

# CHELAN COUNTY PUBLIC WORKS

CHELAN COUNTY

WASHINGTON



## RECREATION ACCESS INVENTORY AND ASSESSMENT

Project No. A00895

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**Gray & Osborne, Inc.**  
CONSULTING ENGINEERS

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## **INTRODUCTION**

Outdoor recreation in Chelan County is popular. Because land ownership in Chelan County is predominantly public (approximately 87 percent), there is an abundance of opportunities for outdoor recreation. The types of outdoor recreation vary widely, some of which include rock climbing, mountaineering, hiking, paragliding, boating, swimming, biking, snowmobiling, skiing, and snowshoeing. In recent years, the amount of people accessing the outdoors in Chelan County has increased.

Multiple factors are responsible for the increase in outdoor recreation in Chelan County. Both the resident population of the amount of tourism has been increasing in Chelan County. Additionally, the SARS-CoV-2 pandemic, which began in early 2020, led to an increase in outdoor recreation in many places, and Chelan County is no exception. The increase in outdoor recreation has led to an increase in the use of access sites.

Use of recreation access sites in Chelan County varies seasonally. For example, some sites are popular during the spring when wildflowers are in bloom. Other sites are popular during the spring and summer during river and boating season, and furthermore some sites are popular during the fall when foliage is changing colors. Finally, some sites are only popular during the winter season when snowmobilers and Nordic skiers recreate.

Land managers have observed an increase in the number of users at many of the recreation access sites located in Chelan County. Both sanctioned sites as well as unsanctioned sites have experienced an increase in use. In particular, there has been an increase in the use of river access sites along both Icicle Creek and the Wenatchee River especially by boaters and inner-tubers.

During the last 2 years, Chelan County Public Works (CCPW) has received numerous complaints, especially from landowners adjacent to access sites, about issues related to the use of recreation access sites. In some instances, sheriff deputies have been called to resolve problems that have occurred at an access site. The County's concerns include parking constraints, trespassing, safety, damage to County infrastructure, and loss of access site use (because of withdrawal of adjacent landowner cooperation).

## **PURPOSE**

The purpose of the Recreation Access Inventory and Assessment project is to create a plan to improve recreation access sites that are located in the vicinity of a Chelan County public right-of-way (ROW). Recreation access sites where roads that are owned by other entities such as private entities, state agencies, or federal agencies are not included in the plan. Our plan describes ways to improve sustainability and overall user experience of recreation access locations by prioritizing sites for maintenance, construction, and access

needs as well as identifying opportunities where access sites could be leveraged for larger infrastructure improvements.

## **METHODS**

The Chelan County Recreation Inventory and Access project was completed in three steps. The first step consisted of compiling information. The second step consisted of visiting a subset of the recreation access sites and collecting data. The third step consisted of developing a plan for improving recreation access sites and documenting the project's work in a report.

### **STEP 1: INFORMATION GATHERING**

The first step was to gather information about Chelan County's recreation access sites. We compiled two types of information: (1) GIS data, and (2) anecdotal information from local experts.

We compiled GIS data from several sources. CCPW shared GIS data with us and we downloaded GIS data from public agency online repositories. The GIS data that CCPW shared with us included:

- Roads (including ROW)
- Hydrography
- Road signs
- Aerial imagery (Hexagon streaming Web Map Service: 1-foot resolution, acquired in 2016)

We compiled GIS data of trails and trailheads from three different online repositories that are hosted by either state or federal public agencies. Table 1 lists the online repositories where we downloaded shapefiles of trailheads and trails.

**TABLE 1**

**Online Repositories of Trails and Trailhead GIS Data for Washington State**

<b>Data</b>	<b>Organization</b>	<b>Geographic Region</b>	<b>URL</b>
Trails and Trailheads	RCO <sup>(1)</sup>	Washington state	<a href="https://rco.wa.gov/recreation-and-conservation/maps-and-data/">https://rco.wa.gov/recreation-and-conservation/maps-and-data/</a>
Trails and Trailheads	USFS <sup>(2)</sup>	Conterminous US	<a href="https://data.fs.usda.gov/geodata/edw/datasets.php?xmlKeyword=Recreation">https://data.fs.usda.gov/geodata/edw/datasets.php?xmlKeyword=Recreation</a> <a href="https://data-usfs.hub.arcgis.com/search?groupIds=a47420aa670b4be58a62a412e505d82c">https://data-usfs.hub.arcgis.com/search?groupIds=a47420aa670b4be58a62a412e505d82c</a>
Snow Park Trailheads	WSPRC <sup>(3)</sup>	Washington state	<a href="https://www.arcgis.com/apps/mapviewer/index.html?url=https://services5.arcgis.com/4LKAHwqnBooVDUIX/ArcGIS/rest/services/SnoParks_(Public)/FeatureServer&amp;source=sd">https://www.arcgis.com/apps/mapviewer/index.html?url=https://services5.arcgis.com/4LKAHwqnBooVDUIX/ArcGIS/rest/services/SnoParks_(Public)/FeatureServer&amp;source=sd</a>

(1) RCO = Washington State Recreation and Conservation Office.

(2) USFS = U.S. Forest Service.

(3) WSPRC = Washington State Parks and Recreation Commission.

We met with a handful of professionals who possess important knowledge about recreation access sites in Chelan County. The local experts with whom we met are associated with a variety of different organizations including non-profits, business development organizations, local government, and the federal government. We met with the following local experts:

- Renee Swearingin (Chair of the Entiat Valley Chamber of Commerce and Treasurer of the North Central Washington Economic Development District)
- Mat Lyons (Executive Director of Trails Recreation Education Advocacy Development also known as TREAD)
- Hanne Beener (Trails Program Manager of the Chelan Douglas Land Trust)
- Paul Willard (Recreation Program Manager of the Chelan Ranger District of the Okanogan-Wenatchee National Forest)
- T.J. Broom (Recreation Program Manager of the Wenatchee River Ranger District of the Okanogan-Wenatchee National Forest)
- Erin McKay (Project Manager of the Chelan County Natural Resource Department)

- Eric Pierson (Director of Chelan County Public Works)
- Jason Detamore (Environmental Manager of Chelan County Public Works)

In addition to providing the location of recreation access sites in Chelan County, the local experts who we consulted shared additional information about each site. They shared with us information about the amount of use, the timing of use, safety concerns, landowner concerns, potential remediation actions, and coordination among stakeholders that is occurring. Many of the sites that local experts identified in close proximity to Chelan County public ROWs are unsanctioned sites, that is sites without a formal parking area and without amenities.

After gathering information about recreation access sites, we conducted a proximity analysis in order to filter out the sites from online databases that are not located nearby Chelan County public ROWs. We conducted the proximity analysis in QGIS using the “Join Attributes by Nearest” processing tool, which is one of the tools in the Vector general toolbox. We filtered out all sites that are located more than 713 feet from a Chelan County ROW.

In order to prioritize which sites to visit, we shared a map of the filtered recreation access sites with CCPW and CCNRD. CCPW (with input from the Chelan County Commissioner) and CCNRD provided a list of 28 priority sites to survey and assess.

## **STEP 2: SITE ASSESSMENT**

At each site that we visited, we collected data related to the site’s infrastructure and conditions as well as other attributes. We collected data about the following site attributes:

- Season of use
- Amount of use
- Type of site (sanctioned or unsanctioned)
- Parking availability and condition
- Roads (attributes and condition)
- Traffic flow
- Infrastructure (including utilities)
- Amenities
- Landowners
- Adjacent landowners
- Proximity to a surface water body
- Vegetation community
- Development activity
- Location of adjacent outdoor recreation e.g., trails, beaches, etc

- Safety risks
- Opportunities
- Constraints

We collected field data using an iPad with an external GPS receiver. We used a 4<sup>th</sup> Generation iPad Air coupled with an EOS Positioning Systems Arrow Lite external GPS receiver. The Arrow Lite GPS receiver connects to the iPad via Bluetooth and provides sub-meter accuracy (both horizontal and vertical).

We developed an ArcGIS Field Maps App for the project. We added the attributes listed above as layers to the app. Layers were added as either point, line, or polygon features. We collected positional data by standing at point features, or walking along linear features or around the perimeter of polygon features. We collected notes on the iPad by entering them into the text fields that were included with specific layers. Additionally, we took photos at each site. In total, we took approximately 1,000 photos.

Once finished with the data collection, we downloaded the mobile GIS layers as shapefiles and post processed the data using desktop GIS software. Where there were discrepancies between the position of the GIS field data and the Hexagon 2016 aerial imagery, we edited the GIS features to better match the aerial imagery. We acknowledge that both the aerial imagery and the field GIS data that we collected are positionally inaccurate. However, to avoid confusion when viewing maps or when viewing the GIS data in a desktop GIS, we edited the field data so that it aligns with the relevant features on the Hexagon aerial imagery. Both the raw data and the post processed data will be available to CCPW.

### **STEP 3: SITE REMEDIATION PLAN**

The site remediation plan consists of five components:

- Remedial actions
- Economic feasibility
- Prioritization of sites for future remedial actions
- Implementation strategy
- Potential funding sources

For each site, we identified the opportunities that exist for improving customer experience, safety, and sustainability. Also, we identified the constraints that introduce challenges to improving each site. Examples of constraints include topography and land ownership. Once we understood what the opportunities and constraints were for each site, we then identified specific remedial actions. Examples of remedial actions include improving parking areas or add parking areas, improving traffic flow, and repairing areas of wear and erosion.



To assist in the site prioritization framework, we analyzed the economic feasibility to improve each site. The economic feasibility was conducted at a planning level; therefore, it did not include cost estimates for specific elements such as installing amenities, paving, clearing and grubbing, etc. Rather, we rated the economic feasibility to improve each site by assigning a cost of low, medium, or high.

To assist the County and other stakeholders with understanding which sites to focus on first for improvement and remediation, we developed a prioritization framework. The framework consists of ranking each site as either low priority, medium priority, or high priority. We used three criterion when ranking each site: (1) amount of use; (2) safety risks; and (3) parking availability. A score of low, medium, or high for each of the three criteria was assigned to each site. A rule set was then developed to determine the final rank (high, medium, or low) for each site. The rule set includes 27 combinations of the three possible ranks for each of the three criteria. For example, high amount of use, high safety risk, and low parking availability will lead to a priority assignment of high. On the other hand, low amount of use, low safety risk, and high parking availability will lead to a priority assignment of low.

Following the prioritization of sites, we developed an implementation strategy. The strategy includes two parts: (1) the feasibility of implementing specific remedial actions; and (2) the timing of implementation.

Finally, we identified potential funding sources that could be used for the design and construction of future improvements to recreation access sites.

## **RESULTS**

### **SITE INVENTORY SUMMARY**

We compiled information about 131 recreation access sites that are in close proximity to a Chelan County ROW. Of the 113 sites, 53 percent of the sites are unsanctioned (n = 70) and 47 percent are sanctioned (n = 61). 73 percent of the sites are located on public property (n = 96) and 27 percent of the sites are located on private property (n = 35). Figure 1 is a map of the recreation access sites located in the vicinity of a Chelan County ROW.

Of the 131 sites that we compiled, 28 were identified as a result of our proximity analysis and 103 sites were identified by local experts. Initially, our proximity analysis yielded 40 sites (out of 246, some of which are duplicates) within 713 feet of the centerline of a Chelan County ROW, but 12 sites were duplicates. Of the 28 sites that were located within 713 feet of the centerline of a Chelan County ROW, 13 sites were included in the WSPRC Sno-Park database, six sites were included in the USFS Recreation Activity Sites database, and nine sites were included in the WA RCO Database.

The 131 sites that we compiled are distributed across much of Chelan County. Many of the sites are located in the Wenatchee River watershed, but sites are also located in the Entiat River watershed, Lake Chelan watershed, and in small tributaries to the Columbia River (e.g., Squilchuck Creek and Stemilt Creek).

We visited 28 of the 131 sites that we inventoried. We visited the sites between the dates of July 10, 2022 and September 2, 2022. We identified and mapped a variety of different features at each site. In total, we mapped 12 different types of amenities (Table 2), features associated with 12 different types of infrastructure (Table 3), and nine other miscellaneous features (Table 4).

**TABLE 2**

**Types of Amenities Mapped at Sites**

<b>Type of Amenity</b>
Bench
Bike rack
Dog waste bag dispenser
Donation box
Garbage
Grill
Light
Picnic table
Playground
Potable water
Recycling
Toilet

**TABLE 3**

**Types of Infrastructure Mapped at Sites**

<b>Type of Infrastructure</b>
Boat ramp
Canal
Fence
Gate and gate post
Parking and associated features including parking barriers
Retaining wall
Roads and associated features (including embankments, curb, guard rails, bridges, river bank revetment, and shoulders)
Side walk
Stairs
Stormwater features (including ditches and culverts)
Utilities (including telecommunications, stormwater, sewer, water) and associated features (including power pole, vault for underground utilities, fire hydrant)

**TABLE 4**

**Miscellaneous Features Mapped at Sites**

<b>Miscellaneous Features</b>
Camping area
Dirt pile
Fire ring
Mail box
Sign
Streamflow gage
Trail
Wildlife pole (for bird nest)
Wood slash pile

The most common features that we mapped are roads, signs, and parking areas.

