Appendix A:

Project Fact Sheet & Questionnaire

Upper Valley Regional Trails Plan

Fact Sheet

What is the Regional Trails Plan project?

The City of Leavenworth is taking the lead in developing a regional trails plan for the upper valley area of the Wenatchee River. This planning effort will integrate a number of existing planning efforts and create a single unified non-motorized regional trails plan. A map of the project area and the trails to be connected is found on page 2.

The goals for the regional trails plan are to:

- Connect neighborhoods, residents, and visitors with area services, activity centers, attractions, and natural areas
- Link and enhance existing and planned trails and determine the locations for new trail connections
- Incorporate multiple non-motorized modes of travel, whether for recreation or commuting, through all seasons including but not limited to pedestrians, bicyclists, equestrians, and cross-country skiers

How will the Regional Trails Plan be developed?

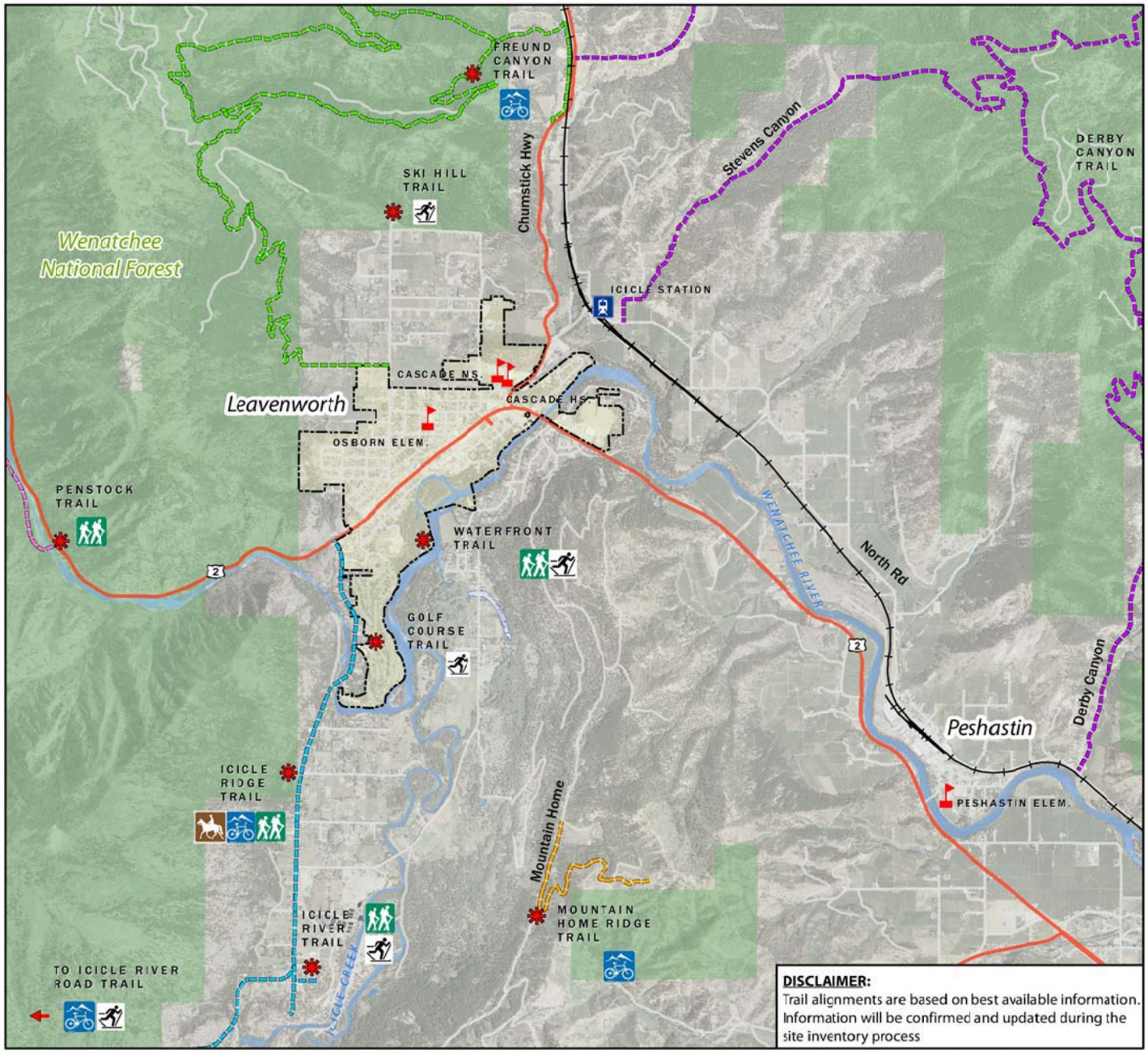
The process and schedule for developing the regional trails plan are shown in the diagram to the right. They include the following major steps:

1. Review existing plans and inventory area's visual and physical conditions to analyze trends, resources, and potential opportunities/constraints and assess potential locations for trail corridors, access points, and trailheads
2. Interview stakeholders for information on community priorities for future improvements to trails system
3. Prepare design alternatives illustrating proposed land uses, design character, and design criteria
4. Obtain community input on the preliminary alternatives
5. Prepare preferred regional trails plan
6. Obtain community input on the preferred regional trails plan
7. Develop final report, design standards, and plan to fund trail plan improvements
8. Adoption hearings before City Council

To get involved—

Over the next six months, members of the Regional Trails Planning Steering Committee and the project team will ask for community input on the plan. Community members can comment on and give their opinions about the plan throughout the planning process:

- October 2008—first public meeting featuring project introduction, process and opportunity to answer stakeholder questions
- January 2009—second public meeting featuring three preliminary trails plan alternatives
- February 2009—third public meeting on the preferred trails plan
- Project website—www.cityofleavenworth.com/trailsplan.htm



DISCLAIMER:
Trail alignments are based on best available information. Information will be confirmed and updated during the site inventory process

If you would like more information, please contact:

Connie L. Krueger,
Director of Community Development
City of Leavenworth
PO Box 287
700 Highway 2
Leavenworth, Washington 98826

Phone: 509-548-5275
Email: cddirector@cityofleavenworth.com

Legend

Existing Trails

- Penstock
- Derby Canyon/ Stevens Canyon
- Icicle Ridge/River
- Mountain Home Ridge

Planned Trails

- Freund Canyon

Trail Features

- Trailhead
- Mountain Bike Trail
- Horseback Trail
- XC Skiing Trail
- Hiking Trail

Community Features

- Proposed Train Station
- School

0 2,000 4,000 Feet

Additional Plans to be Integrated:

City of Leavenworth Transportation Plan
City of Leavenworth Parks Plan
Peshastin Community Plan
Alpen Park/Ski Hill Development and Improvement Plan
Mountain Bike Master Plan
Barn Beach Reserve Interpretive Trail Plan
Valley Trail Plan

Upper Valley Regional Trails Plan Project Area

Date: October 24, 2008

Appendix B:

Public Involvement Summaries (Verbatim)

Upper Valley Regional Trails Plan
Stakeholder Responses

As a first step in developing the Upper Valley Regional Trails Plan, community members participated in stakeholder interviews so that they could share their knowledge, opinions, and ideas for improving existing trails and identifying new trail connections. The initial list of stakeholders for interview was developed by the Regional Trails Plan Steering Committee, the City of Leavenworth, and the consultant team. The list of interviewed stakeholders is included as Appendix A. Juanita Rogers and Karyn Criswell of JD White, a division of BERGER/ABAM Engineers Inc., who are assisting the City of Leavenworth (City) with the trail planning process, interviewed stakeholders on Wednesday, October 29, and Thursday, October 30, 2008. A project fact sheet and the stakeholder questionnaire were distributed to participants in advance of the interview.

In addition to the stakeholder interviews, community input was sought at a public meeting on Wednesday, October 29, 2008 and the stakeholder interview questionnaire and a survey were posted on the City's website, www.cityofleavenworth.com on October 30, 2009. Initial public comments were accepted through November 12, 2009. The general public comments will be summarized in a separate document.

The following is a summary of the comments provided by the interviewees:

1. What do you enjoy and value about the Upper Valley area trail systems (uses include, but are not limited to, pedestrian, bicycle, equestrian, and cross-country skiing)?
Responses
• Forests. • Likes being out in the woods. • Icicle Ridge Trial has an easy slope and grade.
• Loves the trail system that goes through Waterfront Park. It has diverse habitat. • Great area to take children and for bird watching • Use trail system to connect people to nature. • Enjoys hiking and often rides bicycle along Icicle Road to Canyon. • Other folks like to bike along East Leavenworth Road but it has narrow shoulders and safety is a concern. • Pea Vine rail bed connects trails with the park and the waterfront. This old railroad alignment use to take logs from old mill site along the waterfront just up from Blackbird Island. • Water is very important to wildlife: mule deer, river otter, beaver, black bear, bald eagle, and osprey. This includes the habitat nearby. Expressed concern that with development and improvements to the city park—hazardous trees need to be removed, but don't want to lose habitat if too much vegetation is removed.
• Likes the variety of options in town – skiing, skate park, waterfront trail.

• Availability of trails. • Many options are close in. • Variety of trails and degree of difficulty is varied. • Non-motorized options. • Get out into nature away from urban life. • Day and overnight trips.
• Trails are well used. Very important to community and tourists.
• Walk, bike, and cross-country ski. • Likes the availability of all of the trails. • There has been a lot of ski track development since 1979. • Enchantment Park is nicely maintained for walking.
• Chumstick Highway and Icicle Trail are great routes for bikes.
• Access to natural environment from downtown core.
• Waterfront trail to downtown. • Ski Hill trails are great, but hard.
• Variety of trail types, quality of life, and hiking and skiing trails are great.
• Enjoys walking and hiking. • Club uses trails for Volksport activities. • Lucky to have all the trail options — pedestrian, bicycle, cross-country skiing, and hiking. • Trails are an active and healthy option compared to driving. • Enjoyment of nature.
• Not familiar with trails in area. Lives outside of City and has only been on the Waterfront Loop Trail.
• Close proximity to Leavenworth—creates a lifestyle. • Ski Hill Trail—intermediate skill and well used. • East Leavenworth Loop is largely flat and heavily used by bikes and pedestrians. It is a 7-mile loop.
• Easy access from Leavenworth to surrounding trails.
• Enjoys bicycling, running, snowshoeing and cross-country skiing. • Snowshoeing has become more popular. It needs different trails than ski trails. • The cost of maintaining trails is an issue. • Looking for increased opportunities to commute and recreate. • Leavenworth Winter Sports Club (Sports Club) is interested in maintaining what they currently have. What happens if the Sports Club loses its rights or interest in the trails? (e.g., golf course or City is not interested in maintaining the Sports Club's trails) • History: Ski Hill is an Olympic training area and the golf course trail is the oldest cross-country trail in the area.
• Enjoys the trails, although they are limited in town. • Waterfront is great. • Fish hatchery is great for skiing, but dusty in the summer because of the horses. • Ski Hill could be better utilized in off-season (summer). • Golf course trail is enjoyable only in the winter. • Forest trails provide longer day trips.

• Forest trail connecting Freund Canyon and Ranger Road is not easy. It is more for a short, intense workout. • Would be nice to find the old trail to Punk Rock at the lookout, just up from the horse pen on Ranger Road. • Mountain Home Ridge Trail has the best opportunities for local recreation.
• Opportunities for exercise. • Non-motorized access around town. • All ages can use ski area. • Fish hatchery is relatively close in. • Scenic beauty accessible without car.
• USFS is working in the best interest of the public. They want to continue to manage lands as needed and not just convert them for recreational use. • Diverse area.
• Would like to see more trails and interconnectivity.

2. Where do you see opportunities for improvements to the existing trails? What type of improvements would you like to see?
Responses
• Information on location, distance, loop trail, signs, and difficulty level.
• Revisit trails through Blackbird Island to make sure they meet accessibility requirements (may need to resurface some of the trails). • Will soon develop a Site Plan for Barn Beach Reserve which will provide connection to other waterfront trails. • City did a good job creating a usable surface when they put in a 1,000-foot sewer line on rail grade and connected the rail grade with City parks. This is the connection point for the Valley Trail. Easement on 13th Street is still not cleared and is owned by the City. • Recent clearing on property also identified an old roadway through the woods to downtown. • Barn Beach Reserve provides outdoor education for school. Need to improve safety for children and pedestrian crossing Hwy 2. Historically there was a pedestrian overpass (viaduct?) over rail yard.

• The skate park seemed like it was a great start and idea, but it is not being kept up. There are weeds, dirt, graffiti, no lighting, and no restroom. • Rattlesnake Hill is above the school, "Jericho" Trail is used for running, but nothing is defined. • Club West is on the other side of Rattlesnake Hill north of the school and is proposed residential development. There needs to be a sidewalk along Chumstick Highway from North Road to the high school parking lot. • Proposed sidewalks: continue Birch Street sidewalk to Ski Hill; Pine Street is heavily used by kids, and Highway 2 to 3rd Street to Ski Hill to Pine Street to Titus Road. • Interviewee identified informal recreation loops that are used by the community and school for exercise and include the 3-mile loop, health heart loop, and half and full loops. • Parking at waterfront is very limited and parts were washed out and not repaired. • Walk downtown if there is a big activity, except in winter, because there are no sidewalks. Walking along road in winter can be challenging if not plowed or large snow piles force to share roadway.
• Bike trail on East Leavenworth and Ski Hill Loop could use improvement. • Bike lanes are separate. • Right-of-way signage. • ADA accessibility. • Picnic areas, benches, kiosks with maps, and interpretive signage. • Kiosk in downtown with maps.
• Chumstick Highway is very narrow, and should be safer for cyclists. • Bike lanes would be great. • Wider road on East Leavenworth with bike lanes. • More flat trails for all abilities. • Need more accessible trails. • Parts of Enchantment Park are not accessible. • Fish hatchery is good and accessible.
• Connect existing trails to bus routes. • North Road is narrow with poor shoulders. Look at North Road for choke points where there needs to be improvements. • Add signage showing where bike route is, so drivers are warned. • Trail from Icicle Station to downtown.
• System is fragmented. • Need to do a better job identifying access points, signage marking trails, and way finding signage along trails. • Chumstick Highway safe schools route. City has set aside capital funds for this improvement.
• Riverfront trail along Wenatchee and Leavenworth Rivers throughout area to Sleeping Lady Lodge. • Would like Canal Trail to have a loop. • Likes Ski Hill's connection to Highway 2 (multi-use). • Trail on north side of Wenatchee from Chumstick Highway. • Great to have trails or lifts to top of mountains in Tumwater Mountain.

• Expansion in general. • Better trailhead parking. Users often park on roadway shoulders. • Icicle Trail is particularly overcrowded.
• Need improvements everywhere. • Icicle Road to East Leavenworth Loop needs to be improved because it is not a formal loop. It a shared roadway and has narrow shoulders in some areas and bridge is challenging. Would be nice to have a separate trail or improve one side of East Leavenworth Road. • Aerial tram was once talked about. • Walking trail along irrigation ditch and use maintenance road for maintenance. Live along ditch and have not heard of any complaints from other property owners about public access. • Connect Waterfront Park trail to the boat launch with footbridge. • New trail from the fish hatchery connecting boat launch, bridge and waterfront. • Volksport walkers like downtown. • Signage in downtown area to guide tourist to short recreational trails and self-guided tours. • Brochure could be created for the Chamber of Commerce to distribute. • Explore opportunity for a trail along the river to connect to the golf course to trails below (close to hazards and not much of a buffer). • Snowshoe trail needs to be marked so visitors know where to go because of safety and liability. • Need a trail system up to Cashmere where you can walk, ski, and bike. • Connections to different trail systems. • Maintenance on trails. • Would like to see viewpoint benches place in scenic areas like in the Alps.
• Not a city person. • Likes to walk along Icicle ditch bank, Plain flats in orchards and backcountry hiking. • Multi-use trails in City should be wide enough for pedestrians, cyclists, and skaters.
• Need more easy, flat trails for families and seniors. • Connect Nordic trails—Icicle River is the number one area for Nordic skiing, golf, and waterfront. • Ski from town to Icicle River Trail, perhaps along the east side. • Tumwater Mountain is steep but would be a fantastic trail (area is very steep) and would have access from Range Road. • Some discussion with changing the irrigation canal to pipe with a trail on top. There is a No Trespassing sign, but the area is heavily used, flat, and has huge potential for hiking, bike, and Nordic skiing. • Penstock and Pipeline trails are beautiful and great for families. Would like to see them extended.

- Penstock and Icicle Ridge trails are heavily used and need more trails that are similar to them.
- Mountain Home Ridge Trail has good, rolling terrain. Would really like to see it extended. Would extend cross-country ski season. Mountain Home Road is the only road to Mountain Home Ridge Trail. Homeowners don't want more traffic on the road, but it is needed to get to Mountain Home Ridge Trail.
- A gondola between Icicle Ridge Trail and Mountain Home Ridge Trail would be great for tourists.
- Use railroad bed southeast of Icicle Station along east side of the river and connect it to Icicle Station. This would be nice and flat.
- Interviewees drew orange lines on topographic map to show these potential trail connections as well as a connection to Peshastin and a suggested irrigation canal connection. Idea is to put trail next to the 10-foot wide paved open canal.
- Need to connect trails just outside of town with downtown.
- Current trail along river is heavily used. Need more local trails.
- There are plenty of steep trails for advanced users.

