served appropriately on our public lands! This is in spite of the fact, shown with a small amount of informal research, the fact that citizens wanting pedestrian winter recreation easily outnumber motorized users at a factor of 10:1 or greater!

Of ultimate value for this deca-majority of citizens using the winter landscape on public lands, are areas suitable for day-access from a parked automobile that allow quality snowshoeing and skitouring. These areas are few. Of the half-million acres of world-class skitouring and snowshoeing terrain of my beloved Wenatchee Mountains (includes the Stemilt), the backcountry areas set aside for pedestrian winter recreation number in hundreds of acres! Conversely, nearly any beautiful mountain slope in winter in the Wenatchee Mountains will or may have snowmobile ruts or snowmobile riding activity!

Modern snowmobile recreation is incompatible with pedestrian recreation of skiing or snowshoeing. Imagine sitting or strolling, jogging or playing, in a grassy park in summer, on lush grass, then having motocross motorcycles thunder past at high speeds, roosting turf. Similar in many ways is the experience of the human-powered winter backcountry traveler when 175 HP snowmobiles arrive. The dissimilarity, and specious example of excuse or justification by snowmobile enthusiasts, is that snow melts and the snowmobile ruts disappear eventually. Another dissimilarity is that snowmobiles that enter an area where there is avalanche terrain- common to the Wenatchee Mountains- are the perfect tool to release avalanches onto the slow-moving, self-powered (trapped!) skiers and snowshoers! Per State Law the endangering of others while riding a snowmobile is prohibited, thus a snowmobile rider that endangers skiers or snowshoers is in violation of the Law. Or, conversely, must Public Lands be placed off-limits to pedestrian winter use to allow snowmobile riding? The ruts made by snowmobiles in snow are from one foot or more deep or to the ground and into the dirt in our low-density Wenatchee Mountains winter snowpack. From personal experience of skitouring with my wife and daughter, I attest that a few passes of one snowmobile will make a skiable mountain slope unsuitable for skiing! From my personal experience as well of ""sharing"" a slope I have felt fear when a climbing snowmobile, holding the ""line"" (or get stuck) passed my friends and I within 3 feet, or when my tentatively-skiing 8 year old daughter was skiing on her first such outing was passed closely by a speeding snowmobile whose operator had to hold the line (or fail

As a backcountry skier I support the winter non-motorized area proposed in the Stemilt Recreation Plan. Thanks for your work on this contentious topic.

Thank you for holding the county meeting on March 21st. My family and I support designating a fully non-motorized area with no motorized corridor.

The proposed non-motorized area is a small fraction of land compared to the space available to snowmobile users. It will finally give backcountry skiers and snowshoe users peaceful access to the forests that are close to Wenatchee and Mission Ridge. Non-motorized users enjoy nature in a way that is completely different from the way snowmobilers do. Our family enjoys silently entering the winter areas and listening to the sound of the wind, animals, and fresh powder under our skis and snow shoes. Having snow mobile riders race by is like having someone show up at a quiet picnic spot with a chain saw. At the meeting in March, one snowmobile user asked why skiers can't move out of their the way on the roads since "they can hear us coming from 600 yards away..." Snowmobile users repeatedly asked why the area could not be shared and had difficulty understanding that their machines completely change a skier's experience in the woods. Skiers would never choose to ski in an area that has been completely changed by deep tracks, oil and gas residue, and noise pollution. For the above reasons, I am strongly opposed to a snowmobile corridor through the non-motorized area. That would be like running a highway through a serene garden.

I look forward to Wenatchee becoming a desirable destination area for all users.

Please designate a non-motorized recreation area near our town of Wenatchee. While I understand the fact that our national forests belong to everyone, it is necessary and right that there should be accessible areas set aside for people to enjoy the forest as it is supposed to be: a peaceful, natural place. My family and I like to go to the forest to escape the noise and traffic of the city. In our experience, the presence of snowmobiles ruins that experience entirely. I know the people who ride snowmobiles are not out to purposefully ruin nature. As I see it, however, they do ruin the tranquility and leave a terrible, gassy smell in their wake. Humans aren't the only ones who are affected by the noise. The noise of their engines changes the environment for all the wildlife that exists in the areas they drive through. We need quiet places. Please designate a motor-free zone for our community.

Thank you for considering the needs of all the people who love the forest.

I am a resident of Wenatchee and a frequent visitor to the Mission Ridge/ Stemilt Basin region. I enjoy the quiet solitude easily accessed above Lake Clara and Lake Marion and particularly enjoy visiting these areas in the winter. As a backcountry skier, this zone provides quick access from parking at the base of Mission Ridge Ski Area. However, I have had my quiet wilderness experience degraded several times by the presence of loud groups of snowmobiles. These individuals used their powerful machines to go high into the basin above tree line. They cut up the snow and sped around me in circles as I attempted to cross these basins. The presence of snowmobiles not only clashed with the quiet wilderness and enjoyable skiing I was looking for, but it was also unsafe. These fast, heavy, powerful machines were wielded high above me in avalanche zones and over slopes where many blind spots prevented the rider from even knowing I was present below. For this and the reasons below, I am strongly in favor of the proposed winter non-motorized areas for Stemilt Basin.

The winter non-motorized area is consistent with the larger state process of the Naneum Recreation Plan (approved two years ago). The Naneum Plan clearly mandates for a winter NMA in the Stemilt Basin and in the area surrounding Clara Lake. The total acreage for the proposed NMA is less than 4,000 acres, leaving snowmobilers with 226,000 acres of terrain for their recreation in the Stemilt Basin and in the adjacent state land covered in the Naneum Recreation Plan (the winter NMA is only 1.7% of the total). Scale this to a 2,300 square foot home and the proposed winter NMA is the home's coat closet.

Currently there are 170 miles of groomed snowmobile trails and zero miles of winter non-motorized trails in the Naneum-Colockum area. Likewise, there are over 185 parking spaces for winter motorized users and none for non-motorized users. The cost of maintaining winter infrastructure: high for motorized sports, low for non-motorized recreation.

These are public lands so no single user group should have a stranglehold. Both the Naneum and Stemilt recreation plans vision statements call for a balance of shared recreational use.

Thank you for your consideration.

I am an avid back-country skier, Nordic skier, and snowshoer. Finding safe, untrammelled and quiet places to delve into winter is becoming more and more difficult. It pains me to constantly hear the roar of two stroke engines, the air engulfed in their toxic and cloudy fumes. Additionally, my safety is often compromised by inconsiderate and inattentive motorized recreationists (of course not all are egregious in their actions but, it is often more than a few bad apples...).

I am also concerned about our area's wildlife as winter is a very delicate time for them and survival is not a guarantee. People taking advantage of motorized sports can go farther, faster, causing much noise and air pollution which, disrupts wildlife and can lead to disease and premature death. I see signs of this, not infrequently, all year long but winter, as stated, is a very delicate time ... for all.

So few areas remain designated for non-motorized recreation which, I find to be a sad and disheartening problem 12 months a year. Please help keep Chelan County safe and beautiful, a haven for wildlife and those of us who prefer to use human-power while we respectfully recreate.

As an avid backcountry skier who resides in Malaga, I frequent the Stemilt-Squilchuck basin area in the winter. The proximity of this area to the parking offered by Mission Ridge or off Stemilt Creek road makes it a perfect, and I can say, the only destination for a 2-4 hr part day venture on skis without packing for overnight or driving hours out of town. There is no where near the Wenatchee Valley that offers what the Stemilt basin has in terms of ease of access coupled with variety of terrain.

Unquestionably, snowmobile tracks ruin or greatly diminish a skiers experience. Numerous times, and for the past couple years, practically every time, that I have spent a couple hours trekking to a slope in the basin that I intend to ski, I've found it covered with snowmobile tracks. I've had snowmobiles high mark a slope while I stood at the bottom preparing to trek to the top. Once a snowmobile highmarked a slope below me as I stood at the top, ready to ski down. These slopes are not that high; one snowmobile track in deep snow across the face and the flow is gone for the skier, along with the reward of an hour or two of hard exercise. Afterwards, it takes a heavy snow to cover their tracks, as opposed to a few inches for a ski track. Skiers and snowmobilers seek out the same limited slopes; in 30 seconds one machine destroys what a dozen skiers could have enjoyed multiple times.

Snowmobiles have hundreds of sq miles of terrain at their disposal, which they can cover in minutes, compared to what a skier or snow shoer is able to access under their own power.

I am strongly in favor of the Stemilt NMA, and while I have nothing against snowmobiles, they are not compatible with the interests of non-motorized pursuits. Please vote in favor of setting aside this small area for skiers and snowshoers only.

Malaga

I want to let you know that I hope you make the Stemilt area a non motorized area for hikers, snow shoers, cross country and back country skiers. There are not may places to escape from the sound and smell of motors.

Wenatchee

I am writing this email in support of the non-motorized area proposal for Chelan county. I have lived in recreated in the area for 25 years. One of the important reasons I came to the Wenatchee area 25 years ago was the tremendous outdoor recreational possibilities. However, I have had Conflicts with motorized vehicles, including motorcycles and snowmobiles during my muscle powered activities.

The proposal for non-motorized area in the Stemilt Basin will be a lasting legacy and will help recruiting at Confluence Health.