**SITE ASSESSMENT SUMMARY**

Below is a summary of some of the information that we collected at the 28 sites that we visited. The information is organized in tables. Included in each table is a description of the site as well as a list of concerns, safety risks, opportunities, constraints, and landowners with whom coordination is required. A map of each site is located in

Appendix A. The GIS data that was used to create the maps has been provided to CCPW.

Abbreviations are used for some of the words in the left column of the site assessment summary tables. Below is the long name for each abbreviation:

- Site ID = Site Identification Number
- Rec. Type (Prim.) = Recreation Type (Primary)
- Sanct. Or Unsanct. = Sanctioned or Unsanctioned
- Adj. L/O Type = Adjacent Landowner Type

**Site 1: Wenatchee River – Icicle Rd Bridge**

<b>Site ID and Name:</b>	Site 1: Wenatchee River – Icicle Rd Bridge
<b>Survey Date:</b>	7/29/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	High
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	City of Leavenworth
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Icicle Road
<b>Description:</b>	The City of Leavenworth access site on the Wenatchee River is a popular put in for boaters (including inner-tubes, stand-up paddle boards, and other floating vessels). It is heavily used during the summer season by individuals as well as commercial inner-tubing operations.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Insufficient parking for the amount of use.</li> <li>2. Parking in prohibited area along narrow shoulder of Icicle Rd and entrance to private driveways.</li> <li>3. Pedestrians standing in shoulder of Icicle Road and crossing private driveways</li> <li>4. Limited sight distance at the intersection of the access road, Icicle Road, and two private driveways contributes to hazardous traffic flow patterns.</li> <li>5. Traffic flow patterns on Icicle Road at the intersection of the access road, Icicle Road, and three private driveways, especially during times of peak use as a result of congested traffic.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Erosion: (a) the access road is eroded, which has led to an uneven surface in places. (b) erosion of the left bank of the Wenatchee River including along the edge of some of parking areas at the top of the river bank.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Accessing the river is a safety risk because the river bank is steep and tall (approximately 20 feet tall) and eroding in places.</li> <li>2. Limited sight distance at the intersection when leaving and entering the site. The sight distance is especially poor when making a left turn onto Icicle Road.</li> <li>3. Parking in prohibited area along narrow shoulder of Icicle Road and entrance to private driveways.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with the City of Leavenworth and adjacent private landowners to improve traffic flow at the intersection of Icicle Rd, site access road, and private driveways. A possible option is to reconfigure the intersection, in order to improve the intersection geometry and move it away from the bridge. Adding control to the intersection may be considered. A roundabout may be considered as one of the alternatives. Rerouting the Krane Living TRT driveway to the north side of their property may also be considered.</li> <li>2. Coordinate with the City of Leavenworth to identify an off-site parking area for boaters (including commercial operations).</li> <li>4. Restrict parking along narrow shoulder of Icicle Road.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with City of Leavenworth to add a safety barrier such as a fence at the top of the river bank.</li> <li>2. Coordinate with City of Leavenworth to improve parking e.g., expansion, designated spots, space for trailers, improved turn around.</li> </ol>

<b>Site ID and Name:</b>	Site 1: Wenatchee River – Icicle Rd Bridge
	<ol style="list-style-type: none"> <li>3. Coordinate with City of Leavenworth to add amenities including a pet waste bag dispenser, recycling, larger bear-proof trash, replace portable toilets with a vault toilet.</li> <li>4. Coordinate with City of Leavenworth to improve the trail(s) to river.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Topography: river bank is steep.</li> <li>2. Land ownership: adjacent private property.</li> <li>3. Site access road is also used by the City to maintain water supply infrastructure (i.e., groundwater wells) to the south of the site.</li> <li>4. Environmental regulations related to the Wenatchee River e.g., protected fish population habitat.</li> </ol>
<b>Coordination:</b>	City of Leavenworth, private landowners.

**Site 2: Icicle Creek – East Leavenworth Rd**

<b>Site ID and Name:</b>	Site 2: Icicle Creek – East Leavenworth Rd
<b>Survey Date:</b>	7/29/2022
<b>Rec. Type (Prim.):</b>	Water Recreation, Fishing
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	SOLAZZI, RICHARD
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	East Leavenworth Road
<b>Description:</b>	The site is primarily used by boaters (especially inner-tubers) during the summer season, but it is also used by anglers. A short trail leads to the right bank of Icicle Creek on upstream side of bridge. Swimming/fishing hole is located below the bridge. USGS streamflow gage is located at downstream end of bridge. Sand and gravel was recently added to a small turnout that is used for parking.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder and in turnout of East Leavenworth Road where it is assumed that ADT is high and where the posted speed limit is 35 mph. A small turnout on the east end of the bridge has limited space (approximately one or two vehicles). Because the shoulder is narrow, parked vehicles may obstruct traffic lanes.</li> <li>2. Pedestrians standing in shoulder and crossing East Leavenworth Road.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking along shoulder and in turnout. Parked vehicles may obstruct traffic.</li> <li>2. Steep embankment.</li> <li>3. Pedestrians walking along narrow shoulder and crossing the road.</li> <li>4. No pedestrian walkway on bridge.</li> <li>5. Trail to Icicle Creek is steep.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFWS to improve the access site at the National Fish Hatchery to provide access to the river year-round for anglers, boaters, and river recreators. The Chelan County ROW that used to connect with the old bridge could be incorporated in this improved recreation access site design.</li> <li>2. Coordinate with USGS to improve the safety of the existing turnout, specifically for parking spaces for hydrographers.</li> <li>3. Physically restrict parking along narrow shoulder, and/or deter parking by placing “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with private landowner (Richard Solazzi) to either improve access to existing riparian vegetation planting project for environmental education purposes or to decommission this environmental education site.</li> <li>2. Add a pedestrian walkway on the bridge.</li> <li>3. Coordinate with USFWS to add and/or improve amenities at the Fish Hatchery access site.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Private land ownership adjacent to the county road.</li> <li>2. USGS streamflow gage.</li> </ol>
<b>Coordination:</b>	USFWS, USGS, private landowners

**Site 3: Wenatchee River – Beaver Valley Rd**

<b>Site ID and Name:</b>	Site 3: Wenatchee River – Beaver Valley Rd
<b>Survey Date:</b>	8/22/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	High
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	UNITED STATES OF AMERICA
<b>Adj. L/O Type:</b>	Public
<b>Road Name:</b>	Beaver Valley Road
<b>Description:</b>	Popular takeout (and put-in) for floating the Wenatchee River. Many cars (up to 50 to 100 cars on a busy day) park along shoulder during peak boating season on the Upper Wenatchee River. Floaters access the river in two locations at this site. It is easier to access the river from the downstream access (east access) than it is from the upstream access, especially when carrying flotation vessels.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Unsanctioned parking along narrow shoulder of Beaver Valley Road, where traffic where posted speed limit is 50 mph.</li> <li>2. Pedestrians standing in shoulder and crossing Beaver Valley Road.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> <li>2. No signs.</li> <li>3. Parked vehicles are accelerating erosion and wear of the shoulder.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Limited stopping sight distance in places.</li> <li>2. Parking on narrow shoulder of road may obstruct traffic.</li> <li>3. Recreationists (with boats) crossing road.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS to build a new parking area. Two possible options for the location of the parking area include: (a) the logging spur road that is located north of Beaver Valley Road; or (b) within the County ROW (i.e., widen the shoulder). Option a is preferred.</li> <li>2. Physically restrict parking along narrow shoulder and/or install “No Parking – Tow Away” signs. Enforcing the tow-away zones may be considered.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Repair shoulders and place shoulder finishing.</li> <li>2. Trail improvements i.e., either improve existing trail to the river or build a new trail between the proposed new parking area along the USFS road and the river.</li> <li>3. Add amenities such as vault toilet, garbage and recycling, etc.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Topography: Wenatchee River bank is steep in places.</li> <li>2. Land ownership: coordination with owner of the site.</li> <li>3. Environmental regulations that are related to protecting fish habitat in the Wenatchee River.</li> </ol>
<b>Coordination:</b>	USFS



**Site 6: Nason Creek – Cedar Brae Rd**

<b>Site ID and Name:</b>	Site 6: Nason Creek – Cedar Brae Rd
<b>Survey Date:</b>	8/23/2022
<b>Rec. Type (Prim.):</b>	Water Recreation, Hiking, Horseback Riding, Winter Recreation (Nordic Skiing, Snowshoeing), Fishing
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	UNITED STATES OF AMERICA
<b>Adj. L/O Type:</b>	Public
<b>Road Name:</b>	Cedar Brae Road
<b>Description:</b>	This site is located at the intersection of Lake Wenatchee State Park access road and Cedar Brae Road. It is adjacent to the USFS Nason Creek campground. Several of the USFS camp sites are located within 50 to 100 feet from the road. This site is used for parking by those who access Lake Wenatchee State Park (including the trails, one of which is close to this site) and Nason Creek. Barriers (i.e., boulders and logs) along outside edge of shoulder are in place to restrict parking.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of Cedar Brae Rd.</li> <li>2. Pedestrians standing in shoulder of and crossing Cedar Brae Rd.</li> <li>3. Traffic flow at intersection during high ADT.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities, although amenities are located a short distance away at the USFS campground and the Lake Wenatchee State Park.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking on narrow shoulder of road that is especially busy during summer. Posted traffic speed is 25 mph. Parked vehicles may obstruct traffic</li> <li>2. Pedestrians standing in shoulder of and crossing Cedar Brae Road.</li> <li>3. Traffic flow at intersection during busy times.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with WASP and/or USFS to improve parking by either: (a) building a new parking area at this site; or (b) building a new parking area off site; or (c) expanding existing parking in the state park. The topography is conducive to the development of a parking area at this site.</li> <li>2. Physically restrict parking along shoulder, and/or deter parking by placing “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Add amenities such as vault toilet, bear-proof trash, recycling, etc.</li> <li>2. Improve trail head at this site.</li> <li>3. Add signs at the trailhead.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: coordination with state and federal agencies is required.</li> </ol>
<b>Coordination:</b>	WASP, USFS

**Site 7: Lake Wenatchee – North Shore Rd**

<b>Site ID and Name:</b>	Site 7: Lake Wenatchee – North Shore Rd
<b>Survey Date:</b>	8/23/2022
<b>Rec. Type (Prim.):</b>	Winter Recreation (Nordic Skiing, Snowshoeing), Hiking, Horseback Riding?
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Winter
<b>Landowner Name:</b>	WA STATE PARKS & REC COMM
<b>Adj. L/O Type:</b>	Private and public
<b>Road Name:</b>	North Shore Road
<b>Description:</b>	Shoulders and turnouts along the Lake Wenatchee Highway and North Shore Drive near the intersection of these two roads are used as unsanctioned parking in order to access the Lake Wenatchee State Park trail network. It is likely that peak use is during the winter season by skiers and snowshoers.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of both roads.</li> <li>2. Pedestrians standing in shoulder of both roads, and crossing North Shore Road.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> <li>2. No signs.</li> <li>3. Snow piles from plowing may block shoulders and turnouts.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking along shoulder and in turnouts, especially along Lake Wenatchee Hwy where posted traffic speeds are high (50 mph).</li> <li>2. At the intersection with Lake Wenatchee Hwy, the sight distance in the west bound lane of N Shore Dr appears to be limited, because it is the inside of a road curve and a number of large trees are present. The sight distance would need to be calculated in order to verify that it is limited.</li> <li>3. Pedestrians standing in shoulder of both roads, and crossing N Shore Rd.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with WASP to build a new parking area to the south of North Shore Road. The topography in this area is relatively flat, which is conducive to development of a parking area and a sanctioned trail head.</li> <li>2. Physically restrict parking along narrow shoulder and/or install “No Parking – Tow Away” signs.</li> <li>3. Replace boulders located on south side of North Shore Drive with fencing or traffic barriers with high-viz delineators.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Add amenities such as vault toilet, trash, recycling, pet waste bag dispenser, etc).</li> <li>2. Add signs including informational signs.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: coordination with both WASP and private landowners may be required.</li> <li>2. Nearby ephemeral/intermittent creek</li> <li>3. Snow removal needs to be considered.</li> </ol>
<b>Coordination:</b>	WASP, private landowners

**Site 8: Lake Wenatchee – North Shore Rd (2)**

<b>Site ID and Name:</b>	Site 8: Lake Wenatchee – North Shore Rd (2)
<b>Survey Date:</b>	8/23/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Medium
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	UNITED STATES OF AMERICA
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	North Shore Drive
<b>Description:</b>	This unsanctioned site is used to access Lake Wenatchee. The public parks along the shoulder and in turnouts of North Shore Drive. Two trails each lead to a small beach. Types of uses include hanging out along the shore as well as launching boats such as SUPs, canoes, kite boards, etc.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder.</li> <li>2. Shoulder is narrow and outside edge of shoulder is the top edge of a steep slope to the lake in places.</li> <li>3. Pedestrians standing in shoulder and crossing North Shore Road.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> <li>2. No signs</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking along narrow shoulder of road, although safety risk is low because the posted speed limit is 25 mph and it is assumed that average daily traffic is low.</li> <li>2. Pedestrians standing in shoulder and crossing North Shore Road.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with the USFS to build a parking new parking area.</li> <li>2. Prevent parking along shoulder (traffic barriers and/or signs).</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Improve the trails to the lake.</li> <li>2. Add amenities including vault toilet, bear-proof trash, recycling, pet bag dispenser, etc.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: coordination with USFS and adjacent private land owners will be required for some actions.</li> <li>2. Topography: moderately steep slope leading to the lake’s shore.</li> <li>3. Proximity to Lake Wenatchee.</li> <li>4. Nearby ephemeral/intermittent creek.</li> </ol>
<b>Coordination:</b>	USFS