- Icicle River Road Trail is not groomed. Snowmobiles use it. It is not affiliated with the Leavenworth Winter Sports Club.
- In the winter, it is a real problem maintaining shoulder width of roads.
- Sports Club often makes commitments into the future, which exceed permits. It is hard to make plans to expand trails. For example, Ski Hill has a 10-year permit and the golf course trail does not have a permit.
- Suggests looking at Methow Trail system as an example and do something similar in Leavenworth.
- Would like to expand winter trails to add snowshoe trails
- Connect trails into a much more lengthy system, for instance connect Freund Canyon and Ski Hill.

- One challenge is to have easy to moderate trails. This is a challenge because of the steep terrain. Ski Hill could provide a stacked loop trail system with the lower level as more of a beginner trail and the upper trails as more advanced.
- Ski Hill area is used for theater in the summer and they don't want users of the trails interfering with events.
- Ski Hill area is the most underutilized by the City. Informally used during the summer for biking. Existing roads used by walkers can be combined with narrow single-track trails for bikers.
- USFS connection to Freund Canyon from Ski Hill.
- Enhance and increase opportunities for alternative trails.

• Connecting existing trails with ease instead of packing people into a car. • Separate motorized from non-motorized use, i.e., use of alleys. • Get a separate pedestrian road on Ski Hill Loop. • Pine Street is very narrow. • People commonly walk Ski Hill. • East Leavenworth Road needs wider shoulders. • Bike lanes: County had planned to widen East Leavenworth but residents did not want it. • Signage marking to indicate bicycles on roadway from Highway 2 to Chumstick Highway to Freund Canyon. • Need better pedestrian safety on routes to schools. • Would like to see improved connections between Ski Hill and Freund Canyon. • Eagle Creek Road is curvy and without shoulders. It is a poor road for bicycles, but provides access to the mountain system.
• When proposing trails along forest service roads, it is important to make sure map is accurate and clear when it labels a "trail" or "road" (e.g., Icicle Road is part of the trail network with a wide shoulder and shared use). • Would not call existing forest service roads "trails." Identify if road is "open" or "closed." • "Open roads" are currently being maintained by USFS, open to vehicle use and road conditions may vary (some roads have gates or native soils with high clearance). • "Closed roads" are not being managed by USFS. They may have old roadbeds and could be overgrown with vegetation. However, closed roads could be used in the future. In this situation, perhaps use terminology like, "Proposed to convert a 'road' to a 'trail.'"
• Connect Peshastin to Leavenworth and eventually down valley. • The Port is preparing a 200-foot easement along the Wenatchee River on the Peshastin Mill site. When it is processed, Port is supposed to dedicate it to the County. Parks and Recreation System Area (PRSA) may be interested in taking over responsibility for the easement.

3. Do you feel that there are enough of the right types of trails in the Upper Valley region? If not, what types of trails (i.e., pedestrian/bicycle, equestrian, cross-country skiing, mountain bike) are needed and where are they needed?
Responses
• Leisure, haven't ridden on trails for four years. • There are enough general trails. • There needs to be more multi-use trails. • Don't mind motorized uses on trails. • Tumwater Mountain is full of trails that are not easily accessible. • Next to Heileburger on Highway 92 is an old cemetery that is privately owned. Would be nice to purchase and turn it into a pioneer park and give a wide birth around it to pedestrian and bicycle lanes. • It would be great to connect the downtown trails (Golf Course Trail) to the fish hatchery trails,

• Not enough accessible trails. • Difficult to get from downtown to waterfront park. • Peavine/Valley trail will provide nice accessible trail. However, needs improvements have sections are steep and one area has a 90-degree turn. • Formalize places for rafters to take boats or tubes in /out. • Rank trails to identify difficulty and signage.
• Would like to see better connections with in community such as sidewalks and wide shoulders.
• Enough trails, but need to make public more aware of them. • Need more parking at Icicle River trailhead. • Need a few more trails for visitors (similar to the Waterfront Trail).
• Trails should be used during all seasons. • Make tracks for skiing.
• Massive lack of pedestrian access in town, especially during the winter. • Residential areas to downtown. • Access from town to surrounding area trails. • Gaps in road network for cyclists going from Leavenworth to Wenatchee. Cyclists have to get on Highway 2 in a couple of places, one is near Peshastin. Many cyclists take North Road between Wenatchee and Leavenworth because Highway 2 is incredibly dangerous. • Trails are poorly marked and hard to find. • Access and wayfinding signage are needed.
• Likes divided pedestrian and bike trails that are well signed and perhaps have just a single rail that divides the shared trail. • Concerned with mountain bikes using the Wenatchee Riverfront Trail. • Rattlesnake Hill is a great area for future mountain bike and pedestrian use.
• Would like to see trails off road. • Quaint and comfortable feel. • Don't need paved trails. Gravel is good. • Trails do not have to be particularly wide (about 6 feet). • Developed enough so you know you're on the trail.
• Yes, there are enough trails. • Likes that many trails are multi-modal. • Make sure to keep motorized trail use separate from non-motorized trail use.
• Winter is pretty well covered and they have good maps. • User pay works here. • Connect the trails so you don't have to drive between them (e.g., Methow to Manzana Trails). • Connect waterfront park to Ski Hill adjacent to roadway or off-road trail. • East Leavenworth road improvements. Need a walking and biking trail on Icicle Road and East Leavenworth Loop.
• Feels there are enough trails, but if public wants more, then trails should be on public land. If trails are on private property, there needs to be compensation and negotiations.
• Need bridge crossing near boat launch. Through private property and easements. • Need two trail systems: hiking and multi-use. • Not nearly enough. More trails are need for all activities.

• Need more moms and pop flat and easy trail for families and seniors.
• Not really enough. More trails are needed for all activities. • More of all types of trails, especially snowshoeing. • Trails should have minimal impact and be low cost. • There is no other group doing similar activities as the Sports Club.
• All types of trails are needed. • Highest priority would be pedestrian and bicycle trails. • Waterfront Park is the only formal system within City, but it is not very bike-friendly or even stroller-friendly. It needs improvements. • Ski Hill Drive Loop is an informal trail system and is used a lot because of its wide shoulder. • Two roads go from Ski Hill Drive to Titus Road; one is paved with a gate and the other is gravel.
• Short of urban local trails. Need more sidewalks and separate pedestrian lanes. • Have to drive to get to trailheads. • More mountain bike trails. • Formalizing some of the existing informal mountain bike trails (i.e., Range Road, USFS 7701, Rattlesnake Road, and Mountain Home Road). • More trails for tourists.
• Need more trails along the Wenatchee River Corridor. • Peshastin Mill site would be good for multi-use including pedestrians, bikes, and cross-country skiing.

4. Where do you see opportunities to link or make connections between existing trails?
Responses
• Unsure, do not ride here. • It would be great to have a pedestrian and bicycle trail along East Leavenworth Road. • Lots of people like to do that loop (Icicle Road to downtown and then East Leavenworth Road). • East Leavenworth Road is a very narrow road and there is no place for cars to yield, which would allow parking and access to the trail that follows the mountain all the way to Ski Hill then to Freund Canyon.
• Icicle Ridge Trail. • Explore and find ways to connect downtown trails to surrounding trails (waterfront and hatchery). • Golf course has a conflict of users and blocks trail connections.
• Would like to see connection to other communities making travel by bicycle safer. • Connect community trails such as Ski Hill, Rattlesnake, informal recreation loops, downtown and waterfront trail. • Multi-use trails.
• Downtown to Icicle Station. • Consider travel during the winter from the train station; will it work for pedestrians? • Look at extending Dye Road as a bypass extension around East Leavenworth "S" curves.

• Connection from Leavenworth to Wenatchee. • Canal. • Highway 2 and North Road both need a bike lane and sidewalks. • East Leavenworth Bridge over Wenatchee on Icicle Road. • Icicle Station to downtown for bikes and pedestrians.
• Connect Leavenworth to Peshastin and Peshastin to Cashmere. • Connecting downtown trails to surrounding trails. • Connecting downtown area with hatchery via golf course. • Would be great to get rid of traffic downtown in the two- to three-block core area. • Walk between Leavenworth and Peshastin. • Train to downtown. • Widen North Road or new multi-use connection between Leavenworth and Peshastin.
• Need link from downtown to Icicle Station. PUD has given permission for pedestrian access through rail grade for this connection. Must be 25 feet from edge of rail line. Rail line has 100 feet of right-of-way on one side and 200 feet on other (see map). • Need link from downtown trail along 13th Street to Commercial Street and across highway. • Would like to see a walking plaza on Front Street between 8th and 10th Streets.
• Icicle Station connection to downtown. • More connections between downtown and surrounding trail system.
• Icicle and East Leavenworth Road for safety reasons. • Connect Icicle Road to the fish hatchery to the golf course, and then to the waterfront. • Link between Rattlesnake Ridge, Ski Hill and Freund Canyon. • Loop trail on Rattlesnake Ridge. • Connect Waterfront Park with Ski Hill trails.
• Trails should be on public lands and paid for by the users. • Safety is a concern with bicycle users on the roadway. Suggests requiring education and licensing for bike users when on County roads.
• Loops are preferred. • Would like to see trails be multi-use. • Need connection from Ski Hill to Freund Canyon. USFS area north Ski Hill is informal. • Connect Icicle River Road to Canal to Wedge Mountain area. Wedge Mountain has a groomed private trail, owner is Bob Johnson. • Icicle Ridge connection to Icicle River Road might be nice to connect to Sleeping Lady Lodge. • Would like to see chair lift from base of Ski Hill up Tumwater Mountain with zip lines down. • Overall connection of system is importation to connect communities, asset for everyone. Hope that people with private property will be accepting and allow access.
• Connect trails without driving to location (off road recreation loop). • Connect Mountain Home Ridge Trail with other winter trails. • Irrigation Canal. • Large plots of land owned along river in the flood zone. • USFS provides opportunities to make connections.

• Ski Hill provides the highest opportunity for linkage. • Valley Trail is near the Chelan Douglas Land Trust and runs along Beach Barn Reserve then up to 13th Street to 14th Street, across Highway 2, on PUD property on the old rail bed, across the creek, and then along the railroad south to Peshastin. There is a trail connecting to Wenatchee. Pioneer Ditch (near Wenatchee) wants to pipe irrigation and build a trail on top. • Icicle irrigation is along Mountain Home Road, creating an informal trail to Sleeping Lady Lodge. There is a 10-foot wide ditch. It is possible to make a loop with Dye Road. Icicle irrigation has easement rights but the irrigation canal is on private land.
• Need ski connection from downtown to Ski Hill (from golf course to Ski Hill). • Kids ski down Ski Hill Road—can we separate them? • Can you do new north to south due west of Ski Hill or look at eastern north to south connection? • Safe routes to schools are needed. • Connecting City trails to surrounding areas. • Golf course is under lease. Public safety issues with pedestrians during summer. • Make sure we don't put trails where property owners don't want them. • Trail northeast of Rattlesnake Hill is a planned road, too. • Mountain biking on Rattlesnake Hill. • Connect through golf course to Old Canal Road to Highway 2 on the west end.
• Currently in the process of study to connect Freund Canyon with Ski Hill.
• Doug Clark owns property that could connect Peshastin Mill site under the Burlington Northern Santa Fe (BNSF) railroad tracks to North Road. (See draft concept plan for potential trail connection sites.)

5. What would you say should be the top three trails improvements and why?
Responses
• More miles of trails. • Trailhead parking. • Promotion and informational materials for users and visitors. • If a trail is designated for pedestrians and bicycles and equestrians, it would be a good idea to space the trails in areas such as downhill where the speed traveled creates a problem. • At kiosks, inform the people who have the right-of-way. • Many people don't realize that equestrians have the right-of-way and don't understand the danger a bike rushing past a horse can create, such as bolting. • Bikes are silent and startle horses. • As a horseback rider, I am constantly educating people about being good trail companions.
• Connection between Waterfront trail to Icicle Station. • Widen East Leavenworth Road or a multi-use path beside road (e.g., 15/Olympia route along road but separate…Bellingham) • Look at every option that presents itself, explore opportunities, and plan for trails. • Cannot have enough trails. • Ski Hill to Freund Canyon.

• Safe access to school.
• Safe routes to school.
• Safe parking (there have been break-ins) at trailheads. • Signs and maps. • Lighting at trailheads. • Bike and walking path improvements to Ski Hill and East Leavenworth. • Raise awareness of community as a bike community.
• Safety. • Separation of cars and people. • Highway 2 corridor is used extensively for bicycles, commuters, and visitors. • North Road.
• Downtown to fish hatchery. • Downtown to train station. • Icicle Station to Peshastin. • Make as many trails as accessible as possible.
• Pedestrian bridge over Chumstick Creek enables connection to Peshastin and from Icicle Station to downtown. • 13th Street access to river trail. • Improvement of access/signage at entrance to Enchantment Park.
• Riverfront on east side through Leavenworth because of great views and water. • Full connection loop that is off road downtown to Sleeping Lady Lodge via Canal to downtown. • Ski Hill Trail should connect as a loop down to Highway 2 with a connection from Ski Hill to downtown.
• More parking. • More mid-trail access points. • Connect existing trails.
• Restroom at Icicle Ridge trailhead.
• Trails should be smooth and wide. • Users do not adversely affect neighbors or adjacent property.
• Tumwater Mountain area. • Connect and expand Nordic system (Icicle River Trail to downtown); small 8 km segments are too short. • Leavenworth to Peshastin connection.
• Ski Hill Loop/East Leavenworth Loop. • Pipeline connection. • Mountain Home Extension. • Peshastin link.
• Would like more length (25 miles) from fish hatchery with Ski Hill to Freund Canyon. • Connections of existing trails into one long system. • Make trails wide enough for cross-country grooming.
• Ski Hill and Titus Loop—formalize and widen for pedestrian and ski separated. • Trail through golf course. • Ice Station to downtown connection.

• Need to have a concrete plan on how to maintain proposed trails. Increase trail use, means an increase in impacts.
• Peshastin to Leavenworth would see a high volume of use quickly. • Get bike traffic off North Road.

6. How can we make it easier for people to easily switch between modes of travel, such as driving a car, taking transit, using Amtrak, bicycling, and walking?
Responses
• Signage.
• Parking lots on outskirts of town and shuttle into town. • Find ways to park-and-ride. • Community bikes like the pink bikes in Olympia.
• School parking is sometimes used for bike and wine tours.
• Golf carts between the train station and downtown. • Shuttle service. • Transit stops at trail heads. • Horse and buggy service. • Sleighs and horse rides between Peshastin and downtown. • Free bike program.
• Have a formal trail system with map that shows connections to bus system. • Bike lockers and racks.
• Bike racks on transit. • Free bikes. • If move parking outside downtown core, make sure the parking and route to downtown are safe and pleasant.
• Bike rental facility. Current ones don't advertise and aren't well known. LINK already uses the largest bike racks possible and still turns away 3-4 cyclists per day due to lack of capacity. • Looking at adding bike lockers and racks at park-and-rides.
• Streetcar from Icicle Station to downtown. Question of whether pedestrian bridge over Chumstick Creek should be able to accommodate a streetcar.
• Cars at the train station that can be operated by credit card to connect train to town.
• Transition facilities—i.e., lockers at train station. • Shuttles that connect different segments of the system, such as Icicle Station to downtown. • Park-and-ride from ski area out to Sleeping Lady Lodge (may already exist).
• Footbridge at waterfront trail to boat launch. Parking is often too full. Walk to town from the footbridge. • Taxi service from town to trailheads. • Need to decide where to park or who provides private transportation. • More and larger park-and-rides.
• Amtrak station in Leavenworth is going to be awesome. Likes to travel by train. • Have shower facilities at work to encourage non-motorized travel.

• High gas prices – increase usage of LINK. • Bicycling and walking to work is fine for someone who live close to work in the city (six blocks), but not in the country. • Parking downtown is difficult, especially during festivals. Tries to not come to town when there are a lot of people. • New street work (pedestrian improvements and paving) is awesome. • Look at the crowds at festivals, they are not young people. They are not conditioned to walk in those types of conditions. This project needs to look at all scenarios/users to consider practicality, cost, desire, etc.
• More accessible park-and-ride facilities, not necessarily in downtown. • Connect trails to transit and Amtrak stations and park-and-rides.
• Provide connection to transit nodes. • Park-and-ride on Highway 2 near USFS office (trolley/bus). • Provide signage throughout town to identify how to get around. • No real bicycle facility. • Would like to see parking eliminated in downtown area. • Would like this plan to be accessible by non-motorized users - won't have to drive to get everywhere. • Trails need to be accessible by the community to school and downtown park. • Do not want to create parking to support new facilities. • Explore opportunities to share existing facilities in areas such as school parking lots.
• Trailhead and transition facilities. • Bike lockers. • Adequate parking. • Covered bike racks at park-and-ride.
• Parking lots with trail access; park-and-rides

7. Are there enough supporting facilities near trails (i.e., parking, restrooms, and information kiosks)?
Responses
• Never enough facilities. More of all of them. • At the kiosks, let people know who has the right-of-way. As an equestrian, I am continuously informing the rules of who has the right-of-way and how the silence of a bike can startle a horse.
• Parking is a huge problem. • City is going to put a restroom by the waterfront near the Valley Trail and beach • Trailhead facilities at waterfront and Ski Hill. • Suggests talking to rafting groups to see where they might want to have parking and restroom facilities.