Wenatchee, WA

#### **ATV/Green Dot Road Use and the Proposed Green Dot Connector Road**

I am writing this email to offer support of the Green Dot "connector road" between Wheeler & Orr roads. I understand that no "net gain" is allowed to create this. I want to make sure the Forest Ridge Residents voices are heard in support of this connector.



I particularly disagree with the following recommendations and would prefer:

1. Do not implement the proposed snowmobile route link on the green dot road through the winter non-motorized area to Section 28.
2. Do not implement seasonal closure of trails in Zone 2 to protect wildlife. Given these are non-motorized uses, it seems like the impacts to wildlife would be small.
3. Discontinue use of the Noyd Easement for winter and summer motorized vehicles of any kind.

As a final important comment, I have noticed a very high motorized usage of non-Green Dot roads in the basin. Almost every time I hike in this area in the spring, summer, or fall, I will encounter multiple motorized vehicles on smaller non-authorized roads. This use is so ubiquitous that I was surprised to find out at the open house that it is actually illegal. In my experience, there seems to be zero enforcement of the existing motorized road rules.

Consistent with these observations, I see little value in extensive effort developing a plan, if the resulting restrictions and designations are not enforced. We need to avoid spending public dollars on well-meaning plans that have no actual impact on the ground due to lack of enforcement. Consequently, I would recommend shifting budget from developing and implementing new ideas and use areas (e.g., new parking lots, road improvements) toward better enforcement of existing restrictions and rules. Obviously, I would also be in support of more and better enforcement of any new restrictions, rules, or designated uses as well.

I wanted to provide some quick feedback as you continue planning. I would like to see more off road motorized use areas in the planning specifically for motorcycle trail riding.

On behalf of Wenatchee Powersports I would like to weigh in on the proposed plan to limit off-road snowmobile access and Green Dot Road alterations to the Stemilt-Squilchuck Recreation Area. It is our strong position that limiting recreation areas for off-road enthusiasts not only limits the enjoyment of all that our wilderness has to offer local residents to a vocal few, but also harms local residents who rely on snowmobile and ATV/side-by-side/motorcycle riding for jobs and income.

Stemilt-Squilchuck is a much loved area for local snowmobilers and has long been enjoyed by a variety of winter sports and recreation enthusiasts. We would like to see it stay that way. Banning snowmobiles from this area creates unnecessary animosity between groups and clearly favors one group over another. We would like to see parties work on a coordinated solution to issues driving this proposed change.

Likewise, until the Forest Service opens roads to WATVs, the Green Dot Roads up above Stemilt Hill are the only place local off-road dirt riders can go. Non-motorized outdoor recreationalists have countless places to go. It would be a terrible travesty and miscarriage of justice to reduce mileage and limit access to these roads to off-road riders and we are strongly against it. In fact, we would like to see MORE roads open to WATVs and feel that it is quite possible to do so without limiting enjoyment of the local outdoor areas for others.

Thank you.

We own an ATV and love riding in the mountains in Washington. We drive only on the mountain roads, clean up after ourselves and others. If we were unable to drive our ATV

We would not be able to enjoy nature and the beauty of our mountains. We hope you will take all Washington citizens into consideration and let us all enjoy nature.

Thanks

To whom it may about the Stemilt basin-squilchuck/colocum dnr area I am very upset that people are working together to take away our right to enjoy what has been given to us and being able to access via snowmobile ATV side-by-side jeep car and pick up truck in this area I wish it to remain the same as it is for all to enjoy furthermore a lot of the area is not accessible by hiking and can only be accessed through these transportation means the area is currently open for all to enjoy whether on motorized vehicle of any kind horseback or by foot and needs to remain open for all. And furthermore with the wildfire dangers in our area that are frequent we need to be able to keep these roads open and maintained for fire personnel and other maintenance for the land And closing these roads can even make it difficult for emergency aid such as search and rescue and medical responses for those who are using the area .

It has came to my attention that the below might be up for discussion, however as a Forest Ridge resident this connector road is of large interest to us and I (we) do not share the concern that this will increase vehicle supported hunting. I am a strong supporter of the green dot roads and adhering to its regulations, also in support of any specific permitting or registered vehicle tags for Forest Ridge residents this to keep our connection to the area and recreational opportunities that were part of the decision to move up to Forest Ridge. Fully understand that with that comes a responsibility to adhere to an overall recreational plan that serves all users of the area.

#### GREEN DOT ROAD SYSTEM:

I am strongly against the closing of any road or part of a road. Not even an inch. Hunters use those dead end roads to camp during their hunting seasons. All users use those dead end roads for camping and to enjoy what nature has to offer.

We as WATV Users are fighting for every inch we can get. We should be able to use any road in the forest as any other user is allowed too. We are licensed and have the safety equipment required by law to be on roads 35mph or less. We have to have a drivers license to operate on the roads in the cities and counties that allow us on them.

There is bad apples in every user type including motorized of all types, hikers, mountain bikers, snowmobilers and skiers of all types included. We all need to work together to educate, police, pack it out and preserve the FOREST alike.

The clockum is like a second home I learned of to ride a dirt bike I learned how to drive a car up there I meet my best friend up there the clockum is not just a wildlife area it's a place that lots of local have memories of my grandfather passed recently he like lived up the clockum always up there elk hunting and just 4x4 memories I remember going up there with my father in his 72 Chevy and going and seeing friends that where hunting and just having a good time it would ruin my world if they closed the clockum. The clockum is my home away from home I'm begging you don't take away the memories I would love to take my kids up there to learn to ride dirt bikes to learn to drive truck it's something special that lots of locals love please don't take that away

I would like to comment on the proposal to eliminate motorized land use of the Colockum. For years my husband and I have rode four-wheelers and our RZR out of Wenatchee around the Stemilt. We have friends that are avid snowmobilers as well that have ridden there for many years. I believe it is not in the best interests for the area to restrict motorized use of the land. It would have an economic impact on the area too. We purchase fuel, food and on an occasion lodging when in the Wenatchee area. I strongly disagree to restrict the use and protest this proposal!

I think that we should keep all the green dot roads in the Stemilt Basin open to the general public as it currently is.

To keep one group out of certain parts just creates animosity. We all just need to learn get along with each other. Maybe put a sign up like is on the top of Blewett pass that says "Snowmobiles go left, skiers go right." Simple as that.

As a responsible off road enthusiast I would like to say, it would be a shame to loose such a spectacular are for day trips exploring and camping. Going to school at Central, and continuing to live in central Washington, driving the roads through the Colockum is a loved activity I do on a regular basis, be it day drips or camping. I have crisscrossed from north to south and visa versus multiple times. As a group we always have respected open and closed trails and never broke our own on natural habitat. When we camp we leave our camp areas cleaner then we find them, and pick up what we can while on the trail from less courteous users.

This is more than just a great public use area. This brings revenue to the areas on either side of the Colockum. Even if it's just someone coming for the day, they will still be bringing revenue to the area. Even if it's just fuel and snacks before they head up into the hills. They are camping; it could be hundreds of dollars they bring to the local stores, from fuel, food, supplies and even a small souvenir if they are from out of town. This can also add up to tens of thousands of dollars from people buying snowmobiles and side by sides so they can play year round in our beloved area. While in college every year I would spend a night up in the Colockum with many other college students looking for deer or turkey in the fall and spring. This brings many people to the area, and with the Arthur S Coffin Game Reserve hunters are aware there are big game animals in the area.

While some people take advantage of the area and damage the lands or leave trash behind, many of the people who use and enjoy the lands work to keep the area as pristine as we can. While some believe closing the land is the only way to return it to its most natural state, this can create a hazard of sever wildfires. Proper management allows access to people recreating and creating a healthy forest system. I hope to be accessing this region for a long time into the future and being able to take my future children to experience and area that I have enjoyed for many years now!

Verbal Comments from 3/21/18 Open House: -Grading roads to reserviors needs to be approved by irrigation districts. -Close roads during muddy season. -ATV/ORV group was not included in planning process. -Need to be able to close roads during extreme fire danger. -Need parking for wheeled vehicles near jump-off road.

Forest Ridge Subdivision requests a Green Dot connector road to complete the legal motorized access route from Forest Ridge Subdivision to the Green Dot Road system via Noyd Road. We request this connector road to be open to public access and subject to seasonal closures for wildlife and road surface protection.

If reduction of another Green Dot road is required to allow this new connector road we offer one these three Green Dot roads for elimination:

- 1) Move existing gate in section 15 to Naneum Ridge Road. See map.
- 2) Install a gate at Ingersoll Road- East of existing gate in Section 1. See map.
- 3) Install a gate at Pole Flat Road- North of existing gate in Section 4. See map.

Without this new connector road from Upper Wheeler to Orr Creek Road you would create a dead end.

With one way in and one way out.....campers, hikers, fishermen, Stemilt workers with tractors and equipment would all be on this one road. Stemilt will be harvesting, spraying, mowing, with constant attention many hours a day to their orchard. With this large number of vehicles all on one road you would end up creating a traffic problem. Couple that with possible road closures due to spraying and elk migration, it defies logic to not approve and include the connector road.