**Site 9: Wenatchee River – SR 207 Bridge**

<b>Site ID and Name:</b>	Site 9: Wenatchee River – SR 207 Bridge
<b>Survey Date:</b>	8/23/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	WA STATE PARKS & REC COMM
<b>Adj. L/O Type:</b>	Public
<b>Road Name:</b>	SR 207
<b>Description:</b>	Turnout along southbound shoulder of SR 207 is used as a parking area to access an extensive network of Lake Wenatchee State Park trails as well as a small beach on the left bank of the Wenatchee River. The turnout is located approximately 300 feet northwest of the SR 207/Wenatchee River bridge. The shoulders of SR 207, Chiwawa Loop Road, and Lake Wenatchee Highway are used as overflow parking.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders and in turnout of SR 207.</li> <li>2. Pedestrians standing in shoulders and crossing roads.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Surface erosion of the SR 207 turnout.</li> <li>2. No amenities.</li> <li>3. Limited signing</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking along narrow shoulder of roads with posted traffic speeds 50 mph).</li> <li>2. Pedestrians standing in shoulders and crossing roads.</li> <li>3. Limited stopping sight distance at SR 207 turnout.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with WASP and WSDOT to build new parking area via an access road.</li> <li>2. Physically restrict parking along shoulders and in turnout on SR 207 and/or install “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Add amenities (such as vault toilet, garbage and recycling, etc).</li> </ol>
<b>Constraints:</b>	Landowner coordination
<b>Coordination:</b>	WASP, USFS, WSDOT

**Site 10: Wenatchee River – Beaver Valley Rd Bridge**

<b>Site ID and Name:</b>	Site 10: Wenatchee River – Beaver Valley Rd Bridge
<b>Survey Date:</b>	8/22/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Medium
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	CHELAN COUNTY PUD; STEVENS KATIE M & STANLEY J
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Beaver Valley Road
<b>Description:</b>	Site is located on Beaver Valley Road, near the bridge over the Wenatchee River. Shoulders on both sides of Beaver Valley Road northwest of the bridge are used as parking to access the Wenatchee River. Users include boaters and other river uses. The site is adjacent to recently improved CPUD recreation access site, which includes gated parking area, trail to river (including stairs), and amenities (portable toilet and trash).
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders of Beaver Valley Road, which is busy at times (especially during the summer) with posted speed limit of 45 mph.</li> <li>2. Pedestrians standing in shoulders and crossing Beaver Valley Road.</li> <li>3. The site lacks a suitable boat launch.</li> <li>4. The parking area at the CPUD access site may not be designed to accommodate trailer parking and turnaround.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No signs.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking along narrow shoulder of Beaver Valley Road with posted speed limit of 45 mph.</li> <li>2. Pedestrians standing in shoulders and crossing roads.</li> <li>3. Swiftwater risks.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with CPUD to improve their boat launch and trail. Redesign the current trail, which consists of several flights of stairs, in order to accommodate the transportation of boats to and from the river. The trail should lead to a suitable place for a) launching boats at a variety of stream flow stages, and b) swimming and recreating by the river.</li> <li>2. Physically restrict parking and/or enforce no parking along shoulder of Beaver Valley Rd. May consider using “No Parking – Tow away” signs, and directing public to park at CPUD site.</li> <li>3. Coordinate with the CPUD to improve/expand their parking area in order to accommodate boat trailer parking and boat trailer turnaround.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with CPUD to improve amenities including swapping portable toilet w/ vault toilet.</li> <li>2. Coordinate with CPUD to add signs about river safety, etc.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Landownership: adjacent to private property.</li> <li>2. Topography: steep river bank.</li> <li>3. Environmental regulations that are related to protecting fish habitat in the Wenatchee River.</li> </ol>
<b>Coordination:</b>	CPUD, other private landowner

**Site 11: Wenatchee River – River Rd (BNSF Site)**

<b>Site ID and Name:</b>	Site 11: Wenatchee River – River Rd (BNSF Site)
<b>Survey Date:</b>	8/22/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	BNSF
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	River Rd
<b>Description:</b>	A BNSF maintenance road near mile 4 of River Rd is used to access the Wenatchee River. The BNSF railway is active. Parking consists of a small designated area (space for approximately five vehicles) located at the east end of the maintenance road that is located on the north side of the train tracks. Another BNSF parking area is located on the south side of train tracks (space for approximately five vehicles). Both parking areas are bordered by boulders. Crushed rock has recently been added to the north side maintenance road.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area within BNSF ROW.</li> <li>2. Parking in prohibited area along shoulders of River Road, where posted traffic speed limit is 25 mph.</li> <li>3. Pedestrians standing in shoulders of both the BNSF ROW and the River Road.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> <li>2. No signs.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking along shoulder of County ROW and within BNSF ROW.</li> <li>2. Pedestrians standing in shoulder and within the BNSF ROW.</li> <li>3. Swiftwater risks.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with BNSF to implement on the of the following: a) install gate at entrance to north side BNSF maintenance road in order to prevent public from leaving County ROW, or b) improve access site including: enhance current parking (including trailer turnaround).</li> <li>2. Physically restrict parking along shoulder of River Rd, and/or deter parking by placing “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. If the option to enhance the BNSF maintenance road is chosen, then coordinate with BNSF to make the following improvement: <ol style="list-style-type: none"> <li>a. Add amenities (including free pfd for use);</li> <li>b. Add a boat launch;</li> <li>c. Add signs (including interpretive); and</li> <li>d. Improve the trails to the river.</li> </ol> </li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: coordinate with BNSF will be required.</li> <li>2. If site is enhanced, a snow removal plan will be needed.</li> <li>3. Environmental regulations that are related to protecting fish habitat in the Wenatchee River.</li> </ol>
<b>Coordination:</b>	BNSF, private landowners

**Site 13: Wenatchee River – Leavenworth Boat Access**

<b>Site ID and Name:</b>	Site 13: Wenatchee River – Leavenworth Boat Access
<b>Survey Date:</b>	7/10/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	High
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	CITY OF LEAVENWORTH
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	East Leavenworth Road
<b>Description:</b>	City of Leavenworth access site on the Wenatchee River. The site is used year-round but the peak season of use is the summer, when many boaters use this site as a take-out. It is also used to a lesser extent as a put-in by boaters who float downstream. The site is large and has ample space for parking (~75 to 100 vehicles), including trucks and trailers. Additionally, there are numerous amenities including a boat ramp, bear-proof trash bin, fishing line waste container, grill, and portable toilets.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Traffic flow at intersection between access road and East Leavenworth Road as a result of congestion. The access road is one lane, which may lead to congestion. It is assumed that ADT on East Leavenworth Road is medium to high.</li> <li>2. Assumed limited intersection sight distance when approaching E Leavenworth Rd (where posted traffic speed is 35 mph) from access road.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Surface of parking area is eroded (e.g., potholes).</li> <li>2. Unimproved parking, no designated stalls but ample space.</li> <li>3. Encroaching vegetation.</li> <li>4. Toilets and trash are overused during summer peak use</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Assumed limited intersection sight distance when approaching E Leavenworth Rd (where posted traffic speed is 35 mph) from access road.</li> <li>2. Swiftwater risks - take out is dangerous during high flow.</li> <li>3. Flooding is a potential risk.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with City of Leavenworth to improve the access road including regrade, re-surface, and widen to two lanes.</li> <li>2. Physically restrict parking along shoulder of E Leavenworth Rd, and/or deter parking by placing “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with City of Leavenworth to improve their access site: <ol style="list-style-type: none"> <li>a. Create formal parking spaces (including ADA parking and trailer parking);</li> <li>b. Improve trash and recycling (larger bear-proof bins and empty bins more frequently);</li> <li>c. Improve trails including bridge over alcove inlet;</li> <li>d. Install habitat structures (e.g., alcove improvement);</li> <li>e. Add signs including interpretive.</li> </ol> </li> <li>2. Consider adding a bike lane on East Leavenworth Road between Highway 2 and the site.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: public and private coordination will be required.</li> <li>2. Environmental regulations that are related to protecting fish habitat in the Wenatchee River.</li> </ol>
<b>Coordination:</b>	City of Leavenworth, private landowner

**Site 14: Wenatchee River – WDFW Fishing Access (Peshastin)**

<b>Site ID and Name:</b>	Site 14: Wenatchee River – WDFW Fishing Access (Peshastin)
<b>Survey Date:</b>	8/26/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	WA STATE DEPT FISH & WILDLIFE
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	School Street
<b>Description:</b>	WDFW site, located in Peshastin, is used to access the Wenatchee River. The site consists of a large parking area (space for approximately 35 vehicles) with a trailer turn around and amenities including two undeveloped boat ramps and a portable toilet.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Wenatchee River bank is eroded in a few places, likely as a result of both natural and human causes.</li> <li>2. No designated parking stalls in the parking area.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area (i.e., shoulders and cul-de-sac) of School Street. Overflow parking may occur in cul-de-sac at entrance of WDFW site. Cul-de sac is used for snow plow and school bus turn around.</li> <li>2. Pedestrians standing in shoulder of School St, and crossing School Street and private driveway.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Swiftwater risks, especially during high flow.</li> <li>2. Potential for flooding.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Physically restrict parking on School St, and/or deter parking by placing “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with WDFW to make the following improvements: <ol style="list-style-type: none"> <li>a. Signs (e.g., interpretive signs such as fishing, whitewater, salmon);</li> <li>b. Amenities (pet waste bag dispenser, fishing line receptacle, trash, recycling, replace portable toilet with vault toilet);</li> <li>c. Improve parking by creating designated places (cars, trucks, and trailers);</li> <li>d. Improve boat launch(s);</li> <li>e. Improve trails.</li> <li>f. Install access control (e.g., fence) around perimeter of parking area</li> </ol> </li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: coordination with WDFW and adjacent private property owners.</li> <li>2. Topography: erosional separates terrace from floodplain where parking area is located.</li> </ol>
<b>Coordination:</b>	WDFW, private landowners



**Site 17: Wenatchee River - Main Street in Monitor**

<b>Site ID and Name:</b>	Site 17: Wenatchee River - Main St in Monitor
<b>Survey Date:</b>	9/1/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	Medium
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	WA STATE DEPT FISH & WILDLIFE
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Main St
<b>Description:</b>	WDFW site, located in Monitor, is used to access the Wenatchee River. The site consists of a relatively small parking area (space for approximately 15 vehicles) with a trailer turn around and an undeveloped boat ramp.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Overflow parking in prohibited area along shoulder of Main Street, a busy street with posted traffic speed of 25 mph.</li> <li>2. Pedestrians standing in shoulder of and crossing Main Street.</li> <li>3. Junction of access road and Main St is a moderately steep embankment and has been slightly eroded (including lip at edge of asphalt).</li> <li>4. When pulling out of parking lot, low sight distance to the east as a result of Main Street embankment.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Parking area surface is worn and eroded (uneven, likely caused by overuse).</li> <li>2. Trash is dispersed throughout the site (including along bank of river and underneath bridge).</li> <li>3. Vegetation encroachment: tree branches overhang parking area and boat ramp.</li> <li>4. No amenities such as trash, recycling, fishing line dispenser, dog waste dispenser, and toilet.</li> <li>5. Dispersed camping.</li> <li>6. Insufficient signs.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area on Main Street.</li> <li>2. Pedestrians standing in shoulder of and crossing Main Street.</li> <li>3. Swiftwater risks.</li> <li>4. Exiting site is a risk due to low sight distance to the east.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with WDFW to improve site: <ol style="list-style-type: none"> <li>a. Improve parking area by expanding, adding parking barriers, adding designated spots, improving trailer turnaround, resurfacing;</li> <li>b. Add amenities;</li> <li>c. Add signs (including interpretive sign and other signs);</li> <li>d. Remove encroaching vegetation;</li> <li>e. Improve boat ramp.</li> </ol> </li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with WDFW to regrade and resurface access road.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: private and public property owners.</li> <li>2. Environmental regulations that are related to protecting fish habitat in the Wenatchee River.</li> </ol>
<b>Coordination:</b>	WDFW, private landowners