• Need kiosks downtown. • USFS has nice kiosks. • Information on how to get from town to surrounding trails. • Mountain Home could use port-a-potties. • Explore lowering speed limit on East Leavenworth.
• Keep in mind when planning. • More designated trailhead parking and bathrooms. • Water for people and animals. • Regional map would be good.
• On the ones we use, yes: waterfront, hatchery, and ski trails.
• Signage, wayfinding, and trail maps are needed. Make it available at Chamber and other organizations.
• More parking. Trail maps that define skill level and types of trails (for kids, disabled).
• Need a high route access restroom at Icicle Ridge Trail. • Icicle Ridge Trail is well used and is the most popular back country trail which looks out into Tumwater Mountain. • Benches at viewpoints. • Restrooms at Ski Hill. Currently they rent port-a-potties for facilities. How difficult is it to connect to the City's sewer system?
• Restrooms are a big issue. Has a section of property along the river and the bathroom for the river users is only a quarter-mile away (outside of flood zone) however not uncommon to find human waste in his orchard. • Community bikes like seen in Denmark and Holland.
• Need signage, regional trails map. • Bathrooms needed at base of Ski Hill. • Ski Hill and Icicle River Trail needs more parking at Leavenworth Winter Sports Club (served by port-o-lets).
• Yes, for cross-country hiking and Nordic skiing. • No for mountain biking. Need more parking. People currently end up parking on side of road.
• Some need permanent restrooms, like Ski Hill and the fish hatchery. • New trails will need more facilities. • Sufficient parking is a must. • Information kiosks should provide trail information, including length, distance to views or picnic tables, and steepness or elevation gain.
• No. Only one bathroom. • Local and community trails don't need restrooms unless it is a formal trailhead, which might make it easier to manage trails if there was a formal parking area. • Where would resources to maintain facilities come from?
• Year-round restroom at Ski Hill. • See #6. • Formalize what we do have. • Perhaps more at WSDOT parking lot. • Bike lockers.

• Not presently. Need more parking at trailheads and add more parking at access points. Use existing facilities for parking (i.e., park-and-rides).

8. What are ideal qualities and physical characteristics associated with desired trail types: pedestrian/bicycle, equestrian, skiing, mountain bike, and multi-use (qualities and characteristics may include factors such as landscape, slope, location, trail standards)?
Responses
• Mixed grades. Some easy and some harder. • For horses, 6 feet 8 inches is ideal, but may need to go narrower to make it through some areas due to the landscape. • Scenic overlook and storyboards at historic locations (interpretive signage). • Safety/separation from cars. • Areas where people can pass safely (a wide spot on the trail). • Natural benches and/or areas where people can picnic.
• Accessible trails at Barn Beach Reserve. • Separation between incompatible users. • Surfaces for road bikes (paved) and mountain hikers (non-paved). • Accessibility.
• Separated bike and pedestrian lanes—possibly Ski Hill area. • Look at areas where there are a lot of pedestrians and bikes.
• Trails separate from road to the greatest extent possible. • Physical separation, extent of which depends on speed of traffic. • Community would have paved and hard-packed surfaces, variety of surfaces. • Think that people can walk within easement. Will check with Tim Larson at PUD to confirm public access. Steve Currit, Tim Larson's boss, is the person who reviews alignment through utility property. Must show them the plan and they'll respond.
• Handicap accessible. • Gentle slope. • Live in naturally beautiful area. Landscaping should be considered for new routes to make sure they are pleasant.
• Would be nice to see more manicured trails along the downtown waterfront. • Remove some of the trees from Blackbird Island.
• Diverse terrains for all levels and abilities. • Scenic vistas or interpretative centers. • Wider trails to accommodate different users. • More natural/nature integrity. • Historic / interpretive.
• Nicely graded trail. • Scenic views and natural aspects. • Volksport rates trails and identifies them if they are rocky, steep, and flat. • Need a way to rate trails using consistent symbols. (Ski signs in blue or black). • Miles and elevation gain signs.

• Need to remember to share roadway and be courteous. • Easy grade. • Connecting links.
• Does not care for the urban setting, likes nature walks. • Make a trail in a more natural setting (e.g., water trail along Yakima River is nice). • Large buffer (right-of-way to separate private property and trail users) - 150 to 200 feet on both sides.
• Freund Canyon is the #1 mountain biking area.
• Multi-use for all ages and abilities, gravel trails would be fine in most cases.
• Snow trails need to be 11 to 15 feet wide. • In the past along the commercial road, there were ski racks. • It will be nice when the train comes back to town. • A mixture of slopes, so trails are not either all flat or steep. • Stay close to rivers for scenery. • Get into foothills to get good views.
• Surface should match terrain and primary use. • Some paved to be accessible to strollers and wheelchairs. • Mountain bike mix—more rough terrain and more gentle—range of difficulty levels. • Make sure pedestrian safety is addressed with mix of mountain bike trails. • Extreme mountain biking should be carefully planned.
• Refer to USFS design manual for standards.
• Relatively smooth surface and clear. • Upper Valley Trail—reasonable graded (slope) for multi-use and age groups. River access. Peshastin area should be paved (ideal) or compact surface.

9. What existing local amenities, built or natural should be considered in developing the regional trails plan?
Responses
• Slope, destinations, need more loops, stopping spots for watering along the river; ski area with an historical story board, photos and maps at downtown kiosks and this information at trailheads • Peshastin Canal could be an enclosed tunnel with a trail on top of it. In high water, it could be gravity fed and low water could be pumped up from the Columbia.
• Connect to downtown so that the businesses feel connected to trail system. • Connect to fruit stands, boating access points, schools, Barn (classroom) and River House Museum.
• Connect schools, existing parks (ex., Skate Park, waterfront, Barn Beach Reserve) residential areas and downtown.
• Placement of bathrooms, parking, and schools. • ADA-accessible view points. • Low impact trails, work with topography, and minimize environmental impact.
• Old rail bed and canals (rail contact for maps of rails that are gone).
• General natural beautification of area.

• Chumstick Highway, Tumwater Mountain trail loop is beautiful and needs more room for bikes.
• Trails to mountaintops. • Rivers to downtown waterfront. • Would be great to have small place to have lunch and enjoy views from top of mountain.
• Icicle Station, exceptional vistas and view on Icicle Ridge Trail, Sleeping Lady Lodge, and mountain and rock formations. • Railings for ridge/drop-off areas.
• USFS trails or roads. • Titus Road and Ski Hill Drive Loop needs much more improvement and connect to Ski Hill area for an off-road experience. • Existing easements, i.e., irrigation ditches.
• The rivers and mountains as mentioned in #8.
• Schools, pools, safe routes to schools.
• Icicle Ridge Winery and Cascadia Winery in Peshastin along the trail route.

10. Are there areas where the safety of motorists, pedestrian and trail users, or off-road vehicle users is a concern?
Responses
• Horse and bike conflicts. Consider an alternative schedule for heavily used trails: One week horse, bikes the next. Schedule should be publicized and posted at trail heads. • Steep or rocky areas are safety hazards. • Road crossings and areas with parallel traffic. • Areas with wildlife, like insects and ground bees. • Along the Icicle Road, can be dangerous (see #2).
• Concerned with crossing Highway 2. "Bavarian Bliss"—tourists not paying attention to traffic from Icicle Inn to 14th. • Suggests pedestrian overpass.
• Highway 2 is safe to cross. Feels that traffic is courteous to pedestrians and crosswalks marked. • Consider pulling pedestrians and bikes off the road for safety.
• East Leavenworth has a narrow and limited shoulder. • Ski Hill Loop.
• See #8. • Safety is very important, would like to see separation from roads.
• Most of the roads in area aren't wide and safe: Chumstick, Tumwater Canyon, East Leavenworth, North Road, and Icicle Station.
• Highway 2 and Chumstick intersection are very dangerous for pedestrians. Trying to get across Highway 2 in this area.
• Would like to see tunnels under Highway 2 at 3-5 downtown locations such as at City Hall/pool and at 3rd Street. • Road to Mountain Home Trail is narrow, not for pedestrians, and barely wide enough for bikes and cars.

• Drop off and pick-up of pedestrians and trail users are always a concern. WSDOT tries to maintain 4 feet of usable shoulder surface. • Designate specific trails for off-road vehicles; keep separate.
• No concern with Highway 2. • Highway 2 has crosswalks, bike lanes, is well plowed, and has nice wide sidewalks. • Definitely conflict of interest between users.
• Biggest safety concern is shared roadways with vehicles and bicyclists. • Half of the bicycle community is respectful and the other half is not. • Sees bicyclists all the time in dark clothes during dark times of the day with no helmet and no lights on. • Need to have education and training. Licenses to operate a bicycle for $40 or $50. (16 years old and under should not be required to have license but must have education training similar to gun safety and drivers ed.)
• No motorized ORVs should be allowed on trails. • Concerns need to be addressed where trails cross streets and highways. • Using enough signage for motorists and trail users.
• No safe route through town. • Need sidewalks, striping for bike lanes, and signage. • Need something so vehicles are aware that they need to share the roadway.
• East Leavenworth Road is very narrow, not enough room for bikes and pedestrians. • Pine Street.
• Would like roads to be clearly identified as open or closed so users in this area are alerted to vehicular traffic. • "Open" roads are opened and maintained and can be traveled by vehicle. • "Closed" roads are not maintained and may be overgrown. However, they could be opened and used by USFS at a later time. • Would be important to let people know that some roads may close due to season, fire, wildlife, etc.
• Railroad underpass on north side of Peshastin Mill site.

11. In light of budget and staffing constraints, identify creative approaches or funding opportunities for the construction and maintenance of existing and proposed trails.
Responses
• Local area clubs do spring clean up.
• Real estate excise tax? • Local taxes. • Parks plan. • Portion of local sales and recreation tax. • User fees. • Trust fund as a way to donate.

• Chelan County has dedicated paths and trails funding, part of road funds, part of gas tax. • Real Estate Excise Tax (REET) has been used for parks, could it be used for trails? • Alcoa Foundation (community projects).
• IAC, Land Trust. • PUD if there is a mitigation nexus. • PUD Commission member lives in Leavenworth and there may be partnership opportunities. • Engineering staff maintains resources.
• Upper Valley Connection is interested in volunteering to do trail maintenance.
• Possibly sales tax increase that is paid more so by tourists than locals (might help). • Portion of hotel/motel tax.
• Look at Methow Valley Sports Trail Association model. They have a great system and organization. May be an information source.
• Volunteer partnerships. • Groups sometimes donate money to other groups to support each other.
• One method of funding could be licensing for bicycle users. • Donations from variety of users. • Sometimes maintenance is more costly than building. • User fee (if you use it, then be willing to pay for it).
• Leavenworth Winter Sports Club is already maintaining. Continue to strengthen partnerships with USFS. • Explore opportunities to expand partnerships. • Increase support of volunteers. • Bike community will organize to build trails and have taken a lead.
• Interviewee stated that PUD has said that, because Chelan County doesn't have a recreation manager, they are limited in their ability to get funding.
• Grant money. • Partnerships with irrigation districts to get grants for trails and help pay to contain water in pipes.
• WSDOT stormwater mitigation—any pedestrian and recreation opportunities?
• Volunteer groups in Peshastin to help maintain trails, coordinate with community council, and include PRSA (Parks and Recreation Service Area—parks district with taxing authority in upper valley area); PRSA would volunteer to maintain the Peshastin Trail.

12. Do you have any other information that the project team should be aware of or take into consideration? For example, do you know of any proposed projects, such as utilities, recreational, that would complement the trail planning efforts?
Responses
• Wenatchee to Leavenworth trail. • Chelan Douglas Land Trust, abandoned railroad right-of-way. • A trail system to Wenatchee for pedestrians and bicycles. The trail around the river in Wenatchee is quite popular as many Leavenworth people use it. Would be great to have a trail system to access that trail from Leavenworth.
• Already discussed.

• No.
• LINK is now working on a park-and-ride plan (see map for study locations).
• Development proposals are in flux.
• None.
• Friends of Our Community Trail—FOOT (also known as the Valley Trail).
• Something to consider around agriculture lands and natural environments. Trails bring development so if you want development in these areas, trails are great. If not, then don't make trails.
• USFS is currently evaluating the trail system and doing a trail study. • Sauer Mountain Trail built by private property owner on USFS land, informal trail. • USFS has parameters and makes it challenging to get bike trails done. • Contact Chelan County regarding East Leavenworth bike lane. There has been some planning.
• Understand that orchardists are concerned about pedestrians and bikes going near orchards due to fears that it will affect ability and timing when crops can be sprayed.
• Not yet proposed, but irrigation canals should be contained in pipes, thus keeping water from leaking, but more importantly making access for trails.
• County improvement project on Chumstick from Highway 2 to North Road. • US Fish and Wildlife mandated to have public access. • Hatchery land with some existing trails and loop trail for skiing. • Canal extends even farther west all the way to Snow Lakes. • Bridge Creek (identify as Icicle River Road Trail) is where plowing ends. People snowshoe in the area. • Missing Sauer Mountain Trail. Private trail, but invites public access (not formal access). Connects to USFS. Property owner: Leonard Sauer. • Signed parking area. • City of Leavenworth Transportation staff has a lot of information from transportation meeting.
• The draft conceptual plan for Peshastin Mill site done by consultants for Chuck Reppas.

13. Who else should we be talking to or make sure is included in our stakeholder's database?
(Note: Some of the individuals and groups suggested by participants were already part of the stakeholder database.)
Responses
• Tillicum Riders (out of Cashmere) • Steven Drake, Leavenworth High School Rodeo Team • Barn Beach Reserve • Back Country Horsemen • Sports stores • Sports clubs • Audubon Society • Chelan Douglas Land Trust
• Birding or wildlife view groups (unsure whether they exist locally). • Bob Steel, Washington Department of Fish and Wildlife, Habitat Program Manager

• Corky, US Fish and Wildlife • Chelan Douglas Land Trust • Talk to rafting groups about what they are doing and if they are able to identify trail locations. • Arlene Blackbird, Upper Valley Historical Society. She would cover the historical aspect of the trail system that captures history and the natural environment.
• Will forward questionnaire to others in district in case others would like to participate in providing feedback.
• Jolene Goslin—Chelan County Engineering regarding North Road improvements • Nancy Smith, Director, Chamber • Carl Ruther, President of Board, Chamber
• Elmer Larsen, works in IT at PUD
• Harriet Bullitt, local philanthropist
• Andy Dabin, Chelan Douglas Land Trust, www.wenatcheeoutdoor.org • Patrick Walker, trails coordination for Chelan Douglas Land Trust • Sandy Kampen, equestrian, lives on Icicle Road across from fish hatchery • Home Fires Bakery
• Doug Clark - farmer and long-time landowner in area. His property is near the Peshastin Mill and railroad (along proposed Valley Trail alignment). • Peshastin City Council
• Bob Johnson, Wedge Mountain area, owns area with groomed private trails
• Coordinate with USFS for potential trails plan on west side of Leavenworth to Freund Canyon Trails.
• Pat Murphy or Mary Bean, Wenatchee supervisors - GIS data with active road layers. • Linda Harbury - GIS data with local trails.
• Chuck Reppas • Port of Chelan County

Other Comments:

- Ideally, orchardists would like 150-foot buffer between orchards and public trails because of the liability associated with spraying. Under federal law, they are not allowed to let pesticides leave their property, and they do not think this is feasible. Currently, orchardists in the Upper Valley get sued three to five times per year due to this issue. Also concerned about the likelihood that mowers in use in the orchards would throw rocks into pedestrians and cyclists. One of the orchardists indicated that most orchardists between Peshastin and Leavenworth would likely be open to pedestrian and bike access although the orchardist next to the mill site currently seems to be unsupportive.
- Adding a crosswalk to a highway crossing is triggered by number of users. The warrant isn't met yet in area downhill from intersection with Chumstick. A study was previously completed. Will look further into this and may send additional information.
- Shifting from a transit model where there is a lower level of service spread throughout the service area to a model where higher density areas are served more frequently. Low densities in Upper Valley make transit service challenging to provide.