There are approximately 60 homes in the Forest Ridge subdivision. When Daryl Noyd developed this area in the early 90's he made sure the development included the Noyd Access Road from Forest Ridge to the Stemilt Basin and Green Dot road system. The majority of homeowners bought into Forest Ridge to enjoy the mountains, Mission Ridge, and Stemilt Basin. In addition to all of this, we need the connector road in the event of a raging wildfire coming at us from the North. If we find ourselves trapped we will have to evacuate through the Basin. This is a worst case scenario but when we were on level 3 during the fires of 2012, David Noyd drove out to the white gate at the end of Noyd Road, Section 17 and opened the gate for us. We have never had to do this, but we do need the option if we are trapped.

Please take into serious consideration our request for the new connector road.

First, let me congratulate Chelan County Commissioners and the CCNRD team for its work with the Stemilt Partnership, from its beginnings of bringing diverse interests together to create a vision to protect, water, wildlife and recreation, through the acquisition from Longview/Weyerhaeuser, and now the management and long term planning for the property. It is a great story.

As a homeowner for 14 years at the eastern edge of the Stemilt Squilcheck Recreation Planning Area adjacent to DNR lands, I have had the opportunity to observe the incredible diversity of animals and plants, and to observe their rhythms over the seasons. The same is true of people who recreate in the area, especially at our end of the basin. The area has been used for many types of recreation over the years, and as its notoriety and interest in recreation grows, this trend will only continue to grow. Planning and management is critical to retaining the Stemilt Partnership vision values.

We applaud the Rec Plan's proposals to create non-motorized areas. As much as I would like to have such an area at our end of the basin, it makes sense to have it associated with Squilchuck State Park and Mission Ridge at the other end. Please include this comment as one highly in favor of the non-motorized area. The various motorized media have a large expanse in which to play, and those who seek silence should have a place without the din of snowmobiles, dirt bikes and 4 wheelers.

Which brings me to my concerns about a safe environment for motorized users in our area. I am consolidating notes that I sent to you over the last six months expressing concern over different types of motorized use, and would appreciate the planning effort (1) clarifying the rules about use of the primitive road and green dots roads, (2) determining where the users and their trailers may park.

Cont'..

Winter:

1/09

I witnessed a growing number of recreational snow-craft (not limited to snowmobiles) brought with big rigs and trailers parking at the intersection of the Loop Road and Jump Off Road. This may likely be occurring in more than one location, but I see it daily at the intersection of the Loop Road and Jump Off Road. An increasing number of trucks and trailers park there and load/unload snowmobiles and other snow-craft, I assume to avoid Sno-Park fees. Then having parked there, many go up Jump Off, even though the road is not open for snowmobile use under CCC 9.40.020. Snowmobile tracks are seen along the road, the shoulder berms plowed by the County, and private land, all of which appears to be in violation of 9.40.030(1) (B), (F) and (G), and I expect are going more than 25 miles per hour, as prohibited by 9.40.030(1)(A). I have also seen children who appear to be under 12 based on size, and 9.40.080 says they aren't to operate a snow mobile, period. I don't know what rules apply to the other tracked vehicles that I assume are not legal for road use. There is also the issue of harassing wildlife, 9.40.040(2). While I have not witnessed direct harassment, the elk are very definitely in the area and people should know that it is illegal to harass them, and illegal to carry a loaded weapon on a snowmobile. In this period I spoke with Aaron Mathison, who owns property on both side of Jump Off Road at the intersection. Aaron told me that he allows people to park on his property because there isn't anywhere else for non-snowmobilers to park their rigs. The County now plows Aaron's property, which looks like just an expansion of the right-of-way. It is not fenced or separated; there is only a sign that instructs people not to park in front of the gate.

Cont'...

Summer

6/11

In the current season, we are seeing trailer parking for 2, 3 and 4 wheeled vehicles in the Jump Off right of way/Aaron Mathison property at the bottom of Jump Off. Some have Discover passes, others don't. While Aaron can certainly allow people on his property, that area is effectively treated as right- of- way by the County (meaning, they plow it etc), and it seems important that a parking area be identified and fees, where appropriate collected to support same.

A major area of concern is fire closure areas. The signs posted recently for moderate fire risk indicate no vehicles off-road. Does this mean that these 2, 3 and 4 wheeled vehicles may still use the green dot roads (even though these are not wide and not mowed or any measure to minimize fire risk). And as we know, many people depart the green dot roads. This concern only grows as the season goes on.

Once the risk reaches extreme, we really hope that the Commissioners will close these roads to non-local traffic. The views available from Jump Off in all directions make it a destination for "fire tourism," which is truly frightening. The public lands and some of the private lands have heavy fuel loads, and a fire in this area would be devastating.

**Wildlife Concerns**

When considering summer recreation and trails in the Stemilt Basin, the article ""Leaving Only Footsteps? Think Again"" should be part of the process of determining where trails and roads are located. The article was published in The New York Times on Feb 13, 2015 by Christopher Solomon. The main point of the article states, from many studies, that there is a bit of a ""death zone"" of approximately 100 meters on either side of a trail where there is very little bird and animal activity.

While it is nice to hike in the basin, too many trails will destroy what is there today. Mountain bikes and Electric bikes are no exception. They should be constrained to the green dot road system rather than having separate trails for them.

To put a shooting range up in the basin would be VERY bad for wildlife. It would also be bad for All other uses simply from a noise aspect. Why would you encourage such an unsafe practice? I would hate to see the development of the area around upper Wheeler. this is a very pristine area let it stay that way. PLEASE don't do anything that would disturb the wildlife. Not just Deer and Elk, but Raptors and birds of prey and bobcat and cougar. Leave it as it is.. Some wintertime use is alright as most wild life has left the area. Please consider the cumulative effects of all the orchards, ski area and its development, as well as your plans... Thank you

Thank you for coming and speaking to our club last month at our general meeting. It was good to both hear the proposals and the background behind them. As sportsmen and women we value and cherish the fish and wildlife resources this valley has to offer. We're deeply concerned with any and all attempts to impair or diminish those resources. Below is a list of our comments about the current proposals. These comments are based on the Recommendations (March 2018 version).

Summer:

1. We strongly support the proposal to maintain the green dot road management system along with the no net gain in open roads, and the closure of non-green dot roads.
2. We support a complete closure of Pole Flats road (not just a seasonal closure).
3. We support the idea of an informal shooting area, but suggest that a better location would be closer to the paved roads, possibly in sections 9 or 10.
4. We support rustic camping areas especially in lower elevation areas.
5. We support the restroom facilities at the various reservoirs.
6. We support the concentration of impacts by keeping roads and trails within the same impact buffers where possible and practical.

Winter:

1. We recommend the closure of the Pole Flats road to motorized vehicles year-round, including snowmobiles.

Beyond these specific points of support and recommendations we also support, in a much broader overarching sense, the protection of large blocks of undisturbed habitat. There should be large areas without roads or trails for wildlife to seek refuge. We also strongly feel that any and all improvements need to come with dedicated funding for maintenance and enforcement. None of these ideas, however great they may be, will succeed without maintenance and additional law enforcement and the funding to provide them. We suggest that policies be enacted to require these additional resources prior to the authorizing of any capital projects.

Thank you very much for the opportunity to provide comments on a plan that will certainly affect us all. If you have any question of comments regarding our comments or position on various aspects of the plan please feel free to reach out to our group.

Please accept these brief comments on behalf of Conservation Northwest on the March 2018 Recommendations for the Stemilt-Squilchuck Recreation Plan. This landscape is not only highly important for public access to enjoy the beautiful and diverse recreational opportunities in this landscape, but also for wildlife habitat. The Stemilt-Squilchuck area is important for a diverse suite of wildlife species reside in the planning area, as well as the role this landscape plays in providing a connected network of habitats across elevational gradients for wildlife to move in the Cascades.

Due to the importance of this area for wildlife today and into the future, we strongly appreciate the incorporation of comments from Washington Department of Fish and Wildlife into the final recommendation including direction that there should be no net gain in green dot road mileage resulting from any proposed changes to the green dot road system, consideration for seasonal closures to benefit wildlife and natural resources, and a commitment to a comprehensive road inventory. We suggest that for non-green dot system roads that some active restoration through subsoiling, seeding, and native plantings occur in addition to closures for those not necessary for any management or other use over time, as it speeds the ability of the road beds to return to habitat and deters future use. Additionally we appreciate the attention to ensuring that management recommendations are consistent with the source funding for habitat protection and restoration, such as those from US Fish and Wildlife Service.

Additionally, we appreciate the balance of motorized and non-motorized use in winter through the creation of zones. To date more than 200,000 (or 87%) of the 230,000-acre Naneum Ridge to Columbia River Recreation Area is authorized and focused on motorized recreational use like snowmobiles and off highway summer vehicle use. Currently zero acres are designated for winter non-motorized recreation. We support the approach in the preferred alternative that identifies three different zones of activities: (1) Zone 1 is focused on motorized recreation; (2) Zone 2 is focused on non-motorized recreation; (3) and Zone 3 allows some non-motorized recreation but only as consistent with preserving core elk habitat. This strategic planning allows both a balance of uses where there can be conflict, along with upholding the management needs for wildlife security habitat.

Thank you for the opportunity to comment, and we look forward to seeing this planning move forward into implementation.