**Site 18: Sauer Mountain Trail – Anderson Canyon**

<b>Site ID and Name:</b>	Site 18: Sauer Mountain Trail – Anderson Canyon
<b>Survey Date:</b>	8/22/2022
<b>Rec. Type (Prim.):</b>	Hiking
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	High
<b>Peak Use Season:</b>	Spring
<b>Landowner Name:</b>	SAUER STEVE G
<b>Adj. L/O Type:</b>	Private, Public
<b>Road Name:</b>	Anderson Canyon Road
<b>Description:</b>	Privately owned site that accommodates a small number of vehicles (approximately 6 vehicles) in order access the Sauer Mountain trail, a hiking trail of which the majority is located on USFS property. In recent years, 50 to 100 cars have been seen parked along the shoulder of Anderson Canyon Rd during the spring season, which is when peak use occurs.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders and turnouts of Anderson Canyon Road.</li> <li>2. Pedestrians standing in shoulder of and crossing Anderson Canyon Road.</li> <li>3. Impact of overuse on adjacent private landowners (reduced traffic flow on Anderson Canyon Road, trespassing on private property, erosion, etc.). Designated parking, which is located on private property is too small for the number of users during peak season.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Site maintenance is lacking. Presently, some site amenities are in disrepair or are not maintained e.g., bench is falling apart, etc.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders and turnouts of Anderson Canyon Road, which reduces traffic flow at times.</li> <li>2. Pedestrians standing in shoulder of and crossing Anderson Canyon Road.</li> <li>3. Low sight distance in places, especially at curve in road immediate north of the site, and at S-curve 600 feet to the south.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Physically restrict parking along shoulders, and/or deter parking by placing “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with the Sauers and/or adjacent private landowners (including the USFS) to improve site access. In order to improve the site, likely an easement or fee simple acquisition would be needed in order to provide public access to the entire length of the trail as well as provide sufficient parking.</li> <li>2. Coordinate with the Sauers and/or adjacent private landowners to improve amenities including replacing portable toilet with vault toilet</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: primarily private.</li> <li>2. Environmental regulations related to adjacent perennial creek.</li> <li>3. Topography: access site is bound by steep hillside to the west and valley bottom to the east and south.</li> </ol>
<b>Coordination:</b>	USFS, private landowners

**Site 20: Sage Hills Trailhead (No. 1 Canyon Road)**

<b>Site ID and Name:</b>	Site 20: Sage Hills Trailhead (No. 1 Canyon Road)
<b>Survey Date:</b>	8/31/2022
<b>Rec. Type (Prim.):</b>	Hiking, Biking
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	High
<b>Peak Use Season:</b>	Spring
<b>Landowner Name:</b>	CHELAN COUNTY ROW
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	No. 1 Canyon Road
<b>Description:</b>	Off-site parking area used to access the Sage Hills trails. The site is located at a 4-way intersection with No. 1 Canyon Road, Sage Hills Drive, and Austin Avenue. The ROW is 60-feet wide. The designated parking area, which is a turnout located in the County ROW, is not large enough (space for approximately one dozen vehicles) for the number of users. Therefore, overflow parking occurs on the shoulder of adjacent roads. Crushed rock was recently added to the parking area. The site has limited amenities – the only amenity is a dog waste bag dispenser.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders of No. 1 Canyon Road, Sage Hills Drive, and Austin Avenue. Parked vehicles parked along shoulder may protrude into driving lanes and obstruct traffic.</li> <li>2. Pedestrians standing in shoulder of and crossing No. 1 Canyon Road, Sage Hills Drive, and Austin Avenue.</li> <li>3. Limited sight distance at intersection.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Although the parking area is sanctioned, it does not have designated parking places, nor parking barriers, and most importantly, it is not large enough to accommodate the number of users during peak use.</li> <li>2. Limited amenities e.g., toilet.</li> <li>3. Limited signs.</li> <li>4. Partially plugged culvert on Sage Hills Drive.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders, which may also obstruct traffic.</li> <li>2. Pedestrians standing in shoulder and crossing roads.</li> <li>3. Limited sight distance at intersection.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with adjacent private landowners to improve and/or expand existing parking by pursuing easements with private landowners or fee simple acquisition.</li> <li>2. Outside of designated parking area, physically restrict parking along shoulders, and/or deter parking by placing signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Add amenities e.g., toilet, trash, recycling, etc.</li> <li>2. Add signs (interpretative, restrictions, etc.).</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: surrounding private land ownership.</li> <li>2. Environmental considerations i.e., proximity to intermittent creek.</li> </ol>
<b>Coordination:</b>	private landowners

**Site 21: Wenatchee River – Sleepy Hollow Bridge**

<b>Site ID and Name:</b>	Site 21: Wenatchee River – Sleepy Hollow Bridge
<b>Survey Date:</b>	8/26/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Medium
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	SMITH BLAINE S & JACQUELINE J; NICHOLS WILLIAM C
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Sleepy Hollow Road
<b>Description:</b>	The shoulder along Sleepy Hollow Road is used as parking in order to access the Wenatchee River. The shoulder has limited space for parking and accommodates a maximum of eight vehicles. Additional parking for approximately 1 dozen cars is located on Lower Sunnyslope Road. Sleepy Hollow Road is built from fill and elevated above surrounding topography (floodplain), and the embankment is steep. Adjacent private landowners have installed no parking signs and placed unauthorized parking barriers along the shoulder of Sleepy Hollow Road.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders of Sleepy Hollow Road, may protrude into traffic lane and obstruct traffic as well as block private driveways. Sleepy Hollow Road is busy, although speed limit is only 25 mph.</li> <li>2. Pedestrians standing in shoulder of and crossing Sleepy Hollow Road.</li> <li>3. Jumping into the river from the bridge sometimes occurs, despite signs restricting this activity.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> <li>2. Trash along roadway and along the right bank of the river.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders of Sleepy Hollow Road.</li> <li>2. Pedestrians standing in shoulder of and crossing Sleepy Hollow Road.</li> <li>3. Whitewater risk, especially at high flow.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with Sleep Hollow Ranch to expand parallel parking on Lower Sunnyslope Road.</li> <li>2. Coordinate with adjacent private property owner to pursue easement or fee simple acquisition in order to build parking area adjacent to Sleepy Hollow Road.</li> <li>3. Enforce “No Parking – Tow Away” zones that are already established.</li> <li>4. Evaluate options to physically restrict parking along shoulder of Sleepy Hollow Rd.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with Sleep Hollow Ranch (or other adjacent landowner) to add amenities.</li> <li>2. Coordinate with adjacent private landowners to determine the feasibility of building a boat launch.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Topography: road is constructed from fill on top of floodplain.</li> <li>2. Land ownership: adjacent private property.</li> <li>3. Environmental regulations that are related to protecting fish habitat in the Wenatchee River.</li> </ol>
<b>Coordination:</b>	Private landowners

**Site 23: Derby Canyon Rd**

<b>Site ID and Name:</b>	Site 23: Derby Canyon Rd
<b>Survey Date:</b>	8/22/2022
<b>Rec. Type (Prim.):</b>	None (it isn't used as an access site)
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	NA
<b>Landowner Name:</b>	LAIRD KIRK D
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Derby Canyon Road
<b>Description:</b>	At the end of the paved portion of Derby Canyon Road, there are a couple of small turnouts that could accommodate approximately a half dozen vehicles. However, according to the adjacent landowner, no one ever parks at this site, along the shoulder or in the turnouts. The school bus turns around in the south bound turnout. A significant amount of recreation occurs further up Derby Canyon, where there are several popular hiking/biking trails and where there is ORV use, and hunting. Public land is easily access from Derby Canyon Road approximately 1 ¼ mile up the canyon or 1/2 mile down the canyon. The ROW is owned by the USFS, buy Chelan County has an agreement with the USFS to maintain the paved section.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders of Derby Canyon Road, may protrude into traffic lane and obstruct traffic as well as block private driveways.</li> <li>2. Pedestrians standing in shoulder of and crossing Derby Canyon Road.</li> </ol>
<b>Concerns (Secondary):</b>	
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders.</li> <li>2. Pedestrians standing in shoulder.</li> </ol>
<b>Opportunities (Primary):</b>	There are no perceivable opportunities, because no one parks here (per landowner). Rather, the public parks closer to the location of public land trails e.g., Xanadu and Tres Hombres. Also, restricting parking in the south bound turnout using a traffic barrier is not advised because it is used as a school bus turnaround. Additional analysis will be needed to evaluate the recreation access site that is located approximately 1 1/4 miles up the canyon near the intersection of Derby Canyon Rd and North Derby FS 7401 Rd.
<b>Opportunities (Secondary):</b>	
<b>Constraints:</b>	Land ownership: private property. Topography: site is bound by steep hillsides and the valley bottom of Derby Creek.
<b>Coordination:</b>	USFS, Private landowners

**Site 24: Mountain Home Rd**

<b>Site ID and Name:</b>	Site 24: Mountain Home Rd
<b>Survey Date:</b>	8/22/2022
<b>Rec. Type (Prim.):</b>	Hiking, Winter Recreation, Environmental Education
<b>Sanct. Or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	Medium
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	FROMM LAND CO LLC
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Mountain Home FS 7300 Rd
<b>Description:</b>	Turnout on Mountain Home FS 7300 Rd has been expanded to accommodate approximately 1 dozen vehicles. A nearby former logging road is being used as a trail through CDLT property, which connects to a trail network on CDLT property and USFS property. It is assumed that ADT is minimal. Posted traffic limit is 25 mph. The USFS owns Mountain Home FS 7300 Rd.
<b>Concerns (Primary):</b>	
<b>Concerns (Secondary):</b>	Former logging road/ trail is eroded – rills are located near the centerline of the road/trail
<b>Safety Risks:</b>	Snow and ice may pose a safety risk during the winter.
<b>Opportunities (Primary):</b>	
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Expand parking area and create designated spaces with parking barrier. Provide parking for trailers to accommodate snowmobile access. Is there sufficient space for a snow plow turnaround during winter season?</li> <li>2. Add signs including interpretative sign.</li> <li>3. Add amenities including trash and recycling and replace the portable toilet with a vault toilet.</li> <li>4. Address erosion by regrading and resurface former logging road/trail and install water diversion features such as water bars, cross drains and ditches along shoulder.</li> </ol>
<b>Constraints:</b>	Land ownership: Adjacent private property.
<b>Coordination:</b>	USFS, CDLT, private landowners

**Site 29: Entiat River – CDLT Troy Property**

<b>Site ID and Name:</b>	Site 29: Entiat River – CDLT Troy Property
<b>Survey Date:</b>	9/1/2022
<b>Rec. Type (Prim.):</b>	Water Recreation, Environmental Education
<b>Sanct. Or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	CHELAN-DOUGLAS LAND TRUST
<b>Adj. L/O Type:</b>	Private, Public
<b>Road Name:</b>	Entiat River Road
<b>Description:</b>	Approximately 19 miles from the junction of US 97A along the Entiat River Road, access to the Entiat River is provided by CDLT. However, there is no sanctioned/designated parking at the site. On the Entiat River Rd, an unimproved turnout is used as the primary parking location, and a narrow shoulder (riverward side of road) is used as overflow parking. The CDLT property is open to public use. Several trails lead to a large river bar. Habitat projects were recently completed at this site, as described in an interpretive sign.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area in turnout and along shoulder of Entiat River Road. Parked vehicles may protrude into traffic lane and obstruct traffic. Entiat River Road is busy at times and speed limit is 40 mph.</li> <li>2. Pedestrians standing in shoulder of Entiat River Road.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Trails are overgrown.</li> <li>2. No amenities.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Low stopping sight distance at turnout.</li> <li>2. Swiftwater risks.</li> <li>3. Parking in prohibited area in turnout and along shoulder of Entiat River Road. Parked vehicles may protrude into traffic lane and obstruct traffic. Entiat River Road is busy at times and speed limit is 40 mph.</li> <li>4. Pedestrians standing in shoulder of Entiat River Road.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with CDLT and/or adjacent landowners to build parking area.</li> <li>2. Physically restrict parking in turnout and narrow shoulder, and/or deter parking by placing “No Parking” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with CDLT and/or adjacent landowners to add amenities e.g., toilet, trash, recycling, pet waste bag dispenser.</li> <li>2. Coordinate with CDLT and/or adjacent landowners to improve trail system. Consider designing a trail that is wide enough trail for boats.</li> <li>3. Coordinate with CDLT and/or adjacent landowners to add signs e.g., interpretive signs.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: private property, CDLT, and USFS.</li> <li>2. Topography: site is bounded by steep hillside (colluvial fans) on eastern side of road and valley bottom on west side of road.</li> <li>3. Environmental regulations that are related to protecting fish habitat in the Entiat River.</li> </ol>
<b>Coordination:</b>	CDLT, USFS, and private landowners