- People often ride the bus to Leavenworth from Wenatchee and then ride their bikes back down to Wenatchee.
- Bus makes 22 trips between Wenatchee and Leavenworth each day Monday through Saturday to park-and-ride along Mill Street to Prospect to 3rd Street.
- Also run a city circulator trolley from Safeway to Highway 2, Front Street, downtown 9th Street to Highway 2 to Mill Street to Whitman, Ski Hill, Pine, Price, and Highway 12 to Safeway.
- Dial-a-ride is available to public outside the core area but only to disabled within core city area.
- Trains at Icicle Station don't coincide with timing of transit service. Amtrak is expected to arrive at 5:50 a.m. westbound and 7:30 p.m. eastbound. Both times are 20 minutes outside the current service timeframe.
- Intercity bus connects the City of Everett to the City of Spokane and stops at the park-and-ride in town. There is a terminal in Wenatchee. Makes four trips per day and have through ticketing connection with rail.
- It would be nice to put trail access points on bus maps and bus station location on parks and trails maps.
- Mountain Home Trail is really hard to find.
- Kris Pomianek worked on relicensing of Rock Beach Dam
- Recreation focus for mitigation of dam relicensing
- Kris Pomianek had worked on Peshastin Trail Connect that Patrick Walker is now working on.
- PUD has done trail work throughout the Valley.
- Orchardists are liable for public exposure to chemical spray. There have been some legislative efforts to lift liability.
- No trespassing signage along canal may be used to protect farmers from liability.
- Technically, spray is not supposed to leave property.
- Lived in Bavaria for 15 years. Can walk anywhere. Trails at all locations through private land. This is what we need in Leavenworth. People should understand that we are doing this at our own risk and cannot sue.
- If you can't wade into the water, you have to be able to walk along it. All public access.
- Not sure that Icicle River Road does exist for biking and skiing.
- Non-profit organization. Maintains four areas of winter trails, but doesn't own the land.
- The Sports Club would like to be identified and recognized for its efforts.
- In the summer, you have a large number of people visiting the area and surrounding area.
- In the winter, Leavenworth is it.
- How many users are necessary to make the trail worthwhile?
- Mildly in favor of some trails, while very opposed to other trails. Depends on location of proposed trails and proximity to orchards.
- Increasing difficulties as a farmer due to regulations and land cost increasing.
- Rocky Reach Dam has been fighting for years about the trails.
- A concern was expressed with planning efforts of the Valley Trail which proposes a trail along irrigation canal that runs from Peshastin to Leavenworth. Pioneer Ditch recently came out publicly stating they plan to pipe irrigation ditch and build trail on top. Not sure who has ownership there, however, Icicle Irrigation District (Leavenworth) only has easement. Need to be discussions with property owners for potential trail. Part of the challenge is that some

property owners have incorporated irrigation ditch into their yards and privacy might be an issue for property owners if proposed trail is too close to homes.

- GIS data has active road layers and can be obtained from Wenatchee Supervisor Pat Murphy or Mary Bean.
- USFS is working in the best interest of the public. Will continue to maintain lands, such as fire management and Deer Winter Range, which could mean possible closures to recreational users.

APPENDIX A

City, County, State, and Federal Government

- City of Leavenworth: Rob Eaton, Mayor, Christine Jakobsen, Planning Commissioner, and Member, Regional Trails Planning Steering Committee (RTPSC), Elmer Larsen, City Councilor and Member, RTPSC, Chris Rader, City Councilor, and Member, RTPSC, Pete Olson, Planning Commissioner, and Member, RTPSC
- Chelan County: Keith Goehner, Chelan County Commissioner, David Grimes, Interim Community Development Assistant Director, Dennis Nicholson, Planning Commissioner, and Member, RTPSC
- Washington Department of Transportation (WSDOT): Cindy McGlothern, Planning Engineer
- US Forest Service (USFS): Bill Hartl, Recreation Director, Vaughn Marble, District Ranger, USFS, Member, RTPSC

Schools

- Cascade School District: Elia Ala'ilima-Daley, Athletic Director, Rob Clark, Superintendent, Kathy Wendlandt, Equestrian Advisor

Special Purpose Districts

- Chelan County Public Utility District: Ray Heit, Parks Superintendent, Kris Pomianek, Recreation Residential Plan Advisor
- Peshastin Irrigation District Board Member: Jim Koempel
- LINK Transit: Richard DeRock, General Manager

User Groups

- Back Country Horsemen: Marcia Summers, Member, and Patti Erickson
- Back Country Users Group: Dwayne McMahon, Member and Owner, Der Sportsman
- Barn Beach Reserve: Jeff Parsons, Director
- Bavarian Volksport Association: Bobbi Ferg, Member, Duane Russell, Member
- Chelan Douglas Land Trust: Patrick Walker, Trails Coordinator
- Leavenworth Light Footers: Tina Rieman, Member
- Leavenworth Mountain Sports: Adam McKenny, Member, and Back Country Users Group
- Sleeping Lady Lodge: Michael Molohon
- Leavenworth Winter Sports Club: Linda Bannon, Administrative Assistant, Bob Black, General Manager and Chris Clark, Board of Directors
- Brian Behle, Previous owner of Leavenworth Mountain Sports and Recreation User
- Peshastin Community Council, and Parks and Recreation Service Area (PRSA): Steve Keene, Member, RTPSC
- Osprey Rafting: Gary Plannagan, Owner
- TRAIL Washington: James Munly, Member, RTPSC, and Owner, Das Rad Haus
- Upper Valley Connection: Terry Anderman, Member

Upper Valley Regional Trails Plan
Inventory and Site Assessment—Public Questionnaire Summary

November 17, 2008

As part of the first phase in developing the Upper Valley Regional Trails Plan, the City of Leavenworth, Upper Valley Regional Trails Plan Steering Committee, and consultant project team gathered ideas from the community for improving existing trails and identifying new trail connections and trail amenities and design guidelines. This report summarizes the input received at the public open house (October 29, 2008) and the comment forms and online questionnaire input received during the comment period after the open house (October 30 through November 12, 2008).

Input was collected in three different ways:

1. In meetings with trail users (October 29 and 30, 2008)—A summary of the feedback gathered through the meetings with trail users is contained in "Upper Valley Regional Trails Plan Stakeholder Responses." This document is currently posted as a .pdf on the City of Leavenworth's project web site, www.cityofleavenworth.com.

2. At a public open house (October 29, 2008)—Community members were encouraged to respond in writing to the questionnaire or by writing their comments on a flip chart pad or on one of the project area or existing conditions maps.

3. Through a public online questionnaire posted on the project web site, www.cityofleavenworth.com, and comments accepted October 30 through November 12, 2008.

The following is a verbatim summary of the comments provided at the open house on flip chart pads and in responses to the questionnaire, as well as responses to the online questionnaire.

1. What do you enjoy and value about the Upper Valley area trail system (uses include, but are not limited to, pedestrian, bicycle, equestrian, and cross-country skiing)?

Open House Questionnaire Input

- I use the trails for all above purposes (except horses), but I am not aware that there was an "official system" — the trails are an important of our recreation in the Upper Valley.

- Accessibility & close to home for during week enjoyment exercise for fitness. Extraordinary views, varied terrain, and settings. Each offers its own experiences — Ski Hill, Blackbird Island, Fish Hatchery, etc.). Run, walk, cross-country skiing, and biking.
- Pedestrian and biking.
- Easy access (for me) to bike/hike/cross-country ski trails.
- Road and mountain biking, walking, running, and ski. I see present and expanded trail system as a tremendous asset to the entire valley — totally supportive.
- Availability and proximity — in some solitude.
- Quick access.
- I like using all trails. Pedestrian, skiing, hiking, etc.
- Mountain biking, skate skiing, walking, and running.
- Hiking/biking/cross-country skiing.
- Pedestrian and bicycle. Love the natural settings, proximity to the waterways and that they are close to home.
- Walking and biking along waterfront and hiking above Ski Hill.

Online Questionnaire Input

- Mountain biking.
- Mountain biking in Fruend canyon and other locales.
- Pedestrian.
- Cross-country trails, hiking, and off-road biking trails.

2. Where do you see opportunities for improvements to the existing trails? What type of improvements would you like to see?

Open House Questionnaire Input

- Improve connections between Leavenworth Road — connect Forest Service trails — whatever happened to the plan for more trails in the Ski Hill area?
- Developing biking trails for other uses like hiking in Fruend Canyon, expanding towards Plain and Lake Wenatchee, making connection to Ski Hill trails.
- I would like to see a separation between pedestrian and bicycle users.
- Waterfront trails need improvements for walking and biking. Benches need to be repaired.
- Pedestrian and bicycle trails up to Sleeping Lady, Ski Hill, and Blackbird Island.
- More non-winter sports clubs cross-country skiing — non motorized trails, like Van Creek, but without the snowmobiles or maybe lanes for the first 5 miles — one side skiers, one side snowmobiles.
- Greater connectivity and continuing effort to exclude busy roads from the system.
- Locate elevated viewpoints from roadway (Mountain Home Road, etc.), create short trail with picnic benches. Would love to see trails along the Wenatchee River in Tumwater

Canyon — even consider closing road and using it only for hiking and biking. Maybe even a trolley system from Leavenworth to the Tumwater campground bridge and back, which would be a good tourist attraction. Trails on the south side of the Pipeline Trail.

- Better bike lanes on East Leavenworth Road and Icicle. I would also like to see more nearby multi-use trails in the hills. More Nordic ski trails.
- I would like to see some more serious restoration at Blackbird and to tie Blackbird and Enchantment into an Icicle/East Leavenworth route.
- Mile markers on hiking/biking trails, but most trails are in good shape.
- More trails, designated trails up around Ski Hill and Titus Road that would be safe from car traffic.
- Bringing more existing mountain bike trails into the system.

Open House Flip Chart Input

- Some of (one pathway) Riverfront Park trail system should be paved for wheelchair access
- Bike/pedestrian attachments to bridges – Icicle Road/Highway 2
- Walkers/bikers: have signs like "walk left/bike right" as seen on other trail systems
- Would like to see separation of wheeled from walking trails for safety – senior citizens for example
- Better bike/pedestrian lanes on East Leavenworth Road, Titus – Ski Hill
- Parking and turn-around for horse trailers
- Equestrians need points of access with parking for trails – and sharing with mountain bikes is a concern because bikes are silent and fast
- Paving is not always necessary and often undesirable
- Improve site lines by widening corners or using one-way sections of trails that are not wide enough to pass safely
- Need safe pedestrian/bike land on East Leavenworth Road
- Motorist education signs on roads i.e.: Chumstick
- Circle trail around Leavenworth, at an elevation with "sporks" to allow many points of access from Ski Hill to Sleeping Lady
- More down-hill bike trails
- Get outright permission from irrigation district to use ditch trails for public biking/hiking
- Widening roads for bike trails can make cars go faster, which increases danger – Icicle Road for example
- The newly paved tar/gravel on Ski Hill, Pine, and Titus is way too bumpy and sharp for strollers (many parents use this). The walking path of the road needs to be black-topped smoother and needs a double line that shows in the dark
- Want to be able to ride bike to Plain up Chumstick

- Improve trail beds at Icicle River trails/hatchery trails for summer use, specifically too sandy for running, hiking, and biking
- More pedestrian, bike, equestrian trails, less motorized – link existing/former logging roads (Peshastin, Eagle Creek, Van Creek, Freund, Leavenworth)

Online Questionnaire Input

- A better relationship with the Forest Service. Mountain biking is very limited currently by the Forest Service.
- More mountain biking trails: beginner, intermediate, and expert.
- Sidewalks.
- Road bike trails, pedestrian trails throughout towns and neighborhood. Burke Gilman trail in Seattle is a great example

3. **Do you feel that there are enough of the right types of trails in the Upper Valley region? If not, what types of trails (i.e., pedestrian/bicycle, equestrian, cross-country skiing, mountain bike) are needed and where are they needed?**

Open House Questionnaire Input

- Down Valley Trails.
- Need family-centered trail close into Leavenworth Valley that extends up and down the valley. Best example would be to put something like the Icicle Gorge trail along perimeter of the Icicle Valley. Develop trails: hiking/biking/cross-country skiing in Mountain Home area above valley. Connectors to this as well. Need more ski trails!
- Yes. Make sure the trails give equal access to pedestrian and bicycle users.
- Some pedestrian and bicycle trails needed.
- I would like to see additional easy, but single-track bike trails. Groom Forest Service roads for skiing.
- Connecting Leavenworth to the Plain area and Leavenworth to up the Icicle Valley and Upper Chumstick in the form of pedestrian, biking, and cross-country skiing trails.
- Leavenworth to Wenatchee a good idea. Maps of city alleys needs some upgrading.
- More pedestrian/bicyclist trails. All of above. There are networks that already exist north of North Road, Tumwater's adjacent canyons, Mountain Home. Would be great to develop these.
- Local access to trail that has a rolling to flat profile. Think Icicle Gorge equals Hatchery area and improve trail surfaces.
- I'd like the emphasis to be on travel and transportation. While recreation is second and scored according to user days and dollars (skiing and cycling).
- Mountain bike trails off Forest Service roads.

- More pedestrian and bicycle trails that could be converted to cross-country in winter. We prefer to snowshoe — could the winter trails allow for that sport — we don't need groomed trails for snowshoes.
- No. We need many more mountain bike trails. There is a large mountain bike population in the area. They have few trails to use. Trails are needed up Ranger Road, up Ski Hill, up Stevens and Derby canyons.

Open House Flip Chart Input

- A trail from town, up and over Tumwater Mountain, into Freund Canyon. The trail would be for mountain bikes, hikers, and equestrians
- More bicycle lanes in town! – Yes! Especially on East Leavenworth Road
- When connecting equestrian trails to town, we will need hitch rails to be able to do business
- Foot/bike bridge (Nepal cable type) Barn beach/Park to "take out" (East Leavenworth Road)
- I would like to be able to go by bicycle and by horse from Peshastin to Leavenworth, to the Ski Hill, and up the Icicle without being on the Highway! – x 2
- Bicycle trail from the end of Wilson Road, across the river, to connect with East Leavenworth Road – maybe head of Joyful Place area
- More pedestrian trails – there are none other than Enchantment Park
- Trails on Rattlesnake Hill – easy hiking ones from the High School and Skate Park and steeper single track off the back side
- Cross country ski trails connecting different parts of the Valley to Lake Wenatchee – with huts
- Urban trail system like Bellingham, WA
- Water trails linking Upper and Lower Valley
- Chairlift or gondola to Mountain Home Trail System
- Trails along the river in Tumwater Canyon – on both sides – some unobtrusive bridges to allow for shorter loops – perhaps a trail to top of Derby Canyon, if feasible
- Increase local multiuse trails – bike/hike/horse
- There are a lot of unofficial trails that exist along the ridges of the North side of North Road, up Fox Canyon, Posey, etc., that have a ring of private property surrounding National Forest property. This would be an excellent area to develop – it has a logging road behind it that runs to Derby Canyon, Sauer Mountain, and Eagle Creek
- Question if Nordic tracks could be groomed from Derby Canyon to Eagle Creek?

Online Questionnaire Input

- I am most familiar with mountain biking trails. There are many trails that the Forest Service is unaware of and they show no interest in promoting, maps, etc.
- No. More mountain biking trails.

- Bike/walking trails in and around Leavenworth, maybe near or around East Leavenworth Road.
- There is a bike lane on Hwy 2 and that's it. Not Sufficient! There should be a bike lane or alternative trail for bike commuters. There is a serious issue with lack of sidewalks on arterial streets making it dangerous for kids to walk to school. If there were alternative pedestrian paths with a bike lane this would solve the problem.

4. Where do you see opportunities to link or make connections between existing trails?

Open House Questionnaire Input

- Connect cross-country ski trails for skiing to town from the Icicle Valley (Hatchery Trail system).
- Ski Hill and Freund Canyon. Derby Canyon to Eagle Creek area. Use irrigation ditch as routes.
- Hiking/biking/skiing trail paralleling Eagle Creek and connecting Chumstick to Van Creek. The Eagle Creek expansion claims to have increased safety as a goal. Separate space for walkers, etc. Would do this better than a wider road.
- Use old logging roads for trails/cross-country/snowshoe trails.
- I like the suggestion of the bridge across the Wenatchee River from Barn Beach to Trout Unlimited.
- Along the irrigation ditches. Leavenworth to Wenatchee. Icicle/East Leavenworth, Blackbird, Enchantment, Ski Hill, and Titus.
- It would be nice to make more loop trails with signs — off Ranger, Eagle, Derby, etc. All canyon roads.
- A link between Barn Beach trails and Ski Hill under Highway 2 — possibly at east end of town.
- I would like a link between the waterfront trails, Barn Beach trails, and the proposed Icicle train station.

Open House Flip Chart Input

- Leavenworth to Plain Trails – ridges from Spromberg to Camp 12 Road, Leavenworth, Peshastin, Dryden, Cashmere, and Wenatchee
- Connect State Parks – Lake Wenatchee, Peshastin Pinnacles, Confluence
- Connect Highway 2 (near Icicle Road) to the Ski Hill trails – lower easy trail and upper harder trail
- A connecting trail from Icicle Ridge trailhead, across hillside above private property, and up the valley to connect to Icicle River Ski trails
- Trails along the Golf course edge – why can't we utilize this public land as more than just an exclusive golf course? It would allow a large connection to be made to the rest of

the trails along the shore and possible new trails connecting from there and around East Leavenworth Road
- Trails along Ski Hill and Tumwater – trails that could utilize both new trails and existing roadways
- Trail that cuts the seven mile East Leavenworth Road/Icicle trail in half – footbridge maybe
- Use Methow as a model. Give a free lifetime pass to the ski trail in exchange for private property easement
- Make it easier for everyone… locals and tourists to walk or bike to town than drive
- Irrigation ditches – who has the rights to these? What are the easement rights… how big are they? What are the limitations?
- Ski Hill to Freund Canyon
- Mountain Home trails
- Think Wales/England, Ireland, Scotland "walking" trails system
- Restricted/defined "shooting" and "hunting" areas – scary to use trails during hunting seasons –legal and otherwise

Online Questionnaire Input

- In Fruend Canyon.
- A loop that connected ski hill to East Leavenworth road, even just a sidewalk that would allow people to walk and bike on these roads more safely would be great and I would use it.
- Black bird Island could link up with a trail going through the golf course out to Icicle Road. Ski Hill trails could link up with North Road to Peshastin or downtown.