#### **Law Enforcement/Fire**

Verbal comments from 3/21/18 Open House: -We care about dumping/areas that are not being taken care of- there is common interest among different recreation groups to keep area cleaner. -Need more enforcement. -Concern about recreationists causing fire; need point of contact for each agency responding to wildfire.

Please include metal lids on all campfire rings. It's a simple preventative measure for putting campfires out. They are also needed when the wind picks up and sparks start to fly. You can quickly shut the lid.

#### **Specific suggestions from letters provided by Organizations**

Show the North/South trail as proposed in the recommendations on the summer map, and clarify the location of the trail in the recommendations

Clarify which of the trails/routes would occur in elk calving grounds, and only propose seasonal closures for those trails. Many of the proposed routes in Zone 2 aren't in calving areas. Clarify how these closures will be communicated to the public.

Clarify that the 'proposed connector' would be for motorized use during the summer.

Mention fatbiking as a winter recreation activity that will be included in the trail system.

Clarify the meaning of "wilderness feel" in Zone 3.. Or take it out completely as it is misleading.

Include summer use for the proposed non-motorized recreation hut on Naneum Ridge. Include feasibility for a 'hut to hut system' for biking.

Consider re-alignment for the proposed snowmobile connector thru the non-motorized area. A snowmobile route through a non-motorized area is inconsistent with the purpose of the area.





## Washington Trails Association

705 Second Avenue, Suite 300, Seattle WA 98104 • 206.625.1367 • [wta.org](http://wta.org)

June 18, 2018

Erin McKay  
Natural Resource Specialist  
Chelan County Natural Resources Department  
411 Washington St., Suite 201  
Wenatchee, WA 98801  
*Submitted by electronic mail:* [erin.mckay@co.chelan.wa.us](mailto:erin.mckay@co.chelan.wa.us)

Re: Stemilt-Squilchuck Recreation Plan Recommendations

Dear Ms. McKay:

Washington Trails Association is appreciative of the opportunity to participate in the Stemilt-Squilchuck planning process, both in sending a representative to attend advisory committee meetings, and by providing further comments on the draft recreation plan.

Washington Trails Association has a 50-year legacy of engaging the hiking community. WTA enhances hiking experiences in Washington state by empowering a diverse and growing community of hikers to explore, steward and protect trails and public lands. WTA is the nation's largest state-based trail advocacy organization, with 15,500 member households, thousands of volunteers each year and an online community of more than 100,000.

WTA supports the draft recreation plan, and appreciates the inclusion of the following recommendations within the plan:

- Collaborative efforts between land management agencies to seek additional funding for long-term maintenance of camping and trailhead facilities prior to installation.
- Development and improvement efforts to existing trails, parking and trailhead areas, with particular reference to improvements to campsites and trailheads at Clear Lake (Section 23), existing trails at Lily Lake (Section 22), and the formalization of parking and trailhead areas at Steffen's Meadow (Section 28).
- Assessing feasibility of creating a North-South trail per the Naneum Ridge Plan, including the potential for a high elevation route within the buffer of existing road corridors along Mission Ridge and Naneum ridge roads.
- The designation of a non-motorized winter use area per the Naneum plan, with area boundaries designated by representatives of both winter motorized and non-motorized users.
- Maintaining dispersed hiking opportunities in Zone 3; both off trail and on non-green dot roads closed to vehicle traffic.
- The development of educational and trail marking signage in non-motorized use areas.

WTA also provides the following feedback with regards to plan recommendations needing clarification:

- With regards to the proposed snowmobile “connector”, concerns exist about its future management and enforcement procedures to ensure there are no negative impacts to non-motorized recreation areas. Clarification of possible alternative options and enforcement plans is suggested.
- Provide further intent clarifying the assessment of options for addressing current recreational impacts in a restorative manner, specifically at Lily Lake.
- Provide further information on the summer map, including:
  - Clearly specify whether the “proposed connector” in Section 20 will be open to motorized activity, or label it as non-motorized recreation.
  - Clarify and add a trail connection to Naneum ridge.
  - Better indication of proposed new trails, including the proposed connection from Squilchuck to Mission Ridge.

Thank you for considering our comments on the future recreation plans for Stemilt-Squilchuck. We look forward to helping ensure a sustainable future the area. Please let us know if you have any questions or if we can be helpful.

Sincerely,

A handwritten signature in dark ink, appearing to read "Andrea J. Imler". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Andrea Imler  
Advocacy Director



June 18, 2018

Erin McKay  
Chelan County Natural Resource Department  
Natural Resource Specialist  
411 Washington St. Suite 201 Wenatchee, WA

Re: Comments to the Stemilt-Squilchuck Recreation Plan Draft Recommendations

Dear Erin,

Thanks for the opportunity to participate in the planning process and provide comments to the Stemilt-Squilchuck Recreation Plan Draft Recommendations. A lot of work has gone into this plan and we appreciate your efforts in leading this process to benefit and create new recreation opportunities in the Stemilt-Squilchuck area, and for greater Wenatchee residents and outdoor enthusiasts. Below are comments and suggested revisions from the Evergreen Mountain Bike Alliance. We strongly support your efforts and look forward to planning for and delivering a sustainable, equitable, diverse, and rewarding recreation experience in this area!

Evergreen Mountain Bike Alliance (Evergreen MBA) is Washington's largest mountain bike organization with 4,600+ members and over 30,000 social media followers and supporters statewide. We are dedicated to trail building and maintenance, as well as volunteerism, education, advocacy, and youth participation. As a trusted partner with public land managers across the state, Evergreen's volunteers contributed over 23,000 hours of volunteer trail maintenance labor statewide in 2017, and we are committed and on track to deliver 25,000 volunteer hours in 2018. Our Central Chapter in Chelan County has been active participant in this planning process and has been in developing and maintaining trails at Squilchuck State Park. We appreciate the opportunity to both participate in the development of, and comment on, the draft recommendations.

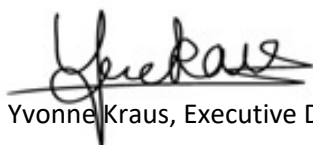
**Evergreen Mountain Bike Alliance Comments to the Draft Recommendations:**

- We appreciate the inclusion of "Consider new trail development within existing open road buffers in the Stemilt planning area, to minimize impact of new trail development on wildlife." This option could increase potential for development of new trails and offers a great compromise between increasing recreation resources and trail network connectivity, while minimizing environmental impact as much as possible.
- Trail connectivity is a key factor in planning for successful trail networks and effective trail plans that maximize user experience by providing multiple trail options. The proposed long distance north/south trail, per the Nanuem Plan, is very desirable to Evergreen. There is a lack of long distance "through trails" for mountain biking in WA. Trail connections from the Stemilt to the Naneum would create a rewarding thru-trail experience for hikers, bikers, and equestrians. We strongly support this recommendation. The summer use map currently does not show a trail connection to Naneum. We kindly request that this connection corridor is clarified and added to the Summer map before the recommendations are finalized.
- The following statement regarding Lilly Lake trails does not read as a recommendation and should be strengthened to clarify intent: "Options for addressing current recreational impacts in a restorative manner will be assessed." We understand the challenges related to water rights and environmental impact in this area but would like this recommendation to be more specific about current environmental degradation and restoration needs at Lilly Lake.

- We support the proposed seasonal closure of the proposed new trails in highly sensitive fawning ground wildlife areas. However, most proposed trails in Section 19 between Mission Ridge and Squilchuck, as well as the Scout a Vista property, are not within these fawning ground areas. Clarify the recommendation to ensure that seasonal closures happen on specific trails within the fawning grounds, and that seasonal closures will be clearly communicated to regional recreation stakeholders.
- The summer map doesn't specify whether the "proposed connector" in section 20 would be open to motorized activity. If this corridor is included as is, we recommend labeling it as non-motorized recreation on the summer map.
- The draft plan does not mention winter fatbiking trail access in any of the winter recreation sections (Sections 17,18,19,20,29,30). We would like to see this included as fatbiking has become a popular winter recreation activity at Squilchuck State Park. For example, change the following statement to include a winter fatbiking reference: Create a snowshoe/backcountry ski/fatbiking trail from Squilchuck State Park to Mission Ridge/Section 30 non-motorized winter use area utilizing a summer trail platform.
- The language related to "maintaining a wilderness feel," should include a reference related to all non-motorized uses, to avoid potential perception that this "wilderness feel" would mean exclusion of bikes. If "wilderness feel" is not explained, it could lead to interpretation that this area would be closed to bikes. Please add a clarification about the entire system allowing all non-motorized uses, while trail design and maintenance will be executed to foster and protect a remote backcountry experience. Our preference would be to remove the reference to wilderness altogether.
- Zone three winter use recommends warming huts. We recommend that the plan include this in the summer section too. That would establish a baseline for year-round hut experiences. It would also make sense to include a recommendation to assess the feasibility of a hut to hut system with a commercial operator to manage, stock and maintain those huts. There's a significant amount of interest in hut-to hut biking and hiking experiences, and the proposed north/south trail is an ideal candidate for this, which would lead to greater economic benefit to the community. The recommendations should at least include feasibility analysis of a hut to hut system connecting with the Naneum.
- While we understand the need and desire for the proposed snowmobile corridor in section 20, it does not seem to make sense to place a motorized use inside a proposed non-motorized zone. We recommend that alignment of this non-motorized corridor is revisited to establish alternate alignments or alternatives, or to research some other solution. There has been long-standing snowmobile activity in this area, so we respect some ongoing access. However, from a planning perspective it's confusing to place a motorized activity inside a non-motorized zone, and enforcement will be near to impossible to achieve. Please consider realignment the non-motorized boundaries for better management before this plan is finalized.