**Site 30: Snow Creek Trailhead**

<b>Site ID and Name:</b>	Site 30: Snow Creek Trailhead
<b>Survey Date:</b>	8/26/2022
<b>Rec. Type (Prim.):</b>	Rock Climbing, Hiking, Mountaineering, Winter Recreation (ski touring and snowshoeing)
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	High
<b>Peak Use Season:</b>	Summer and Fall
<b>Landowner Name:</b>	UNITED STATES OF AMERICA
<b>Adj. L/O Type:</b>	Private, Public
<b>Road Name:</b>	Icicle Road
<b>Description:</b>	The USFS Snow Creek trailhead is likely the busiest site that we assessed. The site includes amenities (vault toilet, picnic table, trash, and wilderness permit receptacle) and parking for numerous vehicles (approximately 70). At times, however, the amount of use exceeds the parking capacity of the site. During the seasons of peak use (Spring, Summer, and Fall), the parking lot fills up and the shoulders of Icicle Road are used as overflow parking. On busy days, the number of vehicles parked at the site may exceed 150. Vehicles that are parked along the shoulder sometimes protrude into the traffic lanes, obstruct traffic, and restrict traffic to one lane.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of Icicle Rd. Parked vehicles may protrude into traffic lane and obstruct traffic. Icicle Road is busy at times and speed limit is 35 mph.</li> <li>2. Pedestrians standing in shoulder of and crossing Icicle Road.</li> <li>3. Loose/falling rock along north side of road (especially during wet conditions).</li> <li>4. Low stopping sight distance.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Erosion of the shoulders along Icicle Road.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of Icicle Road. Parked vehicles may protrude into traffic lane and obstruct traffic. Icicle Road is busy at times and speed limit is 35 mph.</li> <li>2. Pedestrians standing in shoulder of and crossing Icicle Road.</li> <li>3. Loose/falling rock along north side of road (especially during wet conditions).</li> <li>4. Low stopping sight distance.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS and/or adjacent landowners in order to improve parking e.g., expand the parking area, increase the efficiency of the parking area, build an offsite parking area.</li> <li>2. Physically restrict parking along shoulder, and/or deter parking by placing “No Parking” signs.</li> <li>3. Coordinate with USFS to improve the beginning portion of the Snow Creek trail.</li> <li>4. Coordinate with USFS to restrict number of Enchantments permits.</li> <li>5. Coordinate with USFS to prevent rock fall from hillside on north side of Icicle Road e.g., install netting or gabion rock walls to intercept falling rocks.</li> <li>6. Physically restrict parking where rock fall is a risk.</li> <li>7. Coordinate with IID to remove trees that are located west of the public parking lot, on the south side of the road in order to improve stopping sight distance.</li> </ol>



<b>Site ID and Name:</b>	Site 30: Snow Creek Trailhead
<b>Opportunities (Secondary):</b>	
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Topography: site is bounded by steep hillsides on both the north and south of the road and USFS site. The southern edge of the USFS parking area is a steep slope that leads directly to Icicle Creek.</li> <li>2. Land ownership: coordination with public agencies and private property owners.</li> <li>3. Environmental regulations that are related to protecting fish habitat in Icicle Creek.</li> </ol>
<b>Coordination:</b>	<ol style="list-style-type: none"> <li>1. USFS, City of Leavenworth, Icicle Irrigation District, private landowners</li> </ol>

**Site 31: Fridge Boulder**

<b>Site ID:</b>	Site 31: Fridge Boulder
<b>Survey Date:</b>	7/29/2022
<b>Rec. Type (Prim.):</b>	Rock Climbing, Hiking
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Spring
<b>Landowner Name:</b>	UNITED STATES OF AMERICA
<b>Adj. L/O Type:</b>	Public, Private
<b>Road Name:</b>	Icicle Road
<b>Description:</b>	Approximately 3.5 miles along Icicle Rd from the junction with US Highway 2, is located Fridge Boulder, a popular climbing boulder. On the north side of Icicle Road, a short trail leads to Fridge Boulder. The trail continues beyond the Fridge Boulder and leads to additional boulders and numerous climbing crags. The USFS acquired the property from CDLT in 2020. On the south side of Icicle Rd, a short unsanctioned trail leads to the left bank of Icicle Creek where there is a small beach. Unsanctioned parking is located along a narrow shoulder on the north side of the road and in two turnouts on the south side of the road. One turnout is located directly across from Fridge Boulder. The other turnout is located approximately 325 feet west of the trailhead. The maximum parking capacity of the shoulder and the two turnouts is approximately 25 vehicles. The out-sloping shoulder along east bound lane is steep in places and leads to a ditch.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of Icicle Road. Parked vehicles may protrude into traffic lane and obstruct traffic. The ADT on Icicle Road (where the posted speed limit is 35 mph) is assumed to be high at times.</li> <li>2. Pedestrians standing in shoulder of and crossing Icicle Road.</li> <li>3. Stopping sight distance is assumed to be low near the unsanctioned parking areas.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> <li>2. Trails are in poor condition.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder and in turnouts of Icicle Road. Parked vehicles may protrude into traffic lane and obstruct traffic. ADT is assumed to be high at times. Posted speed limit is 35 mph.</li> <li>2. Pedestrians standing in shoulder of and crossing Icicle Road.</li> <li>3. Stopping sight distance along Icicle Rd is assumed to be low near the unsanctioned parking areas.</li> <li>4. Trail to Icicle Creek is steep and the soil is loose.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS, adjacent landowners, and rock-climbing organizations to build a parking area.</li> <li>2. Physically restrict parking along shoulder and in turnouts, and/or deter parking by placing “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS and rock-climbing organizations to: a) add signs including interpretive sign (geology, rock climbing, etc), b) add amenities including vault toilet, trash, recycling, pet waste bag dispenser, etc., and b) improve the trails including the trail on the north side of the road and the trail on the south side of the road, which leads to the Icicle Creek beach.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Topography: both sides of Icicle Rd are bound by steep hillslopes.</li> <li>2. Land ownership: coordinate with public and private landowners.</li> </ol>
<b>Coordination:</b>	USFS, private landowners, rock-climbing organizations (e.g., Washington Climbers Coalition)

**Site 37: Freund Canyon**

<b>Site ID and Name:</b>	Site 37: Freund Canyon
<b>Survey Date:</b>	8/26/2022
<b>Rec. Type (Prim.):</b>	Mountain Biking, Hiking
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	High
<b>Peak Use Season:</b>	Spring
<b>Landowner Name:</b>	DROLLMAN KASSANDRA F ETAL; AUTENREITH STEVEN; MAILLOUX GARY; WICKWIRE JOHN M & SHELLY R; BNSF; UNITED STATES OF AMERICA
<b>Adj. L/O Type:</b>	Private, Public
<b>Road Name:</b>	Freund Canyon Road
<b>Description:</b>	Popular network of trails is accessed from a USFS logging road in Freund Canyon. The public accesses the Freund Canyon trails by parking in one of two locations. Neither of the parking areas are sanctioned. The lower site is located on Freund Canyon Road at the junction with USFS Road 7702, and the upper site is located on USFS Road 7702 at the trailhead. At the lower site, unsanctioned parking occurs along the south bound shoulder of Freund Canyon Road. Unsanctioned parking at the upper site occurs along the shoulder and in expanded turnouts of USFS Road 7702. The parking capacity is much less in the upper site than it is in the lower site. The upper site can accommodate approximately 15 to 20 vehicles, and the lower site can accommodate approximately 35 to 40 vehicles. Freund Canyon trails are primarily used by mountain bikers but also used by hikers and runners.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of Freund Canyon Road and USFS Road 7702. Parked vehicles may protrude into traffic lane and obstruct traffic. However, Freund Canyon Rd is usually not busy and the traffic speed is low (25 mph)</li> <li>2. Pedestrians standing in shoulder of and crossing Freund Canyon Road and USFS Road 7702. Emergency access to upper Freund Canyon may be prohibited if parked vehicles protrude into traffic lane of USFS Road 7702.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> <li>2. Erosion: portion of USFS Rd 7702 (consists of erodible native soil) that leads to trailhead is eroded. Also, the turnouts and shoulders of USFS Road 7702 at the trailhead are eroded.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of Freund Canyon Road and USFS Road 7702. Parked vehicles may protrude into traffic lane and obstruct traffic. However, Freund Canyon Road is usually not busy and the traffic speed is low (25 mph).</li> <li>2. Pedestrians standing in shoulder of and crossing Freund Canyon Road.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS and/or private landowners to build new parking area, possibly at trailhead. USFS Road 7702 would need to be repaired and widened.</li> <li>2. Coordinate with USFS to regrade and re-surface USFS Road 7702 road.</li> <li>3. Physically restrict parking along shoulder of paved section of Freund Canyon Road, and/or deter parking by placing “No Parking – Tow Away” signs.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS and/or private landowners to add amenities (vault toilet, trash, recycling, bike maintenance stand with tools, pet waste bag dispenser, etc).</li> </ol>

<b>Site ID and Name:</b>	Site 37: Freund Canyon
	2. Coordinate with USFS and/or private landowners to add signs (including interpretative signs and no parking signs).
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: private property (including BNSF), and public property.</li> <li>2. Topography: In places, the hillslope adjacent to USFS Road 7702 is steep.</li> <li>3. Environmental regulations related to small creek (Freund Creek tributary) that is conveyed under USFS Road 7702 as well as Freund Creek that is conveyed under Freund Canyon Road.</li> </ol>
<b>Coordination:</b>	USFS, private landowners (including BNSF), Evergreen Mountain Bike Alliance

**Site 38: Van Creek Sno-Park**

<b>Site ID and Name:</b>	Site 38: Van Creek Sno-Park
<b>Survey Date:</b>	8/26/2022
<b>Rec. Type (Prim.):</b>	Winter Recreation, ORV
<b>Sanct. or Unsanct.:</b>	Unsanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Winter
<b>Landowner Name:</b>	USA USDA FOREST SERVICE WNF
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Eagle Creek Road
<b>Description:</b>	At a 3-way intersection of Eagle Creek Road, Van Creek FS 7520 Road, and Eagle Creek FS 7500 Road, a large turnout is used as unsanctioned parking for those who access an extensive network of nearby USFS logging roads and unsanctioned single-track trails. The turnout is primarily used during the winter time as parking for snowmobiles. The site is also used by Nordic skiers and snowshoers.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area in turnout of Eagle Creek Road. However, assumed ADT on Eagle Creek Road is low, and the posted traffic speed is 25 mph.</li> <li>2. Pedestrians standing in shoulder of and crossing Eagle Creek Road.</li> <li>3. Maintaining turnaround space for snow plow trucks and school buses.</li> <li>4. Snow management.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. No amenities.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area in turnout of Eagle Creek Road. However, assumed ADT on Eagle Creek Road is low, and the posted traffic speed is 25 mph.</li> <li>2. Pedestrians standing in shoulder of and crossing Eagle Creek Road.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS and/or adjacent private landowners to build new parking area, which should include space for truck and trailer (snowmobiles) parking and turnaround.</li> <li>1. Physically restrict parking, and/or deter parking by placing “No Parking – Tow Away” signs.</li> <li>2. Improve the existing turnout as a turnaround for school buses and snow plows taking into account space for snow management.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS to add amenities including vault toilet, trash, recycling, pet waste bag dispenser, etc.</li> <li>2. Coordinate with USFS to improve existing trails and build new trails including Nordic skiing, mountain biking, and hiking trails.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: coordination with USFS and/or private landowners.</li> <li>2. Environmental regulations that are related to protecting Eagle Creek and Van Creek.</li> </ol>
<b>Coordination:</b>	USFS, private landowners

**Site 39: Sage Hills Trails – Day Drive (aka, Lesters)**

<b>Site ID and Name:</b>	Site 39: Sage Hills Trails – Day Drive (aka, Lesters)
<b>Survey Date:</b>	8/31/2022
<b>Rec. Type (Prim.):</b>	Hiking, Mountain Biking
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Spring
<b>Landowner Name:</b>	GUNDERSON TYLER B & ABBIE
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Day Drive
<b>Description:</b>	A very small parking area, located on private property (Gunderson), is used to access the Sage Hills Trail and the extensive network of trails to which it is connected. The sanctioned parking area can accommodate only four vehicles. An automatic gate located at the entrance of the parking area closes at 7:30 p.m. According to a sign, there is overflow parking on 5 <sup>th</sup> Street, but unsanctioned overflow parking likely occurs on Day Drive. Adjacent private landowners discourage overflow parking along shoulders of Day Drive by installing no parking signs and boulders.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of Day Drive. Although traffic speed on Day Dr is low (25 mph), parked vehicles along the shoulder may obstruct traffic by protruding into traffic lanes and into private driveways.</li> <li>2. Pedestrians standing in shoulder of and crossing Day Drive.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Sage Hills Trail is eroded (minor rills).</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulder of Day Drive. Although traffic speed on Day Drive is low (25 mph), parked vehicles along the shoulder may obstruct traffic by protruding into traffic lanes and into private driveways.</li> <li>2. Pedestrians standing in shoulder of and crossing Day Drive.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with private landowner to do one of the following: (a) decommission site (and redirect recreationists to No 1 Canyon access site); (b) expand parking area; or (c) move access site to the City of Wenatchee property by acquiring property or easement in order to convert a short section of the Sage Hills Trail to a road, and create a parking area within the City of Wenatchee property.</li> <li>2. Outside of sanctioned parking area, physically restrict parking along shoulders, and/or deter parking by placing “No Parking – Tow Away” signs.</li> <li>3. Coordinate with private landowner and City of Wenatchee to improve short section of trail on the Gunderson property in order to address erosion.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with private landowner to add amenities including vault toilet, trash, recycling, etc.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: coordination with private landowners</li> </ol>
<b>Coordination:</b>	private landowners, and possibly City of Wenatchee