5. What would you say should be the top three trails improvements and why?

Open House Questionnaire Input

- Trail to Peshastin from Leavenworth, along Wenatchee River to connect these communities.
- One: expand cross-country ski trails — need very popular, good for commercial people business. Two: trail to Wenatchee — get started and go as far as possible. Connect where can, then fill in gaps as can over time. Build and it will fill! Recreation, health, property values, commuting, sustainable transportation, safety, etc. Three: family-centered travel. Good for locals, families, and tourists.
- Separate bicycle and pedestrians. Bicyclists are very arrogant at times.
- All too dangerous at this time.
- Leavenworth city trails accessed from town.
- One: Ski Hill loop. Two: East Leavenworth to Icicle Road. Three: North Road. These are important because of the safety. They are well traveled.

- Improving bike lanes through town, Icicle, East Leavenworth Road, Waterfront Park — accesses large group.
- One: Ski Hill — Freund Canyon trails access. Two: Leavenworth to Wenatchee community trail — paved. Three: Leavenworth to Plain trail — single track.
- Leavenworth to Wenatchee, Build sidewalks to school, and improve safety of the Titus loop and East Leavenworth Road.
- More signs, pointing out mountains/natural features.
- Would like to see a trail along Icicle Creek Road. All the way up the canyon. Also, hiking, biking trails to fish hatchery from town — widen some areas for safety — some sort of bridge extension for safe bike travel over Wenatchee River bridge (poor visibility & not wide enough now).
- One: A link between downtown and the Icicle train station. Two: More mountain bike trails. Three: A trail that works with the "Valley Trail" linking Leavenworth to Wenatchee.
- Improve and maintain trails on and to Blackbird Island. We need a bicycle trail on East Leavenworth Road and Icicle Road. Improve path on ridge at north edge of valley (loops around Ranger Road).

Online Questionnaire Input

- No one specific trail. A good variety of trails would be great. Bend, OR has done an excellent job of providing trails, maps, a website, etc. James at Das Rad Haus will be a great support.

6. How can we make it easier for people to easily switch between modes of travel, such as driving a car, taking transit, using Amtrak, bicycling and walking?

Open House Questionnaire Input

- Park-and-rides! The downtown Leavenworth park-and-ride is overloaded — used by LINK Transit connectors, Stevens Pass employees, and morning walkers. It is getting difficult to find a parking space.
- Connectors, co-locating, enough bike racks on buses, accommodate bikes on Amtrak, good bike racks, places to park cars. Covered multi-level parking downtown, walking zone downtown that connects to valley neighborhoods.
- Take well-working models from other cities and towns.
- Trials and safe bike lanes to Amtrak station/LINK Transit stop. City bikes for locals and tourists to use à la some European towns.
- Definitely incorporate bus stops as part of trail systems.
- Parking and shelter for cars and bikes.
- Arrange for public transportation bus service to arrive and depart with Amtrak service. During summer, include secondary service with bike racks on buses.

- If Amtrak is here, add a shuttle. If trailheads are available, make shuttle available.
- Trailheads from town to Tumwater Mountain, Mountain Home, Fox Road/Canyon trail access.
- Charge a fee on the Amtrak ticket to fund a safe bike/walk trail to town. Continue to build on this with running and cycling events. Amtrak should also always offer a bike car. Give travelers a reduced ticket price or visitor incentive for train travel for ski or cycle events.
- Sidewalks/bike lanes would encourage less driving to trailheads.
- Provide parking!
- Link up a comprehensive trail system that easily connects all these forms of transportation and makes them accessible.
- Bike racks, more park-and-ride lots, and designated parking areas.

Online Questionnaire Input

- This question is not clear.
- A train stop in Leavenworth for one. Also a more comprehensive bus system in Leavenworth. I live in town and work at Sleeping Lady. It is not possible for me to take the bus because it would require a time consuming transfer for a 5 mile trip. Not worth it.
- We need more bike racks throughout town. If you have safe trails everyone will use them. People need options. Right now their best, most-efficient option is to stick to their car.

7. Are there enough supporting facilities near trails (i.e., parking, restrooms, information kiosks)?

Open House Questionnaire Input

- There are not enough restrooms or garbage facilities, litter or general trail information.
- No! Ski Hill needs sani-cans! Build trails, not parking spaces for cars at trailhead! Reason to have connector. Good maps of trails really help at kiosks.
- Yes.
- The need will follow as things progress.
- There aren't any now.
- Parking and restroom facilities are lacking and need to be considered as part of any trail system.
- Depends on where it is.
- Currently yes, keep it simple. That would equal low cost, sense of adventure, less vandalism opportunities, and less maintenance.
- Recycling station, covered LINK Transit shelters, and bike racks that are covered and secure.

- More places to buy parking passes would be appreciated.
- Public restroom for after hours at the fish hatchery would be nice other than a port-a-john.
- At most trails, no. At the waterfront (Enchantment Park), yes.
- No and not all are open for all four seasons.

Online Questionnaire Input

- No, this is the weakest link. Link transit is a good starting point for support and perhaps "standardization of maps, information, etc.
- Yes. Besides trail signs, info kiosks, and restrooms are a waste of money anyways.
- I think so.
- Parking could be an issue. Getting grants for interpretative signage along trails could be a great way to draw people in.

8. **What are ideal qualities and physical characteristics associated with desired trail types: pedestrian/bicycle, equestrian, skiing, mountain bike, and multi-use (qualities and characteristics may include factors such as landscape, slope, location, trail standards)?**

Open House Questionnaire Input

- If providing trails for commuters, the trails need to be paved. If only for recreation — crushed/packed rock would be fine.
- Sustainable trails, not asphalt surfaces. Views… everything here is up. Look for better grades for trails that accommodate walkers, strollers, runners, etc. Have areas that provide what mountain bikes need for technical riding.
- Variety. Some flat, some hills.
- Some mountain bike trails should be designed to accommodate inexperienced or older riders (i.e. rolling, but few steep ascents/descents, not highly technical trails).
- From a constructability point of view, avoid concrete and asphalt.
- Nice views, moderate grade, both trails that are in sun need shade.
- Views for photography.
- Wise construction standards (water bars), minimizing noxious weeds.
- Using natural landscape as much as possible, wide enough trails for multi use.
- Accessible. Increase trails for handicapped — Blackbird Island and Barn Beach are good areas for this.
- Multi-use for pedestrians/bikers/mountain bikers during summer months, with cross-country skiing access in the winter months. Waterfront access where possible. Wide enough for two-way use in the city area.

Open House Flipchart Comment Input

- Equestrian : dirt

- Multi-use: if there are any tight trails or corners of concern, of where horse can meet bike head-on, one option would be to make one-way loops
- All: minimize number of blind turns, make trails wide enough at turns to be able to pass
- Dirt surfaces, no pavement or hard surfaces
- One-way trails for high use areas
- Shared use okay – adjacent with differing surfaces or separate use
- Workable slope (10%)?
- Hard surface for handicapped accessibility
- Separation of different modes – separate bikes from pedestrians
- Wide enough for safe multi-mode use

Online Questionnaire Input

- For me, mountain biking and horseback riding.
- Mountain biking trails. More difficult trails that included landscaped technical trail features (aka stunts).
- All additional trails are good. I think keeping them close to high traffic areas could be good. I am a lady from the city and I am a little resistant to walking alone in the woods at ski hill because of safety. I would feel more safe with more people around. Like on Blackbird Island.
- I like the paved trails that have a center yellow line; therefore you have a two-way flow of traffic or a walk and bike lane. Trails are a way of commuting for a lot of folks, but it would be great to incorporate our landscape: rivers, xc trails, bus stops, etc.

9. What existing local amenities, built or natural should be considered in developing the regional trails plan?

Open House Questionnaire Input

- Access to parking areas, access to services and lookouts at higher elevations, to take advantage of the beautiful views. Gain access to the ditch right-of-way!
- Golf course riverfront as trail corridor. Natural areas along waterfront in town. Find ways to reduce future impact of town center development on naturalness of those trailed areas.
- None.
- Provide trails and develop access to wetland behind SHARE project, between Titus and Chumstick.
- Viewpoints, such as Mountain Home Road, Ranger Road, road off Chumstick, and top of Rattlesnake. Be nice to connect local centers of interest, such as Sleeping Lady, Golf Course, Village, Ski Hill, High School, Barn Beach, and Mountain Home.
- Water, t and e plants, runoff, maintenance, and funding.

- Recreational and practical so people who wish can leave their cars at home and walk or bike safely to work.
- Existing mountain bike trails and public lands that could be used for linking trails.

Online Questionnaire Input

- View, terrain, and parking.
- Not sure. I think the trails should encourage people to get to the down town retail outlets by other modes than vehicles.
- Keep the commuter trails near services. Cross-country ski trails could be interconnected from Icicle Road to Ski Hill.

10. Are there areas where the safety of motorists, pedestrian and trail users, or off-road vehicle users is a concern?

Open House Questionnaire Input

- All roadways and intersections.
- First, crossing Highway 2 at intersection with East Leavenworth Road when doing the loop counterclockwise is almost impossible. Second, need bike/pedestrian lane on Icicle Road Bridge over Wenatchee River, very dangerous, especially when cars crowd sides of road in summer months for river access and when road is slick in cold months. Third, safe passage across Highway 2 with Valley Trail.
- All trails.
- Icicle Road, Ski Hill, and Blackbird Island — bad road to walk and ride.
- All Forest Service roads that are designated "trails" on the maps.
- Many people use the "ski hill loop" (Titus and Ski Hill Roads) as a recreational
- It is not safe to go up the Chumstick from Leavenworth except in a car. A trail would provide a good alternative.
- Ski Hill loop is a speedway. Narrow shoulder creates a hazard for walkers.
- Chumstick to North Road. Intersection East Leavenworth to Highway 2.
- I would like to walk along the river in Tumwater Canyon. Lots of traffic noise — nice to have a "trail" on other side of guardrail and a few more turnouts would be nice.
- Chumstick Road, Titus Road, Eagle Creek, Osborn area, and Ski Hill Drive.
- Chumstick Highway — vehicles versus bicycles equal danger. There is also a huge need for bicycle lanes on East Leavenworth Road and Icicle Road. Icicle Canyon Road — a trail (gravel) for pedestrians and mountain bikes along side of the paved road would be much safer again. There is poor visibility in confrontation with cars.
- Yes. When connecting waterfront trails and Barn Beach, or the trails with the Icicle train station through town.

Online Questionnaire Input

- Currently there seems to be enough space for all types, but better connectors would help.
- No.
- East Leavenworth Road. I feel unsafe walking there and I am annoyed when I come across bikers in my car. Especially in the S curves.
- Highway 2.

11. In light of budget and staffing constraints, identify creative approaches or funding opportunities for the construction and maintenance of existing and proposed trails.

Open House Questionnaire Input

- Hotel/motel tax — Gas tax (less cars on road means less need for road improvements) — volunteer time.
- Start small and low budget first to just get right-of-way and a path of sorts through. Improvements as needed later. If kept minimal and low-tech, volunteers can do a lot. I saw this elsewhere where the trail got in and used and improved because it was basic.
- Fund yourselves!!!
- Local clubs.
- Levy on future train riders arriving in Leavenworth. Non-locals will create a large impact on bike trails.
- Any health grants (in light of rising obesity)?
- Volunteers and maybe Bill and Melinda Gates (have them hike locally).
- Involve the schools, user groups, 4-H, Job Corps, and again, charge a fee on the Amtrak ticket to fund a safe bike/walk trail to town. Continue to build on this with running and cycling events. Amtrak should also always offer a bike car. Give travelers a reduced ticket price or visitor incentive for train travel for ski or cycle events.
- Creating more volunteer opportunities by increased public announcements. Trade volunteer hours for parking passes/cross-country ski passes, etc.
- Volunteers and the usual: bake sale, barbeque, etc. Ask the PUD for help.
- Volunteer work groups. There are already many different organizations represented on the steering committee. Apply for grants and state funding for "bike-friendly communities."

Online Questionnaire Input

- See "Trails Washington" and Das Rad Haus are one example.
- Benefit races... ski, run, bike! Benefit concert at ski hill.
- Grants! Connect the trails through government agencies, i.e., forest service, hatchery, etc. Use their government money that would be allotted to education. Put interpretive signage on the trails to obtain both goals.

12. Do you have any other information that the project team should be aware of or take into consideration? For example, do you know of any proposed projects, such as utilities, recreational, that would complement the trail planning efforts?

Open House Questionnaire Input

- Eagle Creek is getting "improved" summer 2009.
- I strongly urge that Upper Valley Trail effort should look to supporting and working with efforts to develop a Leavenworth to Wenatchee trail. I consider such an extended system to be extremely important.
- Chelan County Engineering has numerous prospects planned at Ski Hill, North Road, and East Leavenworth Road. Standards to include trains is needed.
- Trails need to connect viewpoints and have nice brochures made that advertise the new trails.
- Coordinate with SHARE, Habitat, developers, and realtors to make a proactive effort that they see the value in.
- Connect with Valley Trail.

Online Questionnaire Input

- No responses to this question.

13. Who else should we be talking to or make sure is included in our stakeholders database?

Open House Questionnaire Input

- First, have easy and easy to get to trails for tourists to increase Leavenworth's appeal as a recreation destination. Second, increase access to more "aggressive" trails for non-motorized users.
- Port of Chelan and fish hatchery.
- High school kids! Talk to hotel/motel owners — what do guests ask for?
- Local landowners with vacant lots. See if you can obtain easements for trails.
- Margaret — A neighbor of mine. She is a property owner in Ski Hill area who would not mind trail on her property. 12315 Village View Drive, (509) 548-0166.

Online Questionnaire Input

- I would suggest looking at other areas, such as Bend, OR, Sun Valley, ID, Winthrop, WA for their help and suggestions. All of these locations have done a good job of working with the Forest Service. For some reason, the Leavenworth District Forest Service has a very poor relationship with supplying information and usability of our lands. Other districts are Great (i.e., Deutschs in Bend, OR).

Upper Valley Regional Trails Plan

Alternatives Review – Open House Summary

January 14, 2009

The Upper Valley Regional Trails Plan Steering Committee and the City of Leavenworth hosted an open house on Wednesday, January 14, 2009 from 7:00 to 9:00 p.m. in order to present three alternatives for the Upper Valley Regional Trails Plan and draft design guidelines for public review and input.

The meeting was advertised by posting notices to the project email list, on the City's web site, and at City Hall.

During the first 20 minutes of the open house, attendees reviewed exhibits and asked questions of project team members. At 7:20, Connie Krueger, City of Leavenworth Community Development Director, presented project background information, such as the project goals and a summary of the work effort to date. She also introduced the members of the Steering Committee. Juanita Rogers, landscape architect and project manager from BERGER/ABAM Engineers Inc. (B/A), gave an overview of the three alternatives, highlighting the key features of each, and presented the draft design guidelines.

Following the presentations, Karyn Criswell, B/A facilitator, moderated a question and answer session, after which attendees were invited to continue viewing the exhibits, ask questions, and provide input by completing a comment form. The following sections contain the input received at the open house and the input received later during the comment period (January 14 through January 30, 2009) via comment forms and an online questionnaire.

How do you use trails? (tally)

17	Biking	11	Running
6	Horseback	16	Skiing
20	Hiking	16	Walking

User Groups Identified on Sign-in Sheet at Meeting *(based on 32 public attendees)*:

28 – Biking	14 – Running
2 – Horseback	23 – Skiing
32 – Hiking	30 – Walking

Trails Plan Alternatives

A transcription follows of the comments provided on comment forms either at the open house or during the comment period.

Alternative A

What three features do you like best about Alternative A?

- (3) A11 Connection from hatchery trails to golf course and Waterfront Park.
- (2) A12 and A7 Connection from Mountain Home to hatchery and golf course.
- (2) A13 Trails up to Ski Hill.
- These are important to connect existing ski trail venues.
- A14 Rattlesnake Hill Trail.
- A1 Pedestrian bridge connecting with the boat launch and the trail along the east side of the river.
- A8 Shared road trail on East Leavenworth Road.
- Mountain bike trail up Ski Hill and Ranger Road.
- North road improvements (how do these differ from Plan C with "north road bicycle C3?" Want North road to be accessible by horses, walkers, mountain bikers, etc, see road design comments below.)
- A17 connect Leavenworth (North Road) to Eagle & Derby canyons, and make it a horse / mountain bike trail
- Love A12 connect mountain home road to hatchery; horses use both of those areas so horse-accessible would be very important here.
- Improved safety for pedestrians going to and from schools, library, and other downtown services (hospital).
- Trail to train depot.
- Improve Chumstick and Eagle Creek for cars and pedestrians. I.e. lower the speed limit.
- This would be my choice of the three. A13 – Ski Hill to town trail
- A7 & A12 – connecting Mountain Home to Hatchery trails
- A11 – Eastside trail to Waterfront Park
- Can't stop at just three (too many good trails on A) – A14 Rattlesnake trail, A3 to Icicle Station, A19 Improving Chumstick Highway for bikes. All GREAT ideas!
- The Nordic ski trails from Ski Hill to downtown A13.
- The exploration of a trail from North Rd (probably odd of Fox Canyon) to Eagle and Derby A17.
- A safer bike path eastbound. Either A3 or A15.
- Connection of Mountain Home to Hatchery trail A12.
- A3 North Road improvements, A12 connection to Mountain Home trails to Hatchery, and Bridge downtown to boat launch and road from Titus to Chumstick.
- Trails that maximize use of common areas/public lands for users of all abilities. Maximize use areas along public easements in the valley – near schools, parks, and

businesses for walkers and bikers – in areas of the valley already open to the public. Make safer with amendments to bridges and use of median strips. Up the variety of transportation and the energy consumption and global warming impacts will go down.