Thank you for creating recommendations to encourage sustainable recreation while protecting wildlife and habitat. Please contact me or Travis Hornby if you have any questions,

Sincerely,



Yvonne Kraus, Executive Director



Travis Hornby, President, Evergreen Central Chapter



June 18, 2018

Erin McKay  
 Natural resource specialist  
 Chelan County Natural Resources Department  
 411 Washington St. Suite 201  
 Wenatchee, WA 98801

Submitted by electronic mail: [erin.mckay@co.chelan.wa.us](mailto:erin.mckay@co.chelan.wa.us)

**RE: Recommendations for the Stemilt-Squilchuck Recreation Plan**

Dear Ms. McKay:

The undersigned conservation, recreation and local business leaders are writing to express our support for the proposed Stemilt-Squilchuck Recreation Plan, which would establish summer and winter non-motorized recreational opportunities as part of the larger Naneum Ridge to Columbia River Recreation Area. Stemilt Basin is just a half hour from Wenatchee and an hour from Leavenworth.

The preferred alternative would provide a much-needed balance between motorized and non-motorized recreational opportunities on this landscape. To date more than 200,000 (or 87%) of the 230,000-acre Naneum Ridge to Columbia River Recreation Area is authorized and focused on motorized recreational use like snowmobiles and off highway summer vehicle use. Currently zero acres are designated for winter non-motorized recreation.

Many of our organizations have supported sustainable recreation opportunities on Washington public lands including the Okanogan-Wenatchee National Forest. In 2017, many of our organizations supported the development of a non-motorized winter and summer recreation plan for the Number 2 Canyon project just 4 miles west of Wenatchee. Earlier this year, many of our organizations also supported the development of the Buck Mountain trail system in the Methow Valley.

Each year in Washington, outdoor recreation generates \$21.6 billion in consumer spending and 200,000 direct jobs.<sup>1</sup> The steady flow of visitors is critical to the economies of communities like Wenatchee. Visitors stop to spend money on meals, buy groceries, purchase gear, sign up for paddling, horseback riding, backpacking, mountain biking or other recreational trips, and stay overnight at hotels and vacation rentals in towns that are the gateways to our national forests.

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<sup>1</sup> Economic Analysis of Outdoor Recreation in Washington State," Earth Economics. 2015.  
<http://www.rco.wa.gov/documents/ORTF/EconomicAnalysisOutdoorRec.pdf>

**I. We support the goal of the plan to provide a much-needed balance between non-motorized and motorized recreation on this landscape**

Our organizations put a high value on public lands and the ecological, recreational and economic benefits they provide to local communities and residents. These lands should be managed with an eye toward many different uses. On a sizable landscape, we believe that there is opportunity for different uses to coexist and for user conflicts to be avoided or mitigated through careful and thoughtful planning.

Leading up to this plan there has been a significant focus on motorized use on the Naneum Ridge to Columbia River Recreation Area. In 2015 the Naneum Ridge to Columbia River Recreation and Access Plan was completed after being developed through a public planning process. The Naneum plan specifically identified areas in the Stemilt basin specifically for summer and winter non-motorized use and for good reason. As far back as 1936 winter non-motorized recreation had a rich history in the Wenatchee valley and specifically in the Stemilt basin as evidenced by the 1936 Ski Magazine article by Frank Bush titled "Ski Trails in the Wenatchee Valley." The article referenced backcountry skiing opportunities in the Upper Wheeler Reservoir, Wheeler Hill, and the Scout-A-Vista area; all located in the Stemilt basin. Summer non-motorized recreation is also a popular and growing use for mountain bikers, hikers and equestrians. For example, a recent mountain bike trail system has been developed in the adjacent Squilchuck State Park. There has also been discussion of an Ellensburg to Wenatchee long distance mountain bike trail that would utilize the proposed non-motorized area (Zone 2) identified in the preferred alternative.

We support the approach in the preferred alternative that identifies three different zones of activities: (1) Zone 1 is focused on motorized recreation; (2) Zone 2 is focused on non-motorized recreation; (3) and Zone 3 allows some non-motorized recreation but only as consistent with preserving core elk habitat.

This approach is a meaningful attempt to provide balance on the landscape for different and potentially conflicting types of recreation and uses. It is well documented that off road vehicles on trails often conflict with user experiences of hikers, mountain bikers and equestrians. The noise from off-road vehicles can displace or stress wildlife like elk, especially during winter where stakes for these animals to find appropriate food, shelter and habitat are higher.

**II. The proposed Snowmobile Connector threatens the integrity of the designated non-motorized area**

We are opposed to the snowmobile "connector" that runs directly through the heart of the winter non-motorized area in state owned public lands in sections 20 and 29. These two sections are the intersection of three different access points for non-motorized users and it is an open, high, flat area esp. suited to Nordic ski trails. Allowing motorized use in these sections would essentially eliminate the entire core area of the non-motorized area. The laudable effort to provide balance as part of this plan between motorized and non-motorized use on this landscape is negated by allowing a motorized corridor through the heart of this non-motorized area.

Additionally, the connector road is not a "green dot" road, meaning that it is not authorized for off road vehicle use. The point here is that this is not an authorized existing use and the legal process to authorize off road vehicle use on this proposed connector would require a significant legislative process all to the detriment of the proposed non-motorized core of this planning process. We are concerned about rewarding unauthorized use of this area by ATVs, motorcycles and quads on this corridor which will increase the likelihood that unauthorized off route use by motorized users into the fragmented non-motorized area will occur.

We are aware that the Noyd Easement is a long-standing agreement entirely through private lands that will continue to operate as it has in the past.

Thank you for your consideration of these comments. Please feel free to contact any of the signatories below.

Sincerely,

Tom Uniack  
Executive Director  
Washington Wild  
[tom@wawild.org](mailto:tom@wawild.org)

Gus Bekker  
President  
El Sendero Backcountry Ski and Snowshoe Club  
[gus@elsendero-ncw.org](mailto:gus@elsendero-ncw.org)

Tom Hammond  
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# WASHINGTON OUTDOOR ALLIANCE



The Mountaineers



June 18, 2018

Erin McKay  
Chelan County Natural Resource Department  
Natural Resource Specialist  
411 Washington St. Suite 201 Wenatchee, WA

Re: Comments to the Stemilt-Squilchuck Recreation Plan Draft Recommendations

Dear Erin:

The Access Fund, the American Alpine Club, American Whitewater, El Sendero Backcountry Ski and Snowshoe Club, Evergreen Mountain Bike Alliance, The Mountaineers, Washington Climbers Coalition and Washington Trails Association – all human-powered recreation organizations in Washington State – come together as Washington Outdoor Alliance. As a coalition, we work on issues relating to recreation, access and conservation and represent more than 38,000 members who recreate on public lands.

Thank you for the opportunity to participate in the planning process and provide comments to the Stemilt-Squilchuck Recreation Plan Draft Recommendations. We appreciate the intentionality, including public meetings, that went into this plan, and your efforts in leading this process to benefit and create new recreation opportunities in the Stemilt-Squilchuck area for outdoor enthusiasts here in Washington State. Below are comments and suggested revisions from Washington Outdoor Alliance – a coalition of outdoor recreation organizations whose 38,000 members recreate all over Washington. Three of our coalition member organizations, El Sendero Backcountry Ski and Snowshoe Club, Evergreen Mountain Bike Alliance, and Washington Trails Association, have engaged in this planning process, and our other organizations join in support of planning for and delivering a sustainable, equitable, diverse, and rewarding recreation experiences in this area.

Our comments approach the year-round recreational opportunities this area provides, both snow-based recreation and non-winter recreation.

- Our organizations appreciate opportunities for quiet, safe, and quality non-motorized recreation year-round, making this planning process important to our members.
- We appreciate the inclusion of “Consider new trail development within existing open road buffers, to minimize impact of new trail development on wildlife.” Using road corridors could offer a creative solution to minimize impact and limit permit review needs, while still creating a rewarding thru-trail experience for hikers, bikers, and equestrians.



- While we understand the need for continued snowmobile access in the Stemilt-Squilchuck basin via the connector trail, we are concerned that it will be very difficult for the public to understand when they can and cannot go with their snowmobiles in the non-motorized area without significant management and enforcement, which will likely cause motorized incursions into the non-motorized area. We are concerned that this will be extremely onerous for Chelan County to manage and enforce and would like a better understanding of how this would occur. Sections 20 and 29 are where three non-motorized access points converge and where Nordic skiing, snowshoeing and winter fat biking, will be concentrated. We believe more conversation is needed about future alignment of the corridor and its impacts, especially in considering winter recreation.
- The summer map doesn't specify whether the "proposed connector" in section 20 would be open to motorized activity. If this corridor is included as is, we recommend labeling it as non-motorized recreation on the summer map.

Thank you for the hard work in creating these recommendations to encourage multi-use recreation while protecting the wildlife and habitat that makes this landscape such a wonderful place to spend time. We appreciate the consideration of our comments.