**Site 41: No. 2 Canyon Rd**

<b>Site ID and Name:</b>	Site 41: No. 2 Canyon Rd
<b>Survey Date:</b>	8/31/2022
<b>Rec. Type (Prim.):</b>	Mountain Biking, Hiking, ORV
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	Medium
<b>Peak Use Season:</b>	Spring
<b>Landowner Name:</b>	SMITH RANDALL P & RENNEA L; WHITAKER F STEPHEN & ANDREA L
<b>Adj. L/O Type:</b>	Private, Pub
<b>Road Name:</b>	No. 2 Canyon Road
<b>Description:</b>	Two sites located along No. 2 Canyon Road are used to access the No. 2 Canyon trail. The lower site is located at approximately 4.3 miles and the upper site is located at 5.0 miles at the 3-way junction of No. 2 Canyon Road, Horse Lake Mountain Road, and Number 2 Canyon FS 7101 Road. No. 2 Canyon trail is used year-round but the season of peak use is the Spring. When a gate that is located between the lower site and upper site is closed, the lower site becomes the primary access for No. 2 Canyon Trail. The lower site consists of a turnout that is used as unsanctioned parking. The upper site includes both sanctioned parking and unsanctioned parking along the shoulder of both No. 2 Canyon Road and Number 2 Canyon FS 7101 Road. In general, the unsanctioned parking along the shoulder at the upper site is narrow. Between the two sites, No. 2 Canyon Road is significantly eroded
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along turnouts and shoulder of No. 2 Canyon Road. Although traffic speed on No. 2 Canyon Road is low (25 mph), parked vehicles along the shoulder may obstruct traffic by protruding into traffic lanes.</li> <li>2. Pedestrians standing in shoulder of and crossing No. 2 Canyon Road.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Erosion: At lower site, the turnout eroded and ditches along either side of the road are eroded. At upper site, both No. 2 Canyon Road and Number 2 Canyon FS 7101 Road are eroded.</li> <li>2. No amenities at either site.</li> <li>3. Limited signs: no signs at lower site and only a few signs at upper site.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along turnouts and shoulders of No. 2 Canyon Road and Number 2 Canyon FS 7101 Road. Although traffic speed on No. 2 Canyon Road and Number 2 Canyon FS 7101 Road is low (25 mph), parked vehicles along the shoulder may obstruct traffic by protruding into traffic lanes.</li> <li>2. Pedestrians standing in shoulder of and crossing No. 2 Canyon Road.</li> <li>3. Getting vehicle stuck in (a) ruts or ditches; (b) mud during wet conditions; or (c) snow or ice during winter.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with private landowner and/or USFS to build new parking area close to lower site. An easement from private landowner or acquisition of property may be needed for this to be achieved, depending on where the proposed parking area is located. If the No. 2 Canyon trail is used by snowmobilers or horseback riders, then new parking area would need to accommodate parking for trailers.</li> <li>2. Coordinate with USFS to expand parking area at upper site. If the No. 2 Canyon trail is used by snowmobilers or horseback riders, then the expanded parking area would need to accommodate parking for trailers.</li> <li>3. Fix No. 2 Canyon Road by addressing erosion. Regrade, resurface, and add runoff features such as ditches and cross drains. A stormwater</li> </ol>

<b>Site ID and Name:</b>	Site 41: No. 2 Canyon Rd
	analysis may be required to design the stormwater runoff features of the road. Remove large stones/rocks from roadway.
	4. Physically restrict parking along shoulders and turnouts at both sites, and/or deter parking by placing “No Parking – Tow Away” signs.
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS to add amenities such as vault toilet, trash, recycling, pet waste bag dispenser, etc.</li> <li>2. Coordinate with USFS to add signs including interpretive signs and regulatory signs.</li> <li>3. Coordinate with private landowners and USFS to build trail from lower site to upper site. An easement would be needed for segment of trail though private property.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: coordination with private landowners and USFS.</li> <li>2. Topography (steep hillside).</li> <li>3. Erodible soil.</li> </ol>
<b>Coordination:</b>	private landowners, USFS



**Site 55: Wenatchee River – Lower Sunnyslope Rd**

<b>Site ID and Name:</b>	Site 55: Wenatchee River – Lower Sunnyslope Rd
<b>Survey Date:</b>	9/1/2022
<b>Rec. Type (Prim.):</b>	Hiking, Environmental Education
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	Low
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	CHELAN-DOUGLAS LAND TRUST
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Lower Sunnyslope Road
<b>Description:</b>	CDLT recently improved this site, which is used to access the lower Wenatchee River. This sanctioned site consists of a large parking lot within enough room for a school bus to turn around. New crushed rock was recently added to the surface of the parking area. A portable toilet is currently located at the site. A trail to the Wenatchee River floodplain can be accessed from the site. The trail leads to a recent riparian vegetation planting project that is currently irrigated. The site could be used for general access to the river as well as environmental education classes.
<b>Concerns (Primary):</b>	1. Access road design: (a) poor visibility when exiting the site and entering Lower Sunnyslope Road; (b) at junction with Lower Sunnyslope Road, the slope of the access road is steep and there is a sharp turn (approximately 90 degrees).
<b>Concerns (Secondary):</b>	1. In the floodplain, the boundary between adjacent private property and CDLT property is not marked, therefore, users may wander onto private property without knowing and furthermore may unintentionally disrupt the riparian vegetation planting project.
<b>Safety Risks:</b>	1. Access road design (see primary concerns above).
<b>Opportunities (Primary):</b>	1. Coordinate with CDLT and adjacent private landowners to improve intersection of access road and Lower Sunnyslope Road. Decrease the slope of the road and modify the curvature of the road. 2. Restrict overflow parking along shoulder of Lower Sunnyslope Road.
<b>Opportunities (Secondary):</b>	1. Coordinate with CDLT to add amenities (replace portable toilet with vault toilet, trash, recycling, pet waste bag dispenser, etc). 2. Coordinate with CDLT to add signs (e.g., interpretative signs, etc). 3. Coordinate with CDLT to improve trails in the valley bottom of the Wenatchee River, including building new trails and improving existing trails. 4. Coordinate with CDLT to improve parking (designated spots, parking curbs).
<b>Constraints:</b>	1. Land ownership: coordinate with CDLT to identify specific uses for the site. 2. Topography: Steep slope to the north of Lower Sunnyslope Road is stabilized with retaining wall.
<b>Coordination:</b>	CDLT, private landowners

**Site 71: Icicle Ridge Trail**

<b>Site ID and Name:</b>	Site 71: Icicle Ridge Trail
<b>Survey Date:</b>	7/29/2022
<b>Rec. Type (Prim.):</b>	Hiking, Mountain Biking, Winter Recreation
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	Medium
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	UNITED STATES OF AMERICA
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Icicle Road
<b>Description:</b>	The USFS Icicle Ridge Trailhead is accessed via a spur road of Icicle Road. The access road follows an Icicle Irrigation District canal then continues to a loop that leads to the trailhead. The site includes both sanctioned and unsanctioned parking. Sanctioned parking is located in two places: (1) along the shoulder of the inside bend of the loop road directly across from the trailhead; and (2) near the entrance/exit of the loop (perpendicular parking). Unsanctioned parking occurs in locations along the shoulder of the loop road as well as at the dead end of the canal road and along the shoulders of the canal road. Heavy equipment and large trucks (including dump trucks and semi-trucks) that are owned by an adjacent landowner often park along the canal road near the intersection with Shore Street. The locations that are most often used for parking are the two sanctioned parking areas. The unsanctioned areas are primarily used as overflow parking. Peak use occurs during the summer but the site is used year-round.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Sight distance is assumed to be low at the intersection of the access road and Icicle Road. Vegetation and vehicles parked in the adjacent private driveway may limit site distance when approaching Icicle Rd from the access road.</li> <li>2. Uncontrolled intersections (i.e., no stop sign) at the intersection of the access road and Icicle Rd.</li> <li>3. Parking in prohibited area along shoulder of the access road near the junction of Shore Street. Adjacent private landowner parks large trucks e.g., semi's, dump trucks, etc., and other heavy equipment here.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Access loop road: (a) the loop road is eroded in places (potholes and rills); (b) The loop road is narrow, and in places it is just wide enough for one vehicle, which creates a traffic flow problems at times; (c) the loop road is sloped, so slick conditions during winter may be a safety concern; (d) vegetation is encroaching onto the road.</li> <li>2. Degradation of the vegetation in unsanctioned parking areas.</li> <li>3. No amenities e.g., toilet, trash, pet waste bag dispenser, etc.</li> <li>4. Limited signs. For example, the Icicle Ridge trail sign is difficult to see especially when travelling southbound along Icicle Road. This may cause drivers to miss the turn and disrupt traffic flow on Icicle Rd.</li> <li>5. Asphalt deterioration on the access road.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Assumed low sight distance at intersection of access road and Icicle Rd.</li> <li>2. Parking in prohibited area along shoulders of the access road.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. The approach sight distance from the access road could be improved. Removing vegetation may improve sight distance when approaching Icicle Rd from the access road.</li> <li>2. Consider coordinating with USFS to improve the intersection control when approaching Icicle Rd from the access road.</li> <li>3. Coordinate with USFS to restrict parking along the shoulder of the access road.</li> </ol>

<b>Site ID and Name:</b>	Site 71: Icicle Ridge Trail
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS to improve parking e.g., improve existing parking areas or build new parking area(s). A potential location for the sanctioned parking area is where the canal road is blocked by a mound of dirt.</li> <li>2. Coordinate with USFS to improve the access road: (a) fix erosion e.g., regrade, resurface, install runoff features such as ditches or cross drains; (b) clear vegetation that is encroaching onto road and parking areas.</li> <li>3. Coordinate with the USFS to install signs e.g., interpretive, parking, others.</li> <li>4. Coordinate with USFS to add amenities including vault toilet, bear-proof trash, recycling, pet waste bag dispenser, etc.</li> <li>5. Coordinate with USFS to restore forested area in unsanctioned parking locations.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Irrigation canal that is located on east side of access road.</li> <li>2. Topography: moderately steep access road.</li> <li>3. Land ownership including USFS and private landowners.</li> </ol>
<b>Coordination:</b>	USFS, private landowners

**Site 127: Echo Valley Sno-Park**

<b>Site ID and Name:</b>	Site 127: Echo Valley Sno-Park
<b>Survey Date:</b>	9/2/2022
<b>Rec. Type (Prim.):</b>	Winter Recreation (Nordic skiing, snowshoeing), hiking, mountain biking, ORV
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	Medium
<b>Peak Use Season:</b>	Winter
<b>Landowner Name:</b>	UNITED STATES OF AMERICA
<b>Adj. L/O Type:</b>	Public
<b>Road Name:</b>	Cooper Gulch Road
<b>Description:</b>	<p>The Echo Valley Sno-Park, which is located at the Bergman Gulch Trailhead, is managed by the USFS. Two turnouts at the intersection of Washington Creek FS 8021 Road, Cooper Gulch Road, and Cooper Mountain Road are currently used as parking areas: (1) outside of the bend of Washington Creek FS 8021 Road; and (2) inside of the bend of Washington Creek FS 8021 Road. Parking is only allowed in a portion of the inside bend parking area, according to signs. Supposedly, this restriction was put in place to satisfy demands from Lake Chelan Ski Club. Combined, the two parking areas can accommodate approximately 15 vehicles that are parked either angled or perpendicular. Presumably, the season of peak use is winter, when Bergman Gulch Trail is used by Nordic skiers and snowshoers. It is uncertain if snowmobiles use this site. The Bergman Gulch Trail is also used by hikers and mountain bikers during the spring, summer, and fall seasons. Adjacent to the Sno-Park is a resort (with rental cabins) and a ski area (with a ski lift and tubing) that is owned by Lake Chelan Ski Club.</p>
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Assumed limited sight distance at the hairpin bend on Washington Creek FS 8021 Road, especially when approaching the site from the north bound direction. Slope of Washington Creek FS 8021 Road is relatively steep, which leads to hazards when road surface is covered in ice or snow.</li> <li>2. Assumed limited sight distance at the junction of Washington Creek FS 8021 Road, Cooper Gulch Road, and Cooper Mountain Road, especially when approaching the intersection from Washington Creek FS 8021 Road and from Cooper Mountain Road.</li> <li>3. The two parking areas are not defined by barriers or lines. Therefore, drivers may park their vehicles inefficiently. Parked vehicles may protrude into traffic lanes, which is a safety risk.</li> <li>4. Parking in prohibited area in two turnouts.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Partially plugged culvert on Washington Creek FS 8021 Road, which implies that the culvert is undersized for current runoff and sediment transport conditions.</li> <li>2. During winter, snow piles may reduce the capacity of the two parking areas.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Assumed limited sight distance.</li> <li>2. Parking in prohibited area in two turnouts, which may lead to parked vehicles protruding into traffic lanes.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS and private landowner to improve parking. This could be accomplished by expanding and improving the parking area along the outside bend of Washington Creek FS 8021 Road. For example, barriers and lines could be added in order to create designated spots.</li> </ol>

<b>Site ID and Name:</b>	Site 127: Echo Valley Sno-Park
	2. Coordinate with USFS and private landowner to physically restrict parking along inside bend of Washington Creek FS 8021 Road and/or deter parking by placing “No Parking” signs.
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with USFS to add amenities including vault toilet, bear-proof trash, pet waste bag dispenser.</li> <li>2. Coordinate with USFS to add signs including interpretive signs and others.</li> <li>3. Coordinate with USFS and private landowner regarding current ownership of Cooper Gulch Road in this location.</li> </ol>
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: private property may limit options at this site.</li> <li>2. Topography: the site is located in a confined valley, yet a stream channel is not apparent. Otherwise, the topographic limitations are minimal.</li> </ol>
<b>Coordination:</b>	USFS, private landowners