- A13 – Nordic trail from Ski Hill to downtown, A19 – Chumstick bike lane, and A1 – Sidewalk improvements.
- A11/A7 – I would actually like to see this as a seasonal (ski) use, not necessarily mixed use – would provide connection to golf course/hatchery if the Wenatchee Bridge is built. A15 – safe route for road bikes is need to down valley off of Highway 2.
- A13 – Provides more skiing connected with Ski Hill – if there is a way to push the connection to Enchantment Park all the better.
- A12 – important to connect valley to Mountain Home one way or another, A13, and A1 – connecting Titus to Park and ride thru USFS.
- Redirect bicycle traffic to low volume road. Improve Mountain Home Rd to Forest Service Roads. Explore connections to Eagle Creek and Derby Canyon.
- A13 seasonal Nordic trails from Ski Hill to downtown. A19 Improve Chumstick Highway for bicycle users. A7 Hatchery Trail provides easy recreational biking and commuting for employees.
- Using existing PUBLIC roads and rights-of-way. Sidewalk improvements A1, A2, A4, A5. Improvements for bicycle use on A19, A15, A3 bridge improvement on Icicle Rd. is an excellent idea.

Does Alternative A provide enough of the right types of trails to serve a variety of users? If not, what do you think we need more of?

- Connect A13 to waterfront trails.
- Yes this is a great improvement!
- Trails easy to access from town.
- Variety of trail types – level/more steep.
- Shows good use of existing roadways.
- I like the cantilever trail additions on the bridges. Much safer than the current option.
- Not enough horse/mountain bike trails; No connection between Peshastin/Chumstick/Ski Hill for mountain bikes or horses.
- Need ways for mountain bikers and horses to get from outlying areas (from Eagle creek, North Road, Peshastin, Plain, & the Chumstick) to the ski hill, mountain home, the fish hatchery, and the icicle.
- I believe that there is some equestrian activity at the fish hatchery. Good place for beginners, close to town.
- Yes.
- I think it provides a good range of trails. The access to Derby and Eagle Creek via A17 would open a huge expanse of forest service roads and an already existing informal trails system. Trails emphasizing the use of private property. Prefer to avoid

using/crossing private land. The expense would be higher. A steep slope for small subset of users brings the importance down. Put efforts into maximizing good (most people served). Steep grades are less accessible for young, old, and infirmed. Plus, it drives up the need for parking and use of cars. You should 1. Research public land along river at the golf course to connect to Icicle Bridge and 2. Research fish hatchery land.

- Alternative B's B11, B7, and B13 would be good additions. Sidewalk additions are inadequate for school children and pedestrian commuters.
- I am biased towards ski/seasonal. Seems as if the on road trails will be a relatively easy plan to implement, but the others will encounter opposition. However, the off road/seasonal trails are currently lacking and seem to be needed.
- As many cross-country skiing trail connectivity as possible.
- No, split between horses and bicycles. The two are not a good combination unless visibility is adequate.
- Yes, I like the added bike lanes and sidewalks.
- Shoulders on separate bike/pedestrian path along East Leavenworth Rd. is URGENTLY needed (A8).

Are there trail connections that should be added to Alternative A?

- Get A13 to waterfront trails.
- Add the Irrigation Ditch B17 and Penstock Trail B15.
- Need more mountain bike trail options.
- Irrigation ditch.
- A13 is a nice trail, but why is it only designated as winter only? Make it be a year-round shared use trail if possible.
- Also add B7 *in addition to* A12.
- Add B15 Old Pipeline trail, assuming horses and mountain bikes ok
- Add C 13 connect ski hill to icicle
- Old pipeline trail
- I like some things from B and C, such as connecting icicle irrigation canal to snow lakes trail and hatchery trail. Please see what I liked in Alt. B – 1 degree the Ski Hill trail connecting Highway 2 to Ski Hill C13. Also, I like the h20 front trails B11 of Alt. B.
- Alternative B's B11, B7, and B13 would be good additions. Sidewalk additions are inadequate for school children and pedestrian commuters.
- B10/B7/ - B10 would be a good seasonal addition and B7 might not be as contentious as A12.
- Although slightly off map, we should encourage USFS to implement their "1998 Tumwater Mountain Trail Plan" which as proposed connects at Ski Hill, for cross-country skiing and mountain biking. It makes more trails to the North towards Plain – connecting to Leavenworth and Plain. Note: Don't encourage Downhill Mountain biking due to erosion and accidents.

- Ski Hill extension trails.
- It would be nice to have shared use following the Ski Hill trail to downtown, connecting with Waterfront Park.

What other improvements or revisions to Alternative A would you like to see?

- Connect from boat launch to irrigation canal to hatchery.
- I'd like to see where all the public lands are located to see the best options for trail connectivity; i.e., PUD lands within the city limits, etc.
- Not familiar with Mountain Home area.
- Widen A8 (East Leavenworth Road) for bike lane!
- Trails should always accommodate as many different uses as possible. The trail design illustrations seem to create artificial limitations, for example, between mountain biking, horse riding, and hiking. A wide, hard-pack dirt trail or other non-concrete surface could accommodate *all* these uses.
- Additionally, whenever possible, using *one-way loops* can help ease potential conflicts among multiple uses. An example of where this might work might be the ski hill, where people enter and exit at the same location.
- All paved roads should include a bike lane for road bikes, in addition to and separate from the shared-use-soft-surface trails that would parallel those roads. I would hope that city planning would require bike lanes *and* off-road-shared-use trails with any new paved roads to be built in the future!
- All trails that connect outlying areas should be usable by horses—for example, from Peshastin to the Chumstick and the ski hill, from there to Mountain Home Road, from there to the fish hatchery, from there up icicle road, from there back to the ski hill.
- Safety at intersections in town.
- Separate cars from pedestrians.
- Keep pedestrians off of private property.
- Improving the road – Tumwater (C16 and C19).
- I also like the idea of a connection with the planned "valley" trail. Either C4, which I think would be the nicest or along the railroad B5.
- Eliminate A12 because of private road issues – safety, privacy, dust, and parking – already issues with non-resident trespassing on the privately maintained road, which residents pay to maintain. Do not attach addresses, names of adjacent lands, Dempsey Road Association, privacy issues, well and water outlet structures on ditch exposed to public. Disruption of wildlife habitat, fire danger up, erosion and water on property is not public water, diminishing well water, fire break road/Dempsey Access and irrigation canal adjacent to 3 sides.
- The bridge proposed for A11 is unrealistic – too expensive. Its connection to downtown will need to be via East Leavenworth Rd. with an expanded bike/pedestrian lane.
- Moving A7 to west side of river might be more agreeable to some land owners (see attached map). This is a lot of undeveloped land west of A6/A12, which may be more

agreeable alternatives to these routes (see attached map).

- As private property owners, we were distressed to see that your Alternative A appears to propose cutting a trail directly through our property located at 11015 Titus Road. The trail is labeled "A13", and would dramatically infringe on our privacy in both our existing structure, as well as planned future structures. Moreover, we already experience the nuisance of people trying to park their cars and let their animals relieve themselves in our driveway year round, so you will find us strongly opposed to any proposal that might further compromise our ability to enjoy our property privately. We'll also point out that the City is our immediate neighbor to the west. Why wouldn't the trail have been proposed on the City's property instead of on our private property?
- All Ski trail connectivity – Hatchery to downtown using bridge over the Wenatchee River or bike/walk path addition to Icicle Road bridge over the Wenatchee River.
- **Please keep the Forest Service's plan for a trail up to the top of the Tumwater Mountain. I believe it is in all three alternatives! Thanks!**
- The new road connection between Titus and Chumstick will create high speed shortcut for school commutes. Add traffic calming design to reduce speeds. I.e. curved streets, round-a-bouts, etc.
- I had trouble finding exact details that I liked and disliked in each plan. In general, the more trails the better in my mind. I like the idea of trails that are hooked into the LWSC trails. It is important for there to be a variety of trails that are well marked and easy to find right from town for visitors. A wide variety of trails that offer different levels for all folks. Examples would be: A trail on the BNSF right-away going out the Chumstick (paved or gravel). The access road is already there (dirt and some gravel areas). This would be great for a moderate pitch bike ride for riders of all ages. Another would be a trail going up Eagle Creek. I like your trails going up the valley from the golf course and hooking in with the trails at the fish hatchery. Going up on Mountain Home from there would be awesome, especially if it could hook in some good cross-country and downhill biking trails, as well as cross country ski trials (making working with Bob and Rob Johnson on some trails on their property or the Land Trust Property that Mtn Home Lodge is managing). Restrooms are needed in a variety of locations. We need to be working on year around toilets up at the ski hill (Trails Wa, LWSC, Summer Theater, Forest Service, and the City are all stake holders in the potential development up at the Ski Hill). Summer and Winter use trails on Rattle Snake Hill could also be connected to the Ski Hill complex via the lands on the Club West side of Titus. Running a winter trail down from the ski hill through the Ski Hill Road neighborhoods and ending up at the Middle School would be awesome. Weekend parking would be available at IRMS for skiers, and trails would be all set up for the middle school and high school PE classes. The trails could go across the football fields, through the wet-lands area, and then wind through the valley up to the Ski Hill. Trails in and out of the Ski Hill are very important at this time. Multi-use,

and multi-season. The trails being proposed by the PUD building, connecting to the new Amtrak Station, and continuing out the North Road (even up Fox Road), would be great. A bridge over the Wenatchee connecting Black Bird Island/Barn Beach area and the East Leavenworth Take-out would be really nice, both for winter activities and for summer activities. Bike trails/lanes on all of the country roads in the valley would be ideal.Methow Valley and Bend, Oregon are two examples of places where trails have improved quality of life, opportunities for visitors, tourism, youth activities, and recreational events/races.

- For 20 years I've shared the Ski Hill trails with dog walkers, hikers, joggers, and bikes while riding my horses. On those trails I clean up my horses poop out of consideration of other trail users, as well as at the trailhead. The shared trails have never been a problem for me, my horses, or for the many I have met, but rather I have shared many wonderful conversations with where folk's are from or local. Many folk's have enjoyed seeing, petting, and inquiring about the bred, color etc. of my horses. Ski Hill and the Hatchery both have been good examples of shared trails with the dirt surface and wide trails for passing whoever else is using the trail. I understand not all trails can have horse access but I hope horses will be included in some of these new trail systems. These trails I have mentioned are multi use for snowshoeing and cross country skiing in the winter. Everybody wins.
- Delete A7, A12 on PRIVATE roads.

Alternative B

What three features do you like best about Alternative B?

- Gondola is a neat idea.
- Trail out to Pipeline Trail and Penstock.
- (3) B15 access to train station (no number).
- B15 Trail connecting to Old Pipeline Trail to Icicle Road.
- (2) B11 shoreline.
- (2) B17 Irrigation Ditch access.
- (2) B13 Ranger Road/Town trail.
- B10 the trail connecting Enchantment Park through the golf course to Icicle Road.
- Mountain bike trails north and west of Leavenworth.
- B4 Valley Trail.
- B 10 & 11, "develop shoreline trail"
- B15 Old Pipeline trail, assuming horses and mountain bikes ok
- B7, connect to snow lakes trail
- Old pipeline trail connecting to Penstock.
- Gondola (really) they've got them in Norway and Japan.
- Sidewalks to separate pedestrians and bikers from cars.
- Shoreline trail on both sides of the Wenatchee River.
- Ski Hill Mountain biking and hiking trails though these don't have numbers and seem to be in all three alternatives.
- B7 Icicle Canal to Snow lakes trail head.
- B11 Shoreline trail.
- B11, B13, and B10.
- B15 Old Pipeline trail connecting to Penstock trail, B1 Develop sidewalk system, and B13 shared use trail to connect to Ranger Road.
- This is really just a preferred plan with sorry exceptions! Trails that maximize use of common areas/public lands for users of all abilities. Maximize use areas along public easements in the valley – near schools, parks, and businesses for walkers and bikers – in areas of the valley already open to the public. Make safer with amendments to bridges and use of median strips. Up the variety of transportation and the energy consumption and global warming impacts will go down.
- B13 – trail along base of Tumwater Mountain – if easements can be obtained this would be a fine stroll, B1 – sidewalks – good sidewalk additions, and B11 – bridge to expensive – connect to town via East Leavenworth Rd.
- B11 – Again it would be a great seasonal opportunity expansion, if in conjunction with Wenatchee Bridge. B10 – same comment as B11. B3 road and trail – we need fewer cars in town - making the station accessible is a great thing
- B11 – excellent idea to have trails on WDFW, island opposite to City Park. B13 – great idea for new trail along lower Tumwater Ridge. B12 – connection to Mountain Home trails is a good idea. Highway 2 traffic calming features to allow for pedestrians to

cross.

- Explore opportunities to connect Icicle Irrigation Canal trail to Snow lakes trail. Explore opportunities for a trail within rail right of way. Trial improvements to connect sky tam to Freund Canyon.
- Pedestrian sidewalks thru residential areas for connection to downtown and schools. B11 – Shoreline trail along both sides of the Wenatchee River. B15 – Old Pipeline trail is a safe alternative biking on Highway 2.
- Trail B10 is intriguing. B8 and B1 are good and necessary. B5 is very interesting, especially if circles bicycle use.

Does Alternative B provide enough of the right types of trails to serve a variety of users? If not, what do you think we need more of?

- Yes! Great job on these alternatives!
- Need more mountain bike trail options. There currently is only one legally recognized trail for mountain biking.Ways for mountain bikers and horses to get from outlying areas (from Eagle creek, North Road, Peshastin, Plain, & the Chumstick) to the ski hill, mountain home, the fish hatchery, and the icicle.
- Not enough horse/mountain bike trails; No connection between Peshastin/Chumstick/Ski Hill for mountain bikes or horses.
- Yes.
- No, additional ski trails here. As in the other plans.
- Yes.
- Trails emphasizing the use of private property. Prefer to avoid using/crossing private land. The expense would be higher. A steep slope for small subset of users brings the importance down. Put efforts into maximizing good (most people served). Steep grades are less accessible for young, old, and infirmed. Plus, it drives up the need for parking and use of cars. You should 1. Research public land along river at the golf course to connect to Icicle Bridge and 2. Research fish hatchery land.
- A high priority should be converting East Leavenworth Rd. to safer bicycle and pedestrian use. This is a key connection to the Icicle Rd and would complete a safe route on both sides of the valley.
- Way too much sidewalk in town/Ski Hill area – see design guidelines comments*
- More cross-country ski trail connections incorporating ideas from A and C alternatives. Connect Ski Hill to Hatchery via valley system of cross-country trails live in Methow Valley.
- This plan weighs heavily on pedestrian trails. It needs more shared use trails. This town loves to use a variety of transportation throughout the seasons. It needs more trails for bicycles and skiers.

Are there trail connections that should be added to Alternative B?

- Connection to hatchery – very important.

- Utility easement trail C15.
- Connection from Mountain Home to East Leavenworth Road.A17 connect Leavenworth (North Road) to Eagle & Derby canyons, and make it a horse / mountain bike trail
- C7 and B7 --would be silly to not connect to hatchery if you are going right by en route to Snow lakes
- C 13 connect ski hill to icicle
- Eagle Creek to Derby Canyon.
- Train Station.
- Most of the ones in "A."
- I really like the A17 exploration to trails and A16 connection.
- Extend B13 to look more like C13.
- See attached maps. A7 system, especially seasonally is a good idea.
- Wider use of the irrigation canal row is a good idea both COIC canal (west side of valley) and IPID (east side of valley) – B7. Again, the USFS "1998 plan."
- From the Icicle Irrigation Canal to Shoreline Trail. Otherwise, you would have to get on East Leavenworth Rd.
- Connect trail B10 to Icicle Road to East Leavenworth Rd to fish hatchery trails. Move B13 west to be all on Forest Service lands with a destination view point on the South end.

What other improvements or revisions to Alternative B would you like to see?

- Connect hatchery to Golf Course and waterfront park trails very necessary for ski trails.
- The trail next to the train in the ROW doesn't seem like the safest option.
- The gondola doesn't seem like it's monetarily feasible.
- Widen B8 (East Leavenworth Road) for bikes.
- Trails should always accommodate as many different uses as possible. The trail design illustrations seem to create artificial limitations, for example, between mountain biking, horse riding, and hiking. A wide, hard-pack dirt trail or other non-concrete surface could accommodate *all* these uses.
- Additionally, whenever possible, using *one-way loops* can help ease potential conflicts among multiple uses. An example of where this might work might be the ski hill, where people enter and exit at the same location.
- All paved roads should include a bike lane for road bikes, in addition to and separate from the shared-use-soft-surface trails that would parallel those roads. I would hope that city planning would require bike lanes *and* off-road-shared-use trails with any new paved roads to be built in the future!
- All trails that connect outlying areas should be usable by horses—for example, from Peshastin to the Chumstick and the ski hill, from there to Mountain Home Road, from there to the fish hatchery, from there up icicle road, from there back to the ski hill.
- Avoid trails that cross private property.
- No gondola, please!!