Best regards,

Gus Bekker, *President*, El Sendero Backcountry Ski and Snowshoe Club  
 Eddie Espinosa, *Northwest Policy Advisor*, American Alpine Club  
 Katherine Hollis, *Conservation and Advocacy Director*, The Mountaineers  
 Andrea Imler, *Advocacy Director*, Washington Trails Association  
 Yvonne Kraus, *Executive Director*, Evergreen Mountain Bike Alliance  
 Thomas O'Keefe, *Pacific Northwest Stewardship Director*, American Whitewater  
 Matt Perkins, *Board Member*, Washington Climbers Coalition  
 Joe Sambataro, *Northwest Regional Director*, Access Fund

cc: John McCauley, *Regional Director*, Outdoor Alliance

Gus Bekker  
El Sendero Backcountry Ski and Snowshoe Club  
1050 Maple St #5622  
Wenatchee, WA 98807  
[gwbekker@gmail.com](mailto:gwbekker@gmail.com)  
509-860-7332 cell

June 11, 2018

**RE: Stemilt-Squilchuck Recreation Plan**

Erin McKay  
Natural resource specialist  
Chelan County Natural Resources Department  
411 Washington St. Suite 201  
Wenatchee, WA 98801

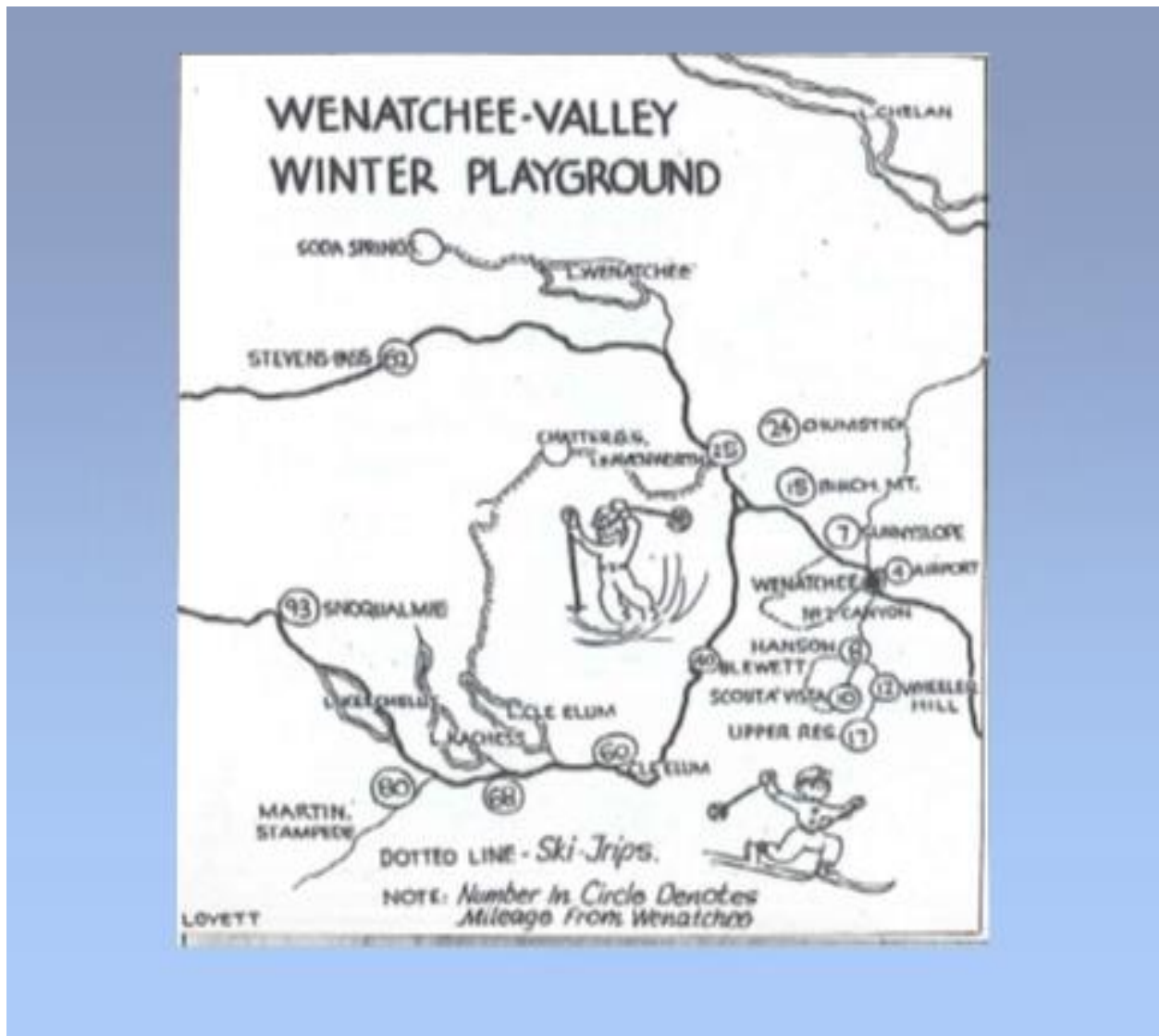
Dear Erin,

I am submitting comments on behalf of the 285 members of El Sendero Backcountry Ski and Snowshoe Club based in Wenatchee, WA. El Sendero was founded in 2004 and organizes and leads backcountry ski and snowshoe trips in Chelan County and throughout Washington State. We represent winter backcountry recreationists by advocating for the creation, preservation, and management of winter non-motorized areas on public lands. El Sendero is a non-profit, all volunteer organization; we are backcountry skiers and snowboarders, snowshoers, cross-country skiers, sledgers and tubers, and all other forms of winter human-powered recreationists.

**HISTORY**

Historically, skiing has a rich history in the Wenatchee Valley and specifically in the Stemilt Basin as evidenced by the 1936 Ski Magazine article by Frank Bush titled "Ski Trails in the Wenatchee Valley". The map shown below from the article shows the backcountry ski trails used by skiers to access Upper Wheeler Reservoir, Wheeler Hill, and the Scout-A-Vista area; all located in the Stemilt and Squilchuck basins. Present day use of this area in the winter is of non-motorized users seeking limited opportunities to enjoy the winter backcountry in an area dominated by motorized use. The Stemilt Basin is part of the larger Naneum Ridge to Columbia River Recreation area which consists of 230,000 acres of which approximately 130,000 acres are open to winter motorized use and zero acres are currently designated for winter non-motorized users.

The Naneum Ridge to Columbia River Recreation and Access Plan (Naneum Plan) was created through a public planning process and completed in 2015. The Naneum Plan has identified areas in the Stemilt Basin specifically for winter non-motorized use and encourages stakeholders to "...remain engaged as we work together to implement this plan over the coming years". El Sendero has been engaged with the planning process since it began in 2013.



**Ski trails in the Wenatchee Valley, by Frank Bush in 1936 Ski Magazine article.**

*The article states that “A skier’s paradise is not an extravagant designation to properly describe the facilities found in the Wenatchee Valley.”*

*Note 1936 ski trails that existed at Scout-A-Vista adjacent to present day Squilchuck State Park, Wheeler Hill and the Upper Wheeler Reservoir. Wheeler Hill and the Upper Wheeler Reservoir trails are within the proposed winter non-motorized area of the Stemilt-Squilchuck Recreation Plan.*

## **PUBLIC LANDS PLANNING**

Washington State Department of Natural Resources (DNR) and the Washington Department of Fish and Wildlife (WDFW) worked together to develop the Naneum Plan with specific vision and management goals. DNR’s recreation program vision statement for recreation and public access emphasizes “...quality, safe recreational experiences that are sustainable and consistent

with DNR's environmental, financial, and social responsibilities". WDFW goals put fish and wildlife conservation first and foremost but, support recreation activities compatible with the conservation and protection of fish and wildlife species. The Naneum Plan was developed with the intention of guiding both agencies in developing and managing recreational opportunities and public access over the next 10-15 years. The Naneum Plan identifies project priorities for implementation and lists the establishment of a winter non-motorized trail system as a Phase 1 priority. The Naneum Plan also developed concept maps indicating general locations for proposed recreation activities and left "Exact locations and site specific details related to the proposed projects to be generated in future on-the-ground site assessments to ensure safety, sustainability, and a positive user experience." Various objectives and strategies were developed for management within the planning area such as:

1. Provide separate use trails where appropriate for user experience and safety
2. Provide a winter non-motorized trail system
3. Provide non-motorized winter access at Clara Lake and additional areas shown on the winter concept map
4. Provide a winter access non-motorized parking area
5. Encourage new volunteer and partnership opportunities
6. Pursue partnerships that enhance safety and support education and enforcement

A vital part of the final Naneum planning process was identifying existing issues within the planning area. One among several issues identified was "Identifying opportunities to experience winter non-motorized activities as well as concerns related to snowmobile use."

## **OPPORTUNITIES, CONFLICTS, AND USER NUMBERS**

As Washington State's population grows by 2 million people, (or 26 percent) by 2040, and land is developed to accommodate them, the space for recreation must also expand and diversify to meet the needs of the current and future population. Recreation areas are community assets and should be available to the community equitably. Forest recreation benefits local communities but only when it offers diverse recreational opportunities. Many studies have shown that rural counties in the West with the highest share of nearby public lands have better employment opportunities, and increased personal income than those without adjacent public lands.