**Site 131: Lake Chelan – Willow Point Park**

<b>Site ID and Name:</b>	Site 131: Lake Chelan – Willow Point Park
<b>Survey Date:</b>	9/1/2022
<b>Rec. Type (Prim.):</b>	Water Recreation
<b>Sanct. or Unsanct.:</b>	Sanctioned
<b>Amount of Use:</b>	High
<b>Peak Use Season:</b>	Summer
<b>Landowner Name:</b>	MANSON PARKS & RECREATION DIST
<b>Adj. L/O Type:</b>	Private
<b>Road Name:</b>	Willow Point Road
<b>Description:</b>	Willow Point Park is a day use park on the shore of Lake Chelan that is owned and maintained by the community of Manson Parks and Recreation District. Numerous amenities are located at the park including grills, benches, a beach, a designated swimming area (although no lifeguard), playground, restrooms, a landscaped area consisting of trees and cut grass, and designated parking. Peak use occurs during summer. There are two parking areas on Willow Point Road: (1) the northwest area is designed for parallel parking; and (2) the southeast area is designed for perpendicular parking. In total, there are 19 stalls that are delineated by concrete curbs and paint. On busy days, however, the number of users exceed the capacity of the designated parking area. Overflow, unsanctioned parking occurs along the shoulder of the Willow Point Road, a county-owned road. Adjacent private landowners have discouraged overflow parking along the shoulder by placing “No Parking” signs and barriers. There is space for three parallel parked cars along the Willow Point Rd shoulder in front of Keffeler Properties LLC. Numerous private driveways join Willow Point Rd in the vicinity of Willow Point Park.
<b>Concerns (Primary):</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders of Willow Point Road, where posted traffic speed limit is 15 mph. Vehicles may protrude into the traffic lane, which may obstruct the flow of traffic. Also, parked vehicles may obstruct private driveway entrances.</li> <li>2. Pedestrians standing in shoulder of and crossing Willow Point Road.</li> <li>3. Erosion: roadside ditches are eroded in places, and the edge of Willow Point Road asphalt is eroded in places. Crushed rock has recently been placed in some areas of the shoulder.</li> </ol>
<b>Concerns (Secondary):</b>	<ol style="list-style-type: none"> <li>1. A few of the concrete parking curbs are out of place.</li> <li>2. Slope of park access road may steeper than code requirements.</li> </ol>
<b>Safety Risks:</b>	<ol style="list-style-type: none"> <li>1. Parking in prohibited area along shoulders of Willow Point Road.</li> <li>2. Pedestrians standing in shoulder of and crossing Willow Point Road.</li> </ol>
<b>Opportunities (Primary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with the community of Manson to expand and/or improve parking. Improvements may include: a) providing parking for multimodal access e.g., bikes, motorbikes, b) installing an EV charging station; c) adding new parking (e.g., the hillslope in front of the perpendicular parking could be modified (filled with a retaining wall) in order to add a second row of perpendicular parking); d) exploring offsite parking options.</li> <li>2. Physically restrict parking along shoulders, and/or deter parking by placing “No Parking – Tow Away” signs.</li> <li>3. Confirm that slope of park access road complies with applicable guidelines.</li> </ol>
<b>Opportunities (Secondary):</b>	<ol style="list-style-type: none"> <li>1. Coordinate with the community of Manson to improve and/or add amenities: add gazebo, add beach volleyball court, add recycling, etc).</li> </ol>

<b>Site ID and Name:</b>	Site 131: Lake Chelan – Willow Point Park
<b>Constraints:</b>	<ol style="list-style-type: none"> <li>1. Land ownership: numerous private land owners adjacent to the County ROW and community of Manson Park.</li> <li>2. Topography: site is located on a moderately steep slope. Consequently, private landowners have installed retaining walls on the north side of Willow Point Road.</li> </ol>
<b>Coordination:</b>	Community of Manson, private landowners

**SITE REMEDIATION PLAN**

Because not all of the 28 sites that have been assessed can be remediated immediately, a plan needs to be created in order to prioritize sites for remediation. The site remediation plan will provide Chelan County and other stakeholders with information that is necessary to make important decisions, for example, about which actions need to be implemented to remediate a site as well as which sites to prioritize for remediation. The site remediation plan includes four steps:

1. Identifying actions to remediate the concerns that have been identified;
2. Prioritizing sites for remediation;
3. Developing planning-level costs associated with the remediation;
4. Developing an implementation strategy.

Prior to presenting the site remediation plan, first we summarize the types of concerns that were identified at the 28 sites that were assessed.

**Concerns**

The most significant concerns that we identified at the 28 assessed sites are related to safety risks within the Chelan County ROW, which ultimately are related to the lack of sanctioned parking. More than half of the sites that we assessed are unsanctioned (16 of the 28 sites). Many if not all of the parking areas at the unsanctioned sites have safety risks. Furthermore, the designated parking areas at many of the sanctioned sites cannot accommodate the number of users during peak use. Consequently, overflow parking at sanctioned sites often occurs along County ROW shoulders and turnouts, which is a safety risk. Therefore, safety risks related to parking within the County ROW occur at each of the 28 sites that we visited, including both sanctioned and unsanctioned sites.

At many of the sanctioned sites, the parking areas are not designed for efficient parking use. For example, many parking areas do not have designated parking places demarcated by lines or parking curbs. The lack of parking lot design results in inconsistent parking by the public. In some instances, this may result in parked vehicles that obstruct the flow of traffic within the parking areas and/or the inefficient use of parking areas. For example, the parking area at Site 14 (Wenatchee River – WDFW Fishing Access) is large enough to accommodate a boat trailer turn around and parking but one incorrectly parked truck and trailer will prevent other trucks/trailers from being able to turn around and/or park.

Poorly designed parking areas and access roads lead to inadequate traffic flow patterns. For example, at Site 1 (Wenatchee River – Icicle Road Bridge), congested traffic flow patterns can occur during times of peak use. At the junction of the access road and Icicle Road, there is low sight distance when approaching Icicle Rd from the access road. Additionally, low stopping sight distance on Icicle Road, due to the curvature of the road, could lead to traffic accidents in this location.

Within Chelan County ROWs, we identified many areas where the roadway has been eroded. For example, at many sites, we identified rills that had formed as a result of roadway sheet flow. In some places, we identified roadside ditch erosion; and in other places, we identified culverts that were partially filled with sediment. Potholes have formed in some of the parking areas, and in some locations, the asphalt is eroding and crumbling along the edges.

At many sites, including both sanctioned and unsanctioned sites, we identified a lack of amenities. The lack of amenities leads to site misuse and public health concerns especially when litter and human and/or animal excrement is not disposed of properly.

Other concerns that we identified include poor trail conditions, snow management concerns (including the need for snow plows to turn around in some locations), lack of pedestrian walkways on bridges, unsanctioned dispersed camping, vegetation encroachment, impacts to adjacent landowners, lack of signs, lack of boat ramp or no boat ramp, school bus turnaround needs, and swiftwater risks especially during high flow.

### **Remedial Actions**

Because the most common and often times most significant concern at a recreation access site is the lack of parking, we recommend coordinating with adjacent landowners to design and build new parking areas outside of Chelan County ROWs. New, improved, or expanded parking areas would alleviate the safety concerns within County ROWs by reducing or preventing the potential for the public to use County ROW shoulders and turnouts as parking areas. This remedial action, however, requires investment by the access site landowners to work on developing the parking improvement concepts.

Restricting parking in shoulders and turnouts of the county ROWs would also reduce the safety risk. For example, installing signs that state parking restrictions such as “No Parking – Tow Away Zone” may be effective at preventing parking along county road shoulders and turnouts. Investment in the resources to enforce “Tow Away” zones would need to be made.

Improving traffic flow patterns, which is a concern at some sites, often requires improving the junction of a site access road and the county road. For example, at the Wenatchee River – Lower Sunnyslope Road site (Site 55), the junction of the access road with the Lower Sunnyslope Road is unsafe because of the reduced visibility when



approaching Lower Sunnyslope Road from the access road. The orientation (i.e., curvature) and the relatively steep slope of the access road creates a potential hazardous situation when either entering the site or exiting the site. At this site, a private driveway is close to the junction, therefore it would need to be considered in the design of a new access road junction.

To improve the public's experience and safety at an access site, in the site summary tables we listed our recommendations for improving to each access site that we surveyed. However, the access site landowner will likely be responsible for implementing site improvements such as adding amenities and signs, improving trail conditions, improving parking areas and access roads, fixing eroded areas and preventing future erosion, as well as others.

### **Site Prioritization**

The results of our priority ranking are nearly evenly distributed among the three ranks: high, medium, and low. As shown in Table 5, nine of the sites are assigned high priority for remediation, nine of the sites are assigned medium priority for remediation, and ten of the sites are assigned low priority for remediation.

All of the high priority sites are located in the Wenatchee River watershed or on the outskirts of the City of Wenatchee. Four of the high priority sites are used to access the Wenatchee River including the Icicle Road Bridge, Beaver Valley Road, Beaver Valley Road Bridge, and Sleepy Hollow Bridge. The other sites include two sites near Leavenworth – Snow Creek Trailhead and Freund Canyon – two sites near the City of Wenatchee – Sage Hills Trailhead (No. 1 Canyon Road) and No. 2 Canyon – and finally, the Sauer Mountain Trail (Anderson Canyon) site.

**TABLE 5**

**Site Prioritization and Planning Level Cost Estimates**

Site ID	Site Name	Amount of Use	Safety Risk	Parking Availability	Priority	Planning Level Cost
1	Wenatchee River - Icicle Rd bridge	HIGH	HIGH	LOW	HIGH	HIGH
2	Icicle Creek – East Leavenworth Rd	LOW	HIGH	LOW	MEDIUM	MEDIUM
3	Wenatchee River - Beaver Valley Rd	HIGH	HIGH	LOW	HIGH	HIGH
6	Nason Creek - Cedar Brae Rd	LOW	MEDIUM	LOW	MEDIUM	HIGH
7	Lake Wenatchee – North Shore Rd	LOW	HIGH	LOW	MEDIUM	HIGH
8	Lake Wenatchee – North Shore Rd (2)	MEDIUM	MEDIUM	LOW	MEDIUM	HIGH
9	Wenatchee River – SR 207 Bridge	LOW	HIGH	LOW	MEDIUM	HIGH
10	Wenatchee River – Beaver Valley Rd Bridge	MEDIUM	HIGH	HIGH	HIGH	HIGH
11	Wenatchee River – River Rd (BNSF Site)	LOW	MEDIUM	MEDIUM	LOW	LOW
13	Wenatchee River – Leavenworth Boat Access	HIGH	LOW	HIGH	LOW	MEDIUM
14	Wenatchee River – WDFW Fishing Access (Peshastin)	LOW	LOW	MEDIUM	LOW	MEDIUM
17	Wenatchee River – Main St in Monitor	MEDIUM	MEDIUM	LOW	MEDIUM	MEDIUM
18	Sauer Mountain Trail - Anderson Canyon	HIGH	HIGH	LOW	HIGH	HIGH
20	Sage Hills Trailhead (No. 1 Canyon Rd)	HIGH	HIGH	LOW	HIGH	HIGH
21	Wenatchee River – Sleepy Hollow Bridge	MEDIUM	HIGH	LOW	HIGH	HIGH
23	Derby Canyon Rd	LOW	LOW	LOW	LOW	LOW
24	Mountain Home Rd	MEDIUM	LOW	MEDIUM	LOW	LOW
29	Entiat River – CDLT Troy property	LOW	HIGH	LOW	MEDIUM	HIGH
30	Snow Creek Trailhead	HIGH	HIGH	LOW	HIGH	HIGH
31	Fridge Boulder	LOW	HIGH	LOW	MEDIUM	HIGH
37	Freund Canyon	HIGH	MEDIUM	LOW	HIGH	HIGH
38	Van Creek Sno-Park	LOW	LOW	LOW	LOW	MEDIUM
39	Sage Hills Trails – Day Drive (aka Lesters)	LOW	LOW	LOW	LOW	HIGH
41	No. 2 Canyon Rd	MEDIUM	HIGH	LOW	HIGH	HIGH
55	Wenatchee River – Lower Sunnyslope Rd+B2	LOW	MEDIUM	HIGH	LOW	MEDIUM
71	Icicle Ridge Trail	MEDIUM	LOW	MEDIUM	LOW	MEDIUM
127	Echo Valley Sno-Park	MEDIUM	LOW	MEDIUM	LOW	MEDIUM
131	Lake Chelan – Willow Point Park	HIGH	LOW	MEDIUM	MEDIUM	HIGH

## **Economic Feasibility**

The cost to remediate the problems that have been identified at each site varies. At most sites, the cost of remediation is high (Table 6). More specifically, a high cost is associated with fixing the primary concerns at 17 of the 28 sites that were assessed. On the other hand, the cost to remediate three of the sites is low. There is a medium cost associated with remediating the primary concerns at eight of the sites.