- A combination of A + improvements.
- The trail along the Wenatchee and trail along Icicle River – where the two meet is mostly a single property owner area and would not be feasible – even the least intrusive trail would cut into properties too much. Eliminate A7 because of private road issues – safety, privacy, dust, and parking – already issues with non-resident trespassing on the privately maintained road, which residents pay to maintain. Do not attach addresses, names of adjacent lands, Dempsey Road Association, privacy issues, well and water outlet structures on ditch exposed to public. Disruption of wildlife habitat, fire danger up, erosion and water on property is not public water, diminishing well water, fire break road/Dempsey Access and irrigation canal adjacent to 3 sides.
- Eliminate the tram – it would detract from the natural appearance of the Tumwater Mountain Skyline.
- From WSDOT – Alternative B, trail B7 intersecting US 2 may pose a safety hazard due to inadequate shoulder width along this segment of highway. Consider terminating the trail at a scenic lookout or cul-de-sac and route pedestrian access to the highway to the traffic signal.
- Seasonal connection of B13 to Ski Hill or something like A13. See attached map (oops that is C13).
- Remove gondola idea, which would turn the mountain into a zoo. "Trail improvements" up to gondola (B14) will encourage more driving up Ranger Rd, which is the opposite of what we should be trying to do. Too much environmental, viewscape, social impact. A gondola would create Disneyland about town.
- A stop light at entrance to town could be a problem. Fast cars coming around to corner, slamming on brakes on the icy winter road!!!
- Delete B7. Too much private land. Physically impossible to connect to snow lakes trail. Delete gondola trail. Delete B13 on private lands. Maybe move west to all Forest Service lands. End trail on vista point on South. B15 west to all on Forest Service lands. Delete B11.

Alternative C

What three features do you like best about Alternative C?

- (2) C7 connection of hatchery and irrigation canal to Mountain Home connection from highway to Ski Hill.
- (3) C13 Connection from end of Icicle Road to Ski Hill trails.
- C4 Connection to Valley Trail.
- C10 Golf course trail along river.
- (2) C4 and 5 the trail connecting the train station and the downtown corridor. There is quite a bit of PUD land along there.
- The extensive trail system connecting the Enchantment Park trail system to the down town corridor.
- Like the path around the golf course and the trail across the river encroaching on the least amount of private property. We live at Mountain Meadows subdivision. Would love to be able to reach the trail up behind our house that would go to Ranger Road or further – know the guy that owns that property – not sure he would cooperate.
- C22.
- It's hard to choose only 3.
- North road improvements (how do these differ from Plan A3? Want North road to be accessible by horses, walkers, mountain bikers, etc, see road design comments below.)
- C7 Connect to hatchery
- C 13 connect ski hill to icicle
- Would appear to be less expensive than A or B.
- Utilizes existing roads and sidewalks.
- Allows connection to railroad and North Rd.
- C19, C16, and C13, but like the extra length of A's ski trail – A13
- C13, C21, and C4!!!!
- C13 Ski Hill trail connecting to Highway 2 and Icicle Road to Ski Hill, C7 connect icicle irrigation canal trail to existing hatchery trail, and C2 on road trail to accommodate pedestrians and bicyclists.
- Energy use down, global warming down, variety of modes of transportation up.
- C13 – This would provide a very enjoyable route along the west side of the valley, but I would imagine rights-of-way will be difficult to obtain from private property owners, C1 – sidewalks, and C3 North Rd. bicycle lane.
- C13! – If it could be connected to Enchantment Park that would be great. C4 – tying upper and lower valleys would be a good thing. C12 – if it could be connected to C11/C10 via bridges.
- Pedestrian bridge over Highway 2. C13 is a good idea for a trail along the Tumwater Ridge base.
- Explore opportunities for more developed trails on Forest Service lands connecting to Highway 91. Connect to planned Valley Trail. Shared use trail at base of Rattlesnake

Hill.

- C13 – Ski Hill trail connection that area to Highway 2. C14 – Improvements to Punk Rock trail. Ample kiosks along trails to educate users.
- Icicle Bridge improvement. Improvements along existing public roads C1, C2, C6, C3, C4, C20, C9.

Does Alternative C provide enough of the right types of trails to serve a variety of users? If not, what do you think we need more of?

- Better connection in the valley from hatchery to Golf Course – very important. Connection gives more distance for a nice long ski or bike ride.
- Yes! Great job!
- Need more mountain bike trail options!
- I like the trail from C4 and 5 that is planned to connect to the Valley Trail.
- Ways for mountain bikers and horses to get from outlying areas (from Eagle creek, North Road, Peshastin, Plain, & the Chumstick) to the ski hill, mountain home, the fish hatchery, and the icicle.
- Not enough horse/mountain bike trails; No connection between Peshastin/Chumstick/Ski Hill for mountain bikes or horses.
- Eagle Creek to Derby Canyon has several horse trails and some camp grounds which could easily be incorporated into the plan. Mountain Home also has horse trails, but needs places to park trailers and load or unload.
- Yes.
- Yes, I like the expanded H20 front trail system of Alt. B – B11.
- Eliminate private property use in steep areas. Use public lands that serve the MAJORITY of the population – roads, bridges, schools, parks along public byways – increase the safety of these areas for tourists and citizens of all abilities.
- Dual Wenatchee Bridges are nice – should be uses in other alternates. They seem kind of pointless in this one due to the lack of connected trails.
- Whenever we think of trails to be shared by a variety of users we must always consider the safety issue. Adequate visibility between bikes and horses are critical.
- What trails are available to skiers in the winter?

Are there trail connections that should be added to Alternative C?

- Connect hatchery and golf course.
- Penstock Trail to Pipeline.
- Trail on East side of Wenatchee River.
- Widen C8.
- A17 connect Leavenworth (North Road) to Eagle & Derby canyons, and make it a horse / mountain bike trail.
- B15 Old Pipeline trail, assuming horses and mountain bikes ok.
- Most of Alternative A's.

- Along golf course/river and on fish hatchery land. Widen road up the Icicle for a bike lane.
- Chumstick bike lane – A19
- B10, B11, see suggestions on Alternative A.
- USFS 1998 plan.
- Icicle Irrigation trail to Shoreline trail (C10 and C7).

What other improvements or revisions to Alternative C would you like to see?

- Not familiar enough with this area to comment (Mt. Home).
- Love the canal to Snow Lakes but understand this crosses a lot of private land and would open up a gorgeous area that also needs to be protected from abuse and excessive use maybe that Canal Trail should be footpath only, no dogs, no horses, no bikes.
- Not C10. Leave Golf Course alone.
- Trails should always accommodate as many different uses as possible. The trail design illustrations seem to create artificial limitations, for example, between mountain biking, horse riding, and hiking. A wide, hard-pack dirt trail or other non-concrete surface could accommodate *all* these uses.
- Additionally, whenever possible, using *one-way loops* can help ease potential conflicts among multiple uses. An example of where this might work might be the ski hill, where people enter and exit at the same location.
- All paved roads should include a bike lane for road bikes, in addition to and separate from the shared-use-soft-surface trails that would parallel those roads. I would hope that city planning would require bike lanes *and* off-road-shared-use trails with any new paved roads to be built in the future!
- All trails that connect outlying areas should be usable by horses—for example, from Peshastin to the Chumstick and the ski hill, from there to Mountain Home Road, from there to the fish hatchery, from there up icicle road, from there back to the ski hill.
- Safety at intersections and crosswalks.
- Separate bikes, cars, and pedestrians.
- Avoid private property crossings.
- Most of Alternative A's.
- **We would like to request that you NOT use the land near our home for a public bike trail. The pond area near "Marson Drive" as well as above "Marson Drive." PLEASE REMOVE THE PURPOSED TRAIL THAT GOES BY OR ABOVE THE POND AND THROUGH OR ABOVE MARSON DRIVE.**
- Eliminate use of steep grades on private land – this is used by extreme sports, which causes more erosion, fire danger, and habitat disruption in these areas and limited water (wells drying up) on privately maintained road systems. Less athletic people trespass to access steep trails and park on private land – defeating the point of getting people to use alternate transportation.

- Perhaps additional access to C7.
- From WSDOT – Alternative C shows a pedestrian bridge crossing US 2 in the downtown vicinity. A pedestrian undercrossing may be more feasible due to its graphic location the same as that for intersection improvements. The City will need to ensure adequate right of way is available to accommodate all improvements. Leavenworth may want to consider another park and ride at Safeway is feasible, connecting the trail system for downtown access and access to the public transit system for those who may not be able to use the trail system.
- C14 – improving road isn't feasible due to stability geomorphic considerations.
- C14 – bad idea. Do not improve Ranger Rd because this will encourage more people to drive to the top. Ranger Rd is currently a rough road which makes a good trail. But its technically a road nonetheless – two track, wide, free to vegetation suitable for only high clearance 4x4 which currently keeps vehicle traffic relatively low. "Improvements" will increase driving.
- Add the shared use trail connecting Waterfront Park to Hatchery trail like Alternative A (A11).
- Delete C7, too much private land. Delete C13 or move west to all public land. Delete C12, too much private land. Delete C15, too much private land.

Design Guidelines

Trail design guidelines are intended to provide conceptual guidance on the physical qualities (i.e., width, surface materials) of the trail. Guidelines vary depending on several factors, such as the type of trail (i.e., pedestrian, multi-use, bicycle), presence of site constraints (i.e., sensitive lands, topography), and funding availability. At this conceptual planning phase, a range of guidelines has been identified for the various trail types. As trailing planning moves from this conceptual level of detail to the specific project level of detail, a precise design will be identified.

What features do you like best about the design guidelines?

- Trail wide enough for a snow cat groomer minimum 8′ to 10′ preferable.
- Mountain bike trail would work from other uses too.
- I like the shared-use trail incorporating bikes and a trail within the ROW. Using what is already there makes a lot of sense for servicing the most people.
- I like the cantilever trails at the bridges. The bridges are currently a little narrow for cars and pedestrians together.
- Multi-use trail – gravel, naturally conducive to multi-use and would cut down on high speed mountain bikers, willing to share but paved areas encourage more speed.
- Would love to see the cantilever bridge over the river on Icicle Road for safety of all.
- It all looks o.k. to me.
- They show specific surfaces and width/height requirements
- I like the connections/plans to improve already utilized roadways, improve bike/pedestrian safety.
- I really like the bridge concept with a trail system on the opposite side of the Wenatchee River – B11 and A11.
- The addition of the community trail – either C4 or B5.
- I like the exploration of the Derby/Eagle system, A17 via Fox/North Road.
- Median strip and separate trail along public roads, bridge amendments for safe crossing of pedestrians, handrails in limited unstable areas, and signage – stop signs and caution lights.
- Cantilever Bridge – would be needed on both sides of bridges. Hard/concrete sidewalks (traditional) should be avoided! They are not inviting or pleasing and age poorly over time. Shared use trails look appealing – most could be gravel or native surface. However routes.*
- The maps should not have been drawn without study & investigation about the possible impact on private property. The maps create more negative reaction than positive suggestions. The proposed trails next to existing public roads are the most reasonable and do able. Put sidewalks in, where appropriate, on every City street. Keep them

accessible year round. Use public road right of ways on other roads – they already belong to the public. Connect the roads within 3-4 miles of the town center (i.e.: Titus, Ski Hill, North Rd, Chumstick, Icicle Rd, E. Leavenworth, and Highway 2) with paths or walkways near the roads. Keep them safe for pedestrians. Then talk to the public about donation or easements thru their lands and have benefits in hand to offer them to encourage involvement and mitigate concerns.

- Planned mountain bike trails at Ski Hill. Shared use trails thru neighborhoods. Bridges connecting Waterfront to E. Leavenworth. Connection to Valley Trail and Amtrak. Alternative shared use trails for E. Leavenworth.
- I like the idea of different trails being developed with different users in mind.
- Get to thinking outside of the box a little. Seeing some "what if" scenarios.

What are your suggestions for improvement to the design guidelines?

- Irrigation canal – put water in pipe so top can be trail – much wider than current access on canal.
- Shared-use irrigation trail doesn't have to be paved! Packed dirt is fine.
- Most look too wide for our area.
- Why do snow trails need to be 12' wide? Do they all have to be groomed?
- Good ideas – trying to save money, use existing public lands and avoiding private properties as much as possible.
- Show more shared use possibilities. "Snow trail" and "horse trail" and "mountain bike trail" all can be the same trail.
- A different way to view this is that basically there are "hard surface uses" (road bikes, strollers) and "soft surface uses" (hiking, running, mountain biking, horse riding). These to me are only two types of trails.
- Then within those two types are width and height requirements for various uses. Clearly multiple uses would require more width.
- Differentiate between mountain bikes and road bikes. They have entirely different needs. Road bikes need pavement, mountain bikes don't.
- Do not put emphasis on private property, especially in steep terrain and no available water for fire suppression, wild habitat trails, fragile ecosystems, and erosion issues.
- Going down valley or connecting large segments of road trails should be paved for road bikes. An aside on bike trails – there is a big difference between mom & pop leisurely rites on a Sunday afternoon and higher speed commuter/training/fitness riding. If trails and routes are primarily designed for leisure riding. It will most likely be some sort of mountain bike hybrid. As a result, aggregate is an appropriate surface. Higher speed commuting/training trails should be usable by narrow wheeled road bikes and should be surfaced with asphalt.*
- None. So many great ideas!
- Trails WA is on the ride track with proposing various mountain bike trails with various skills in mind (green runs to black diamond and beyond). The Forest Service will

hopefully work with groups like Trail WA to allow for development on their lands. In addition, there is a lot of non-Forest Service land where some really cool trail development could occur.

- The design guidelines should provide for additional distance between trails and adjacent private property, if residences are close to the property line. They should also provide for visual buffers (vegetation and otherwise between trails and neighboring residences. Where drainage is an issue, off-road shared use trails should be crushed asphalt, not asphalt or concrete.
- Contact private land owners first, before proposing trails through their property. Objectives should include criteria for SAFETY (e.g. icicle bridge, E. Leavenworth Rd, Ski Hill Drive, Titus Rd). Would not just be for fun objectives, but for safety as well.

Any other comments or feedback?

- I don't think the Canal path should be paved – it's wide enough as is.
- I think it is very unfortunate that there wasn't a Forest Service representative at the meeting.
- How is the Tumwater Meeting Plan being coordinated with this plan?
- Still would like to see a partial paved trail – handicap accessible on the Blackbird Island Trail – particularly with access at the ball park area – parking there is more conducive to handicapped.
- Require dog walkers to pick up droppings – this is especially negligent at the Fish Hatchery trails – it's rude, arrogant, and just unbelievable that people do this.
- On Trails Planning Primer, p. 2 bottom – delete reference to snowmobiles.
- On Trails Planning Primer, p. 2. Create two types of snow trails – one that includes snowmobiles and one that does not.
- Planners need to remember that "I don't know anyone who does X" does not mean there isn't anyone who does X. It' hard to reach out to groups you aren't familiar with (horses).
- Most people are OK with shared use. We can come up with ways to deal with potential issues. For instance some people seem to have a problem with horse manure, but if that becomes an issue, I'd argue that dog poo is much worse… would we argue for no dogs? (I would not unless the horse poop becomes an issue, then yes, I would bring it up).
- Another 'for-instance' is the concern of bikes interacting with horses. When one-way loops can be created, this minimizes some of the concern for head-on-collisions. Also, trails should be marked if they are for both uses, so bikers and horse riders can be made aware of what to expect. (My horse is fine with bikes, and my interactions with bikers on the trail have been uniformly positive and polite!) Most local bikers and riders have outlying trails they prefer, but those trails that connect all the outlying areas would need to be accessible by all so we can get to our favorite trails.
- Are you aware that horse riders use the hatchery "ski" trails and ski hill trails in summer?

- I am in favor with any and all trails, gondolas, etc. However, I understand that there are limitations. Those limitations that render the trail concept infeasible because of topography or the like should be scrapped. However, in my opinion any trails that appear infeasible either because of cost or neighborhood acceptance should be reflected as part of the plan if the limitations become feasible. This includes the gondola concept and the bridge over the Wenatchee River, but also trails that neighborhood groups are protesting, because those neighborhoods change over time and there might be a time when the neighborhood wishes to have the trail system. The outcome would be those trails that are feasible now as a priority for funding and construction and those trails that are not economically feasibility or otherwise infeasible listed as future possibilities.
- Great options. I appreciate the quest for community input too. Look at all user groups. I think utilizing our existing infrastructure and trying to provide a variety of trails for different abilities is an excellent way to promote a healthy environment.
- Public trespassing on private lands near trails is NOT A MYTH, it is happening where I currently live – beer parties, gun shells, fire circles, and cars parked on my land – this impacts my quality of life and the natural habitat. Please develop in current byways first. These belong to the public and will be used by the greatest number of people.
- Equestrians use the Ski Hill and Hatchery trails systems, as well as Derby Canyon, Eagle Creek, Icicle Ridge, and the Mountain Home area. There is a lot of room at places such as Ski Hill to share the trail with horses and bicycles, hikers, etc. There is some concern that because trails would require more carefully thought out designs that the horse group will be eliminated. This doesn't have to be the case if there is an understanding that it is a shared trail and that it is designed in such a way to accommodate all user groups. Connections to the Derby Canyon, Eagle Creek, Hatchery, Ski Hill, Icicle Ridge, and Mountain Home areas would be the best developed corridors to allow for equestrian use (connecting the ridges). Equestrians do not want to go into town; they just want some easier connections across the ridges or on the outer areas of town so there is less need for places to park trailers. Maybe even develop a crossing over Chumstick to connect Ski Hill to Eagle Creek. A trail from East Leavenworth area, along the icicle irrigation ditch would also be a great opportunity to explore. Combine efforts with the Backcountry Horseman Association because they put a lot of effort and money into trails for equestrian use.
- Ever considered adding a walking trail for Frisbee Golf in the hatchery area?I am basically a horse rider. Many of the proposed areas are not ones that would interest me. Especially, close to town, because of the amount of perceived usage. However, my brother-in-law is active in the Bellevue trails development and planning. They plan for equestrian use even though the trails heavily used. It would be upsetting if horse use was excluded, locally. The Backcountry Horsemen of Washington state has grants available for precisely this type of project. Carol Cox attended one of the earlier meetings. She is our local director and could help you in finding out about the

availability of these funds. If not, I could probably help out. It is extremely important to respect out local land owners. As a horse back rider, I always gain permission before travel across other's land. Our local area riders are normally very aware of leaving no trace when we use trails. It only takes a moment to hop off a horse to kick aside any potential fertilizer. I must mention that "manure doth occuerth", but only once every two and half hours. The foresight and effort already put into this project is wonderful.