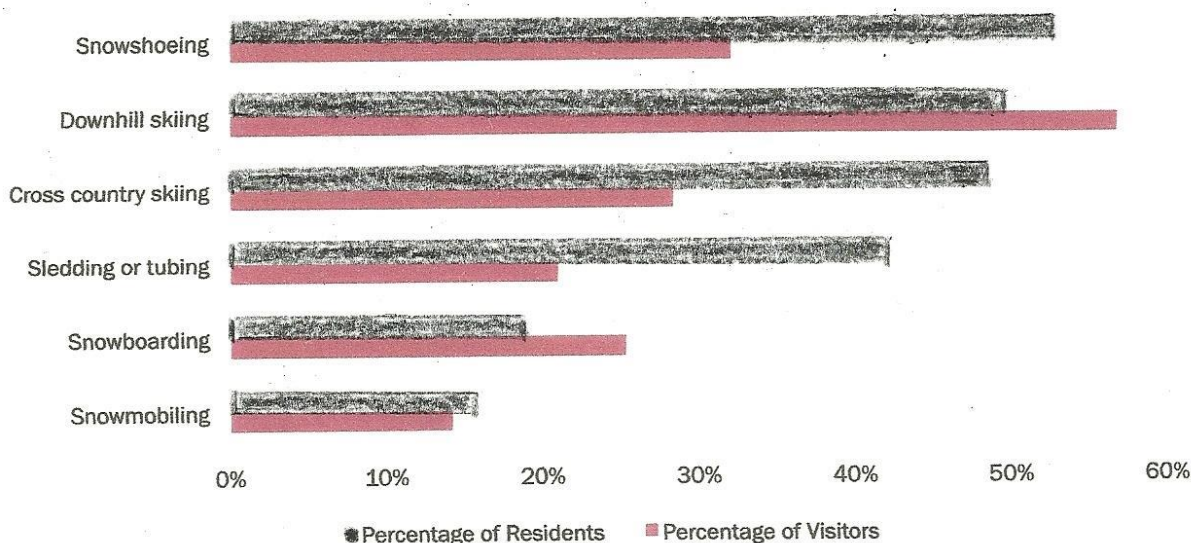
Unfortunately there exists a large disparity in designated trails, accessibility, and inequitable funding for winter non-motorized recreation even while the data shows that winter non-motorized users far outnumber motorized users in the State of Washington and nationally.

1. In 2016 the International Snowmobile Manufacturers Association (ISMA) reported approximately 1.3 million registered snowmobiles in the United States
2. U.S sales of snowmobiles in 2003 (114K). U.S. sales of snowmobiles in 2017 (50K), a reduction of 56 percent. Snow machines are using more of our forest lands and demanding more terrain yet the long-term arc of the sport has seen a steady decline
3. In 2016 there were approximately 3.53 million participants in snowshoeing in the United States (up from 2.4 million in 2007)
4. In 2016 there were approximately 4.64 million participants in Nordic skiing in the United States (up from 3.75 million in 2007)
5. In 2016 there were approximately 1.3 million backcountry skiers/snowboarders in the United States (Ski Industry of America data)

In Washington State, 2006 U.S. Forest Service National Visitor Use Monitoring (NVUM) survey data report 362,900 (41%) snowmobile visits and 520,550 (59%) Nordic skier and snowshoe visits. The Washington State Snowmobile Association (WSSA) reports there are over 3,500 miles of groomed snowmobile trails on public lands in Washington State; 2,309 miles on National Forest lands and 1,191 miles on state lands. In contrast, there are only 266 miles of winter non-motorized trails on National Forest lands. We were unable to find any information on winter non-motorized trails on state public lands.

The Chelan/Douglas Counties 2017 Outdoor Recreation Economic Study survey results show that locally, participation in snowshoeing, downhill skiing, cross-country skiing, sledding and tubing, and snowboarding all surpass snowmobiling in participation numbers as shown in the chart below of the report.

**Figure 13: A Comparison of Visitor and Resident Snow Sport Participation by Activity.**



Source: ECONorthwest analysis of survey data.

Visitors and residents both ranked snowshoeing, downhill skiing, and cross country skiing as their top three snow sports (Figure 13). However, a substantially higher percentage of residents snowshoe and cross-country ski. Sledding also seems to be an activity more favored by local respondents. Visitor respondents downhill ski at a higher rate than residents; nearly 60 percent. Resident respondents also snowboarded less frequently than visitors.

Statewide, 15 percent of Washingtonians sledded or tubed according to SCORP data One in ten Washingtonians downhill ski. Snowmobiling, was selected by three percent of SCORP respondents.<sup>18</sup>

Although public land management agencies have recently begun to recognize the disparity, the lack of management of winter motorized use over the last 20-25 years has created a system of entitlement, and even bias, in favor of winter motorized facilities, parking areas, trails and off road use. The Washington State Parks and Recreation Commissions Winter Strategic Plan, 2008-2013, emphasizes under the heading of "Plan Implementation" that "Equitable and adequate funding will be a necessity to enable the Winter Recreation Program to respond to future growth in recreational demand. Increased funding for non-motorized recreational uses should be a high priority, as these activities represent a larger user base than found in snowmobile recreation and are currently underfunded relative to the snowmobile program. Under current funding arrangements, the snowmobile program has approximately four times the annual budget of the non-motorized program...any future growth should be balanced so that expansion of services and trail systems is also balanced and not accomplished at the expense of non-motorized uses."

The report goes on to state that "The winter recreation program has not effectively managed conflicts between users and may have made a faulty assumption regarding the compatibility of certain types of uses."

The Washington State Outdoor Recreation Plan (SCORP) for 2013-2018 states that "User conflicts and recreation compatibility must be addressed." and goes on to state that "User conflicts can have serious consequences, including safety issues, user displacement, and even participation desertion."

Currently in the Naneum recreation area there are 100 miles of groomed snowmobile trails that access the area and zero winter non-motorized trails. There are approximately 165 snowmobile parking spaces that access the area from both Ellensburg and two motorized sno-parks located in the Stemilt Basin; Lily Lake and Clear Lake. The Naneum recreation area has no designated winter non-motorized parking areas. DNR and other public land management agencies continually state the need to balance, seek sustainable recreation, and provide a safe experience for users; meanwhile, ISMA reports that snowmobile sales have decreased by -48% from 1999-2017. This is an 18 year, downward trend that brings into question sustainability and best use of agency money regarding winter recreation.

The following chart summarizes all these points.

COMPARISON OF WINTER MOTORIZED AND NON-MOTORIZED  
OPPORTUNITIES ON THE NANEUM-COLOCKUM  
(230,000 total acres)  
ADDITIONAL U.S. AND WASHINGTON STATE STATISTICS

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FEATURE	MOTORIZED	NON-MOTORIZED
Groomed trails	100 miles	0 miles
Acres of available use	130,000	0 acres
Proposed acres of use (Stemilt Recreation Plan)	129,996	4,000 (3% of total)
Identified play areas	11	0
Designated parking spaces	165 parking spaces	0 parking spaces
Cost to maintain/implement use	\$\$\$\$	\$
Unit/Equipment sales (Western U.S.)	Snowmobile sales decreasing (-48% from 1999-2017)	BC ski sales Increasing (+15% from 2013-2017)
U.S. National Participants (2016 survey data)	1.3 million registered snowmobiles	3.53 million Snowshoers 4.64 million Nordic skiers 1.3 million Backcountry skiers
WA State National Forest users visits in winter (2006 USFS NVUM data)	362,900 (41%) Snowmobile visits	520,550 (59%) Nordic skier and Snowshoe visits
WA State groomed trails on public lands	2,309 mi. National Forest <u>1,191 mi. WA State</u> 3,500 total miles	266 mi. National Forest ? mi. WA State

*Conclusion: Non-motorized winter recreationalists outnumber motorized recreationalists and the long-term trend of non-motorized winter sports has shown steady growth while the 18-year trend of snowmobile use has plummeted by 48%.*

## CONCLUSION AND POINTS OF CONCERN

We support the current recommended winter NMA as it provides a good balance of uses, a quiet and safe area, separation of conflicting uses, and quality opportunities for non-motorized recreation. The use of the Pole Flat road as a partial boundary on the East separates users, provides a quiet buffer, and is the most logical for management and enforcement of the

boundaries. By using the road as a boundary on the East the agencies can easily monitor and enforce the winter NMA as opposed to an area off-road where managers would be required to take snowmobiles off the groomed snowmobile route and into the backcountry. The Pole Flat road is a groomed snowmobile route which also facilitates signage marking boundaries, and is a clear physical boundary easily identified on a map, and easily understood by all users.