The planning-level costs summarized in (Table 6) are associated with remediating primary concerns, not secondary concerns, as listed in the summary tables found in the Site Assessment Summary section above. Typically, the primary concerns include parking in prohibited areas (i.e., shoulders and turnouts of the road), pedestrians standing in prohibited areas, traffic flow, and limited sight distance. At many sites, to remediate these primary concerns, the prescription is expensive. For example, often the remedy for parking in prohibited areas is to construct a new parking area. Or, the remedy for improving traffic flow is to reconstruct an intersection. Consequently, the cost of remediation at many sites is high. At sites, where there are several alternatives for remediating a concern, we assigned a cost based on the most expensive solution. Because we used this logic in our evaluation of cost, the actual cost of remediation may be less especially if a low-cost alternative is chosen.

## **Implementation Strategy**

The final component in Chelan County’s site remediation plan is the implementation strategy. The implementation strategy consists of two parts: (1) feasibility of implementation; and (2) timing of implementation.

### Feasibility

The feasibility of implementing an action varies by the type of action as well as by the site. For example, building a new parking area is less feasible than physically restricting parking or placing “No Parking – Tow Away Zone” signs. Furthermore, resurfacing a road is more feasible than reconstructing an intersection.

Although some actions are more or less feasible than other actions, the feasibility of implementing the same action at two different sites may be different. Building a new parking area may be more or less feasible at one site than it is at another site. For example, building a new parking area at Site 6 (Nason Creek – Cedar Brae Rd) may be more feasible than building a new parking area at Site 30 (Snow Creek Trailhead), because the topography at the Nason Creek – Cedar Brae Rd site is flatter than the topography at the Snow Creek Trailhead. At the Snow Creek Trailhead, Icicle Creek is located within 150 feet, which is an additional constraint.

Although the feasibility of an action may influence whether a site is targeted for remediation, there are specific sites that should be targeted regardless of their feasibility.

Because of the challenging conditions that exist at a site, implementation of a remediation action may be difficult or the cost of implementation may be high. However, if problems at a recreation site continue to worsen, an owner may decide to decommission a site, which could shift the problems to another site. Or, the public may find a new unsanctioned location to access outdoor recreation. Interim solutions could be implemented at challenging sites where the development of long-term, sustainable solutions require a significant amount of time.

We recommend targeting a mixture of sites, some with low feasibility of implementation and some with high feasibility of implementation, in order to achieve the maximum amount of remediation given the available resources. Because Chelan County and their stakeholders have a finite number of resources, strategically targeting a balance of high feasibility sites with low feasibility sites will yield the most amount of progress in the least amount of time. In this approach, if the feasibility of remediation at a medium priority site is high, then the remediation priority of a site could be elevated.

### Timing

Several factors should be considered when scheduling and planning for the remediation of a recreation access site. First, the complexity of the project will influence the amount of time to complete a project. Therefore, it will be important to start the process of planning larger, more complex actions while completing the higher feasibility, less complex remedial actions in the near term. Second, the severity of the safety risk will need to be considered when developing the schedule of remediation actions. For example, a high severity safety risk should be prioritized over a low severity safety risk. Third, coordination with stakeholders, in particular the owner(s) of the recreation site, will likely dictate the timing of implementation. For example, if the coordination process requires a significant amount of time, then the implementation timeline will need to be adjusted.

### **POTENTIAL FUNDING SOURCES**

Below is a list of potential funding sources that could be pursued to acquire funding for future recreation access site improvements (including Chelan County ROW improvements). The below list is not comprehensive; therefore, we recommend pursuing other potential grant funding opportunities as they become available.

- Washington State Recreation and Conservation Office
- Local cities
- WSDOT Public Transportation
- Washington State Department of Commerce
- Federal Lands Access Program (FLAP)
- Chelan County

- Grade Crossing Protective Fund (Administered by the Utilities and Transportation Commission to make safety improvements at a railroad crossing or along a railroad ROW.)
- Fees and Taxes (e.g., Local Transportation Act Impact Fee)
- Commercial Parking
- Department of Commerce Electrification of Transportation Systems Program

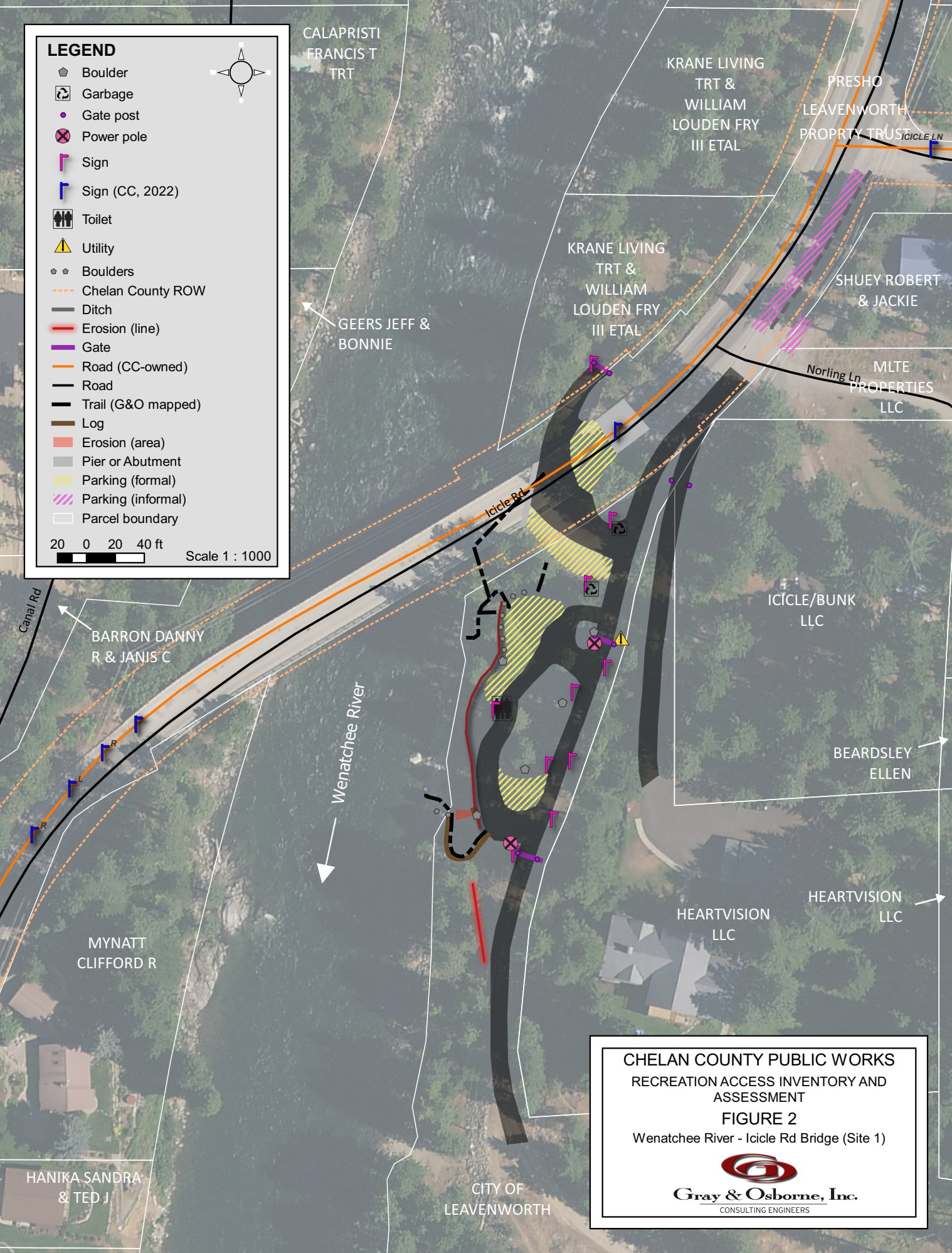
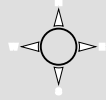
# **APPENDIX A**

## **SITE MAPS**

**LEGEND**

- Boulder
- Garbage
- Gate post
- Power pole
- Sign
- Sign (CC, 2022)
- Toilet
- Utility
- Boulders
- Chelan County ROW
- Ditch
- Erosion (line)
- Gate
- Road (CC-owned)
- Road
- Trail (G&O mapped)
- Log
- Erosion (area)
- Pier or Abutment
- Parking (formal)
- Parking (informal)
- Parcel boundary

20 0 20 40 ft  
Scale 1 : 1000








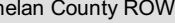



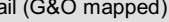
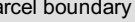
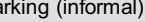
**CHELAN COUNTY PUBLIC WORKS  
RECREATION ACCESS INVENTORY AND  
ASSESSMENT**

**FIGURE 2**

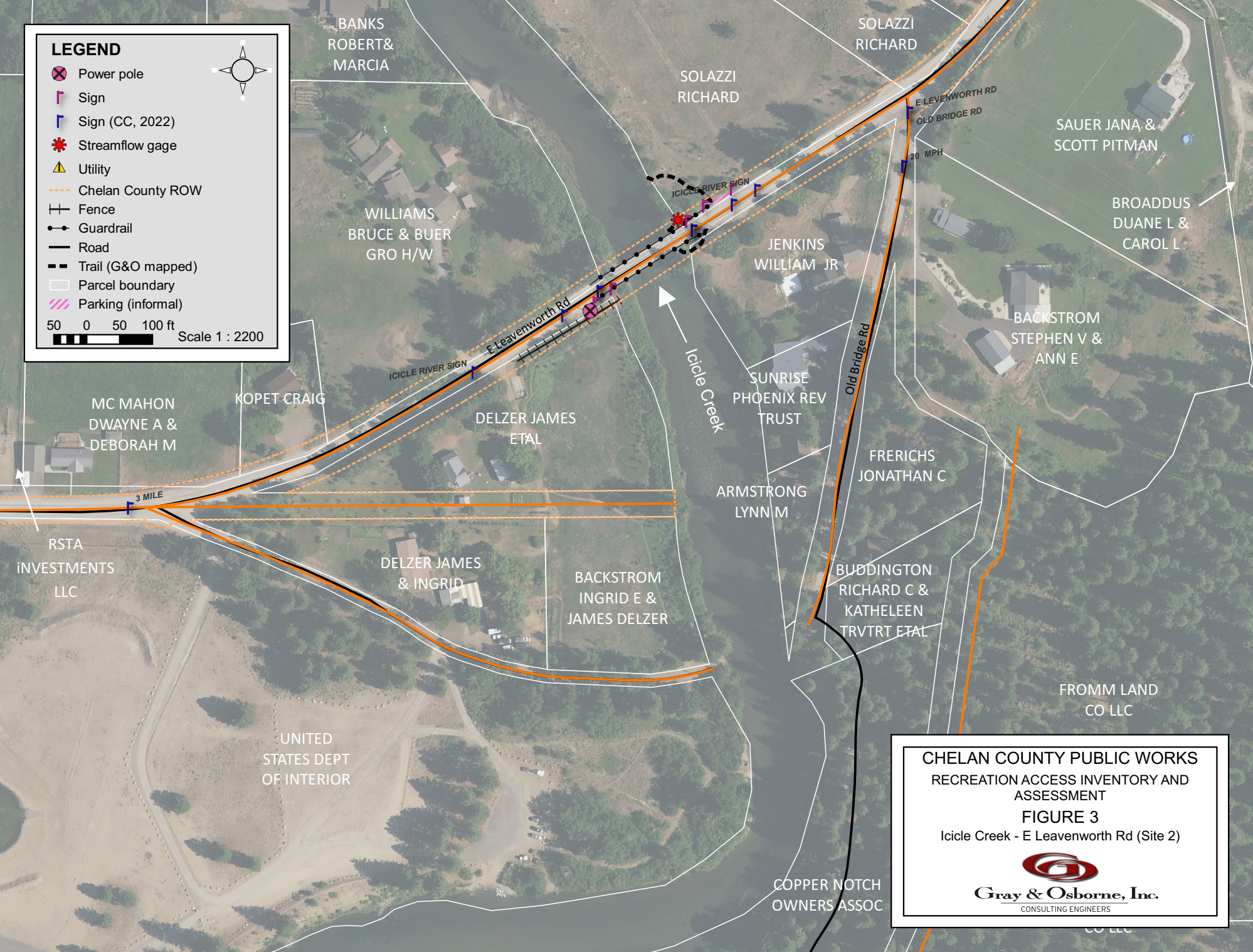
Wenatchee River - Icicle Rd Bridge (Site 1)

**Gray & Osborne, Inc.**  
CONSULTING ENGINEERS

**LEGEND**

-  Power pole
-  Sign
-  Sign (CC, 2022)
-  Streamflow gage
-  Utility
-  Chelan County ROW
-  Fence
-  Guardrail
-  Road
-  Trail (G&O mapped)
-  Parcel boundary
-  Parking (informal)

50 0 50 100 ft Scale 1 : 2200



**CHELAN COUNTY PUBLIC WORKS**  
**RECREATION ACCESS INVENTORY AND ASSESSMENT**  
**FIGURE 3**  
 Icycle Creek - E Leavenworth Rd (Site 2)



**Gray & Osborne, Inc.**  
 CONSULTING ENGINEERS