The recommended winter NMA area also meets the goals, intent and spirit of the Naneum Plan and its objectives and strategies to:

7. Provide separate use trails where appropriate for user experience and safety
8. Provide a winter non-motorized trail system
9. Provide non-motorized winter access at Clara Lake and additional areas shown on the winter concept map
10. Provide a winter access non-motorized parking area
11. Encourage new volunteer and partnership opportunities
12. Pursue partnerships that enhance safety and support education and enforcement

The current proposed winter NMA is a meaningful attempt to provide balance on the landscape for different and conflicting types of recreation and uses. Our concerns are:

- The winter NMA cannot be reduced in size and scope without making it unreasonable and unusable for the quiet, safe, and quality recreation experience that was recognized by the stakeholders in the Naneum Plan. Any reduction in area threatens the integrity of the designated winter NMA. We are opposed to any reduction of the current recommended area.
- The proposed snowmobile connector in sections 20 and 29 is the heart of the winter NMA and essentially negates the designation of “non-motorized”. Sections 20 and 29 are where three non-motorized access points converge and where Nordic skiing, snowshoeing and winter fat biking, will be concentrated. In addition, the Naneum area already has 100 miles of designated snowmobile routes and there is clearly no need to add more. The snowmobile corridor would add approximately 2 miles of new snowmobile route inside the core area of the proposed NMA effectively making it no longer non-motorized. We are opposed to allowing a motorized corridor within the proposed winter NMA.
- The corridor is designated to allow exclusive use for residents in the Forest Ridge development, yet deny access to other motorized users. This violates the intent and spirit of public lands management. We are opposed to allowing a motorized corridor within the proposed winter NMA.

Thank you for considering our comments and addressing our concerns.

Sincerely,  
Gus Bekker  
El Sendero Backcountry Ski and Snowshoe Club  
Wenatchee, WA



Erin McKay  
Chelan County Natural Resources Dept  
411 Washington Street, Suite 201  
Wenatchee, WA 98801

Re: Stemilt-Squilchuck Recreation Plan Comments

Dear Ms. McKay,

Thank you for coming and speaking to our club last month at our general meeting. It was good to both hear the proposals and the background behind them. As sportsmen and women we value and cherish the fish and wildlife resources this valley has to offer. We're deeply concerned with any and all attempts to impair or diminish those resources. Below is a list of our comments about the current proposals. These comments are based on the Recommendations (March 2018 version).

Summer:

1. We strongly support the proposal to maintain the green dot road management system along with the no net gain in open roads, and the closure of non-green dot roads.
2. We support a complete closure of Pole Flats road (not just a seasonal closure).
3. We support the idea of an informal shooting area, but suggest that a better location would be closer to the paved roads, possibly in sections 9 or 10.
4. We support rustic camping areas especially in lower elevation areas.
5. We support the restroom facilities at the various reservoirs.
6. We support the concentration of impacts by keeping roads and trails within the same impact buffers where possible and practical.

Winter:

1. We recommend the closer of the Pole Flats road to motorized vehicles year-round, including snowmobiles.

Beyond these specific points of support and recommendations we also support, in a much broader overarching sense, the protection of large blocks of undisturbed habitat. There should be large areas without roads or trails for wildlife to seek refuge. We also strongly feel that any and all improvements need to come with dedicated funding for maintenance and enforcement. None of these ideas, however great they may be, will succeed without maintenance and additional law enforcement and the funding to provide them. We suggest that policies be enacted to require these additional resources prior to the authorizing of any capital projects.

Thank you very much for the opportunity to provide comments on a plan that will certainly affect us all. If you have any question of comments regarding our comments or position on various aspects of the plan please feel free to reach out to our group.

Sincerely,

Don Millar,  
President  
Wenatchee Sportsmen's Association



May 21, 2018

Erin McKay  
Chelan County Natural Resources  
411 Washington St. Suite 201  
Wenatchee, WA 98801

Dear Erin,

The Chelan-Douglas Land Trust is one of the members of the Stemilt Partnership, and we appreciate this community-based planning process that embraces community values, protection of water and wildlife resources, and collaboration with all stakeholders. I am writing in support of the Chelan County Natural Resource Department's draft Summer and Winter recommendations as part of the recreation planning effort to address impacts of current and potentially expanded recreation within the Stemilt-Squilchuck community.

We are a conservation-based nonprofit representing over 1,700 households and 2,500 members (mainly local). The Land Trust focuses first and foremost on preserving the ecological value of native habitats and natural lands. A high percentage of our members also enjoy the recreational benefits of walking, birding, biking, equestrian, and observing nature on the properties we have protected, and we strive to provide such recreational activities consistent with our primary conservation objectives.

During the winter (Dec 1 to April 1) roughly 3,000 acres managed by the Land Trust in the Wenatchee Foothills closes to recreational use to aid the wildlife that winters over on these low-elevation properties. This leaves local walkers with a shortage of nearby outdoor recreational opportunities. We know our members and the broader Wenatchee Valley community would value access to trails (or snowed-over roads) in the Stemilt Basin where they could be provided an opportunity to walk, snowshoe, cross-country ski or backcountry ski, in the absence of motorized traffic. With their proximity to Wenatchee, the wintertime non-motorized areas that are part of the proposed Stemilt Basin Recreation area would take pressure off our local foothills as the recreationalists who use our properties look for a nearby substitute to commune with nature and get exercise.

We recognize that not all stakeholders may be in support of the provision of non-motorized zones in winter, but we support the notion that public land managing agencies should consider the many different users who use (or could use) these lands. Hopefully, these agencies can provide a variety of opportunities to different groups of users who experience these lands differently, including motorized and non-motorized users. The state lands encompassing the Colockum, Stemilt Basin, Naneum Ridge, and Squilchuck are all interconnected, encompassing over a quarter million acres. Allocating about 4,000 acres of that total (as proposed in the original plan) to non-motorized use in winter that can be easily accessed by outdoor enthusiasts seems a very modest percentage that would not be open to motorized use.

The Land Trust applauds and supports the leadership of the Chelan County Natural Resources Department as part of the Stemilt Partnership, and we support your recommendations as proposed. Thanks for the opportunity to provide input.

Sincerely,

A handwritten signature in blue ink, appearing to read "Curt Soper", with a long, sweeping horizontal line extending to the right.

Curt Soper  
Executive Director



Wednesday, June 13, 2018

To the Stemilt Partnership Recreation Committee,

I have a few comments relative to the Stemilt Basin Recreation Plan. I am not sure what started this whole process but I think it is unnecessary given all the years of trouble free use of this area by all citizens.

The motorsports industry has been severely effected by continued land closures, restrictions and general negative perceptions towards the sport. While other states are expanding access and taking advantage of the economic growth that follows, it seems that Washington is going the other way.

That said, as a 30 year veteran of the motorsports business and a 16 year veteran in the House of Representatives, I urge the committee to NOT reduce motorsports access at all.

As stated, non-motorized users have plenty of area to access and have been able to share this area for years. Any reduction will have a negative impact on the county and its citizens as well as creating serious safety and enforcement issues and we continue to shrink the area motorized users are allowed to recreate on. This is one of the last great local winter riding areas and it should be protected at all costs.

Regards,

A handwritten signature in black ink, appearing to read "Cary Condotta".

Representative Cary Condotta

**FOREST RIDGE SUBDIVISION RESPONSE TO THE 'PREFERRED RECREATION  
RECOMMENDATIONS STEMILT-SQUILCHUCK RECREATION PLAN MARCH 2018'**

**ROADS: Phase 1** Connector road between Upper Wheeler Road and Orr Creek Road in Section 20.

Forest Ridge Subdivision requests a Green Dot connector road to complete the legal motorized access route from Forest Ridge Subdivision to the Green Dot road system via Noyd Road. We request this connector road to be open to public access and subject to seasonal closures for wildlife and road surface protection.

If reduction of another Green Dot road is required to allow this new connector road we offer one of these three Green Dot roads for elimination:

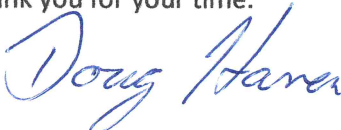
- 1) Move existing gate in Section 15 to Naneum Ridge Road. See map.
- 2) Install a gate at Ingersol Road - East of existing gate in Section 1. See map.
- 3) Install a gate at Pole Flat Road – North of existing gate in Section 4. See map.

Without this new connector road from Upper Wheeler Road to Orr Creek Road you would create a dead end. With one way in and one way out.....campers, hikers, fisherman, Stemilt workers with tractors and equipment would all be on this one road. Stemilt will be spraying, harvesting, mowing, with constant attention many hours a day to their orchard. With this large number of vehicles all on one road you would end up creating a traffic problem. Couple that with possible road closures due to spraying and elk migration, it defies logic to not approve and include the connector road.

There are approximately 60 homes in the Forest Ridge Subdivision. When Daryl Noyd developed this area in the early 90's he made sure the development included the Noyd Access Road from Forest Ridge to the Stemilt Basin and Green Dot Road System. The majority of homeowners bought into Forest Ridge to enjoy the mountains, Mission Ridge and Stemilt Basin. In addition to all of this, we need the connector road in the event of a raging wildfire coming at us from the North. If we find ourselves trapped we will have to evacuate out through the Basin. This is a worst case scenario but when we were on level 3 during the fires of 2012, David Noyd drove out to the white gate at the end of Noyd Road, Section 17 and opened the gate for us. We have never had to do this, but we do need the option if we are trapped.

Please take into serious consideration our request for the new connector road.

Thank you for your time.



Forest Ridge Subdivision Representative,  
Doug Haven  
6670 Forest Ridge Drive  
509-888-9262  
biskitholler@yahoo.com