- I think it is awesome the City has taken on the leadership role in getting all this going. I'm very hopeful for good things. The LWSC Board and other folks that I have spoken to are extremely happy that things look like they're heading in the right direction. Keep up the good work. We'll all hope for some good funding sources as well!!!
- A quick note, not with the detail of the survey but to express a few views. As an avid hiker and with many winter sports enthusiasts and bikers in my family, I am most interested in thoughtful expansion of available trails. I support the philosophies that propel such endeavors. Nonetheless, I am troubled to see so little awareness from those commenting, and it seems from those of you asking the questions, of private property rights. I recommend we do all that can possibly be done to reach our goals without involving and pressuring private property owners. I am part of the Fromm family, and we have contributed to the valley's rural beauty for generations. We have done this deliberately, declining many times to divide and sell our property. While we love sharing its visual attributes with everyone, our privacy remains a priority. We do want to be part of positive development of our community and hope to join in as thinking on the trails goes forward.
- Signs could be posted as to certain rules that would apply on the given trail, example: on narrow trails perhaps mountain bikes could start at one trailhead and horses at the other, always best to see the bikes coming towards you. Or, if a decision is made for bikes and horse to move in the same direction, have it posted on a sign "folk's when approaching behind a horse make yourself known by saying hello" so horse and rider can hear you. Most folk's aren't aware to do that.
- The more shared use trails that could be grounded for cross-country skiing the better.
- Wenatchee has excellent riverfront trail system to use as a model for shared use. Planners need to exploit <u>all</u> opportunities for using existing <u>PUBLIC</u> lands and PUBLIC rights-of-way <u>FIRST</u>. Demonstrate good progress and results there first before approaching private landowners.

Upper Valley Regional Trails Plan

Preferred Alternative Review – Open House Summary

February 25, 2009

The Upper Valley Regional Trails Plan Steering Committee and the City of Leavenworth hosted an open house on Wednesday, February 25, 2009 from 7:00 to 9:00 p.m. in order to present the preferred alternative and draft design guidelines for the Upper Valley Regional Trails Plan for public review and input.

The meeting was advertised by posting notices to the project email list, on the City's web site, and at City Hall.

During the first 20 minutes of the open house, attendees reviewed exhibits and asked questions of project team members. At 7:20, Connie Krueger, City of Leavenworth Community Development Director, presented project background information, such as a summary of the work effort to date. She also introduced the members of the Steering Committee.

Juanita Rogers, project manager from BERGER/ABAM Engineers Inc. (B/A), described how community feedback and a preliminary feasibility study were used to create the preferred alternative. The preliminary feasibility study included a review of existing GIS mapping and examinations of topography, environmental constraints, and the existing built environment as well as site visits to ground-truth the GIS data and complete a more detailed review of potential trail corridors. Some proposed trails were eliminated from further consideration while others were added because of this review. Juanita then described the chief differences between the three alternatives and the preferred alternative. The preferred alternative:

- Emphasizes connecting existing trails with proposed new trails
- Proposes new trails on public lands and road rights of way
- Minimizes crossings of private lands and environmentally sensitive areas

Following the presentations, Karyn Criswell, B/A facilitator, moderated a question and answer session, after which attendees were invited to continue viewing the exhibits, ask questions, and provide input by completing a comment form.

Of the 40 people who signed in at the open house, 27 bike, 31 hike, 31 walk, 16 run, 27 cross-country ski, and 15 ride horses. A total of 53 people attended, including the Steering Committee and staff.

The following sections contain the input that was received at the open house from people who completed comment forms and the input received during the comment period (February 25 through March 13, 2009) via comment forms and an online questionnaire.

How do you use trails? (tally)

13	Biking	6	Running
12	Horseback (+1 potential)	15	Skiing
16	Hiking	20	Walking

Preferred Trails Plan

The comments below were provided on comment forms either at the open house or during the comment period.

What do you like best about the preferred trails plan?

- It appears that you tried to address all the different user groups, and are suggesting to enhance many existing roads and trails.
- I really like how it is all laid out in an organized and easy-to-understand manner.
- It gets me VERY excited to think that one day I might live in a town that serves my lifestyle.
- User maps.
- It looks like you have well-thought-out plans.
- Horses do better on gravel or dirt roads and trails compared to paved. On roads, the 4′ buffer is not enough if that was to include the trail, so 4′ buffer plus trail width.
- I realize it's probably the most we could hope fir given all the limitations (i.e., private property owners), but having grown up in Germany where there are trails everywhere, it's hard to get excited about any of this. That the fact that I will be dead by the time most of this gets done.
- I appreciate all the work and planning that has gone into this. I believe the horse community is as important as the other interest groups and therefore should have equal access to the majority of trails.
- I like that it allows for multiple user groups and enjoy the area without having to drive everywhere. Also like that many of the private property has been eliminated from the plan trails.
- Shows good planning and thought by many. All user groups are included. We will be printing these maps from online to help us wither hiking and riding.
- Addresses multi-users. Nice maps. Easy to understand.
- Very comprehensive compilation of existing trails—and good ideas for proposed trails.
- The plan addresses the needs of many of the potential user groups. The plan encompasses ideas that are feasible in the short term but also incorporates ideas for the long term.

- That there is proposed mixed use – that will encourage more people to support the plan.
- Exclusive use equestrian/hiker trails. Closed to mountain biking.
- The plan is comprehensive and multi-purposed.
- Very thoroughly developed. Good, extensive, and meaningful public involvement.
- That you sought our input.
- I like all the new trail ideas. Hard to pick just one. I am glad the gondola idea was dropped off too.
- The fact that everyone is getting together and discussing trails is the best thing about this plan. And the trails connecting Ski Hill to Fruend Canyon.
- That you'll keep the Ski Hill open to all users. Connecting Fruend Canyon and Tumwater would be great. I have rode horses at the Ski Hill for 20 years. It will be nice to ride more miles than just what the Ski Hill area offers.

Does the preferred trails plan provide enough of the right types of trails to serve a variety of users? If not, what do you think we need more of?

- It seems that most of the proposed bike-specific trails are to be placed on existing hiking trails. Many of these hiking trails are quite steep (i.e., Icicle Ridge Trail) and will most likely not see much bike traffic. I don't believe you are satisfying this user group's needs yet.
- I think we need more mountain bike trails. I would like to see a whole trail system with trails of various difficulty levels. Horses cannot safely share the roads (real roads) with a 4′ to 5′ shoulder on one side. Even bikes are not safe with that. At least there needs to be a divider of significant size and then some width appropriate trail surface not necessarily "developed" the width would be dictated by terrain in some cases—10′ would be good but horses should not be disallowed if there is some[thing] less. Safety from traffic is paramount when dealing with horse use.
- 1. Eagle Creek Rd., 2 North Road, 3 Icicle Road not for equestrians. Horses do not share roads with motorized vehicles very well. Even if a road is widened, a horse needs to be able to get away from "oncoming" traffic which means we end up in the ditch or over an embankment. Horses need trails separate than road, unpaved with a minimum of 4′ buffer between road and trail with trail 4′ minimum width.
- The equestrians need to be away from fast traffic for safety reasons.
- I would have preferred to see more trails not associated with roads. Hiking or biking on a trail adjacent to a road is something I would not normally do for recreation.
- Horses need trails, not paved ones but dirt and gravel.
- Yes, could have more walking trails! I liked the proposed trails—especially Mountain Home one. The one west of Tumwater Canyon looks really interesting.
- Yes.
- I am an avid hiker and skier but the highest priority should be on projects which incorporate walking and biking. These types of facilities would provide benefits to the entire community

and serve to bring it together. For example, the walking path from Icicle Station to town would probably be beneficial to many.
- I really would like to have a river trail from Leavenworth to Wenatchee (and beyond eventually) that one can bike, hike, ski and horse ride on.
- The plan should have a stronger emphasis on biking, especially road bikes.
- Equestrian trails.
- Yes, although the "Nordic trails" link didn't work, so I am not sure about the ski trails.

Are there trail connections that should be added?
- How are the suggested bike trails in this plan being coordinated with the bike trail plan the Forest Service is working on?
- I saw a pedestrian bridge going from River Front Park to the boat launch on only one map. I strongly support that and would like to see that on the pedestrian and cycling maps.
- All Ski Hill trails should be open to equestrians.
- Shi Hill to Tumwater Canyon.
- Tumwater Canyon/hillside along Icicle Road all the way over to Fourth of July Trail.
- Snow Lakes Trail to bottom of Mountain Home Road (i.e., along Irrigation Canal).
- Irrigation ditch between E. Leavenworth and Mountain Home (but I understand the ditch co's objections!).
- Can the water ditch (aqueduct above E. Leavenworth Road) be used in this system? I walk up there frequently even though I am not supposed to—it is wonderful.
- Fish Hatchery to Mountain Home Road.
- I don't see a ski trail connection from the Ski Hill to town. Maybe the A1 to A2 connector would do that? And I very much would like to see the B1 to B2 connector as a ski/bike/hike trail.*
- A single track trail from Ski Hill, staying on USFS land at the base of Tumwater Mountain to intersection of Icicle Road and Highway 2. Trail from Icicle Ridge trailhead to snowlakes trail head or even 4th of July trail. Could help connect climbing areas. Most of our trails are up and down we done some nice rolling terrain.

What other improvements or revisions do you suggest?
- I'd like to see the proposed and planned trails marked for the user group it's planned for.
- Where horse trails are accessed, the parking needs some pull-through capabilities and non-paved areas. Any horse use trails should not be paved.
- Better horse trailer parking with turn-around or pull-throughs and unpaved. Now-a-days, trailers are very large and can be well over 42' with truck and trailer. Cement, log, or railroad ties to separate parking spots are not acceptable. We need to tie horses to side of trailers to tack-up and these objects are dangerous for horse and person.
- I like that there is a plan.
- Horses need non-paved trails not roads.

- Parking spots [for horses] need to be non-paved also.
- Have an area to park horse trailers and turn around (large 5th wheel trailers).
- Open Black Pine Campground to horses.
- We need ways to return to our rigs.
- Trails that have been shared in the past need to continue.
- Make sure that trailheads are large enough to accommodate all interest groups and that they provide good turn around.
- Keep trails nice but minimal impacts to the homeowner near the trails.
- Get as many signs as possible in downtown Leavenworth promoting these trails. Also motel lobbies, etc.
- So many people walk and bike along North Road, E. Leavenworth Rd. and Icicle Road but aren't very safe because of auto and truck traffic. These should be given a high priority so they would benefit many and would allow more people to the area.
- Correct misspelling of "cemetery" on Nordic Skiers plan.
- Pine Road should be a dashed line on the Nordic Skier and Pedestrian maps as it currently doesn't have any trails.
- Would like to City clean-up water pump station area before the bridge and I also support a trail connection in this area.
- At base of Ski Hill trails, there should be signage that indicates it's steep and there are a lot of switchbacks. Signage should indicate there are user conflicts and safety concerns.
- The plan shows a trail in the Tumwater Canyon. I don't see the feasibility of this due to the already narrow highway. I would like to see better striping and more "bikes on road" signs.
- Don't have hitching posts – save money to use towards signage, etc.
- Keep Steering Committee or other mixed Stakeholder groups involved in development of implementation process including fundraising and prioritization for community.
- Those two are enough for now!*

Design Guidelines

Trail design guidelines are intended to provide conceptual guidance on the physical qualities (i.e., width, surface materials) of the trail. Guidelines vary depending on several factors, such as the type of trail (i.e., pedestrian, multi-use, bicycle), presence of site constraints (i.e., sensitive lands, topography), and funding availability. At this conceptual planning phase, a range of guidelines has been identified for the various trail types. As trailing planning moves from this conceptual level of detail to the level of detail of a specific project, a precise design will be identified.

What features do you like best about the design guidelines?

- I like that they seem to be driven toward multi-use. I think it is important to combine uses in our area.
- I like the visual concepts laid out in a way that's easy to understand and digest.
- Connector trails that allow for loop trails that return to parking.
- It was good to have the guidelines presented so we could see them.
- They seem pretty standard, so it's hard to say any one feature is best.
- I like the paved bike path along E.L.Rd. because it is very narrow right now, but what I would really like to see is a separate path for bikes only on ELR and Icicle Rd. loop to tour. Would like to see a buffer of plants between the road and bike path and not have the bicyclists on the road with the cars. This would allow for skiing in winter as well.
- Recommended grades and rest zones for equestrian use. Some hard-surface portions would be fine in the multi-use areas, not that harmful for horses.
- Thoughtful.
- That it's not just for gung-ho types but also for families with young kids. I ride the loop (E. Leavenworth, Ski Hill, Icicle) a few times a week and to make it official would help with safety issues.
- Maps are generally clean and detailed enough.
- Always keep landscaping or other "barrier" between motorized and non-motorized use.

What are your suggestions for improvement to the design guidelines?

- Buffer areas between traffic and horse use need to be as wide as possible, 10' is good but 8' is doable.
- I think horses all move 3+ mph. Gaited horses travel faster.
- Wherever bike lanes/walking lanes etc., are built, that they be at least 6' wide.
- This is the only meeting I have attended, but I thought items were well presented. Emphasize the importance of a multi-use trail system. The more this is popularized the better.

- Use loops rather than out and back. If…
- No horse trails with pavement or "improved" surfaces.
- Make loop trails whenever possible. Leave equestrian trails in the woods diet. Make the trails wide enough that a horse has some where to go/move to when encountering speeding mountain bikes that travel with their heads down. Make trails so equestrians can see around curves – bikes approaching. They never see us. We have to watch for them.
- I think focusing on 2 or 3 important areas would be more successful. Trails connecting Ski Hill to Fruend Canyon and Valley Trail to Peshastin should be top priority.

Any other comments or feedback?

- I would really like to see the Icicle Train Station connected to downtown by trail.
- On the improvements for community pedestrian trails, snow removal definitely needs to be a part of the improvement plan. It would be frustrating to spend money, time and energy in improving these trails then not be able to use them for 4 or 5 months.
- Signage is important for horse use so they will know who else may be right around the corner.
- Community water trough [for horses are] not a good idea. Contagious diseases are transmitted in this way. Water spigots or hand pumps [would be] much better. Trail etiquette signage needs to be posted at intervals along shared trails.
- It was a big mistake when the whole area between downtown and the Ski Hill was opened for development and no corridor was set aside for a trail between the two locations. I just hope we don't let another opportunity like that slip away. As it is, we'll end up spending a lot of money to make that connection and end result will never be as good as it might have been.
- Horses can share trails without problems (depends on the width of the trail) 4' trails.
- Multi-use trails are very important to all, but no pavement!
- Basically the guidelines are pretty good.
- Softer surface trails can be alongside paved areas.
  Even right next to paths in tight places. Please continue to ask horse people for ways to make multi-use work.
  Back Country Horsemen are willing to help build and maintain trails! We care about "front country" too.
- Very important to make East Leavenworth Road safe for bicycles.
- Good work!
- I don't know what the time frame for starting the process for change and implementation, but I would love to help. (GroAna Brier)
- I wish there were trails designated exclusively for equestrians. Mt. bikes have their own trails and are allowed to share equestrian trails. Riding a horse and rounding a corner coming face-to-face with a speeding mountain bike is not a pleasant experience. I just don't know how anyone thinks the two are compatible.

- The importance of a good trail system is huge to the local communities. Look at the success of the trails in the Sumner, Oregon, Sun Valley, and Idaho, whose economies are based on recreation. Emphasize road biking to areas such as Plain, the White River Road, and Chuwaua Loop Road. Emphasize safety improvements to the Chumstick Highway and Tumwater Canyon. Strongly support the paved trail to Wenatchee.
- Signage in appropriate areas – "Caution: Horses" and "share the trail." Horse trails next to roads are not always safe – off road a better use of funds.
- If water can be provided, a plain hydrant or facet is much more useful to responsible equestrians. It is not healthy for our horses to share from a large trough. We'd rather have $ spent on large (pull-through) trailer parking facilities. Trailer parking is poor and limited! We don't need or want hitching posts. We tie to our trailers and hate it when equestrians don't clean up after their houses at the hitching rails which are usually at the trail heads. Makes us look bad. Thanks!
- Good start, but reality is most of this won't happen. Americans attitude to private property, politics, and NIMBY will prevent most of these good ideas. All energies should be directed towards the 2 or 3 that actually could happen.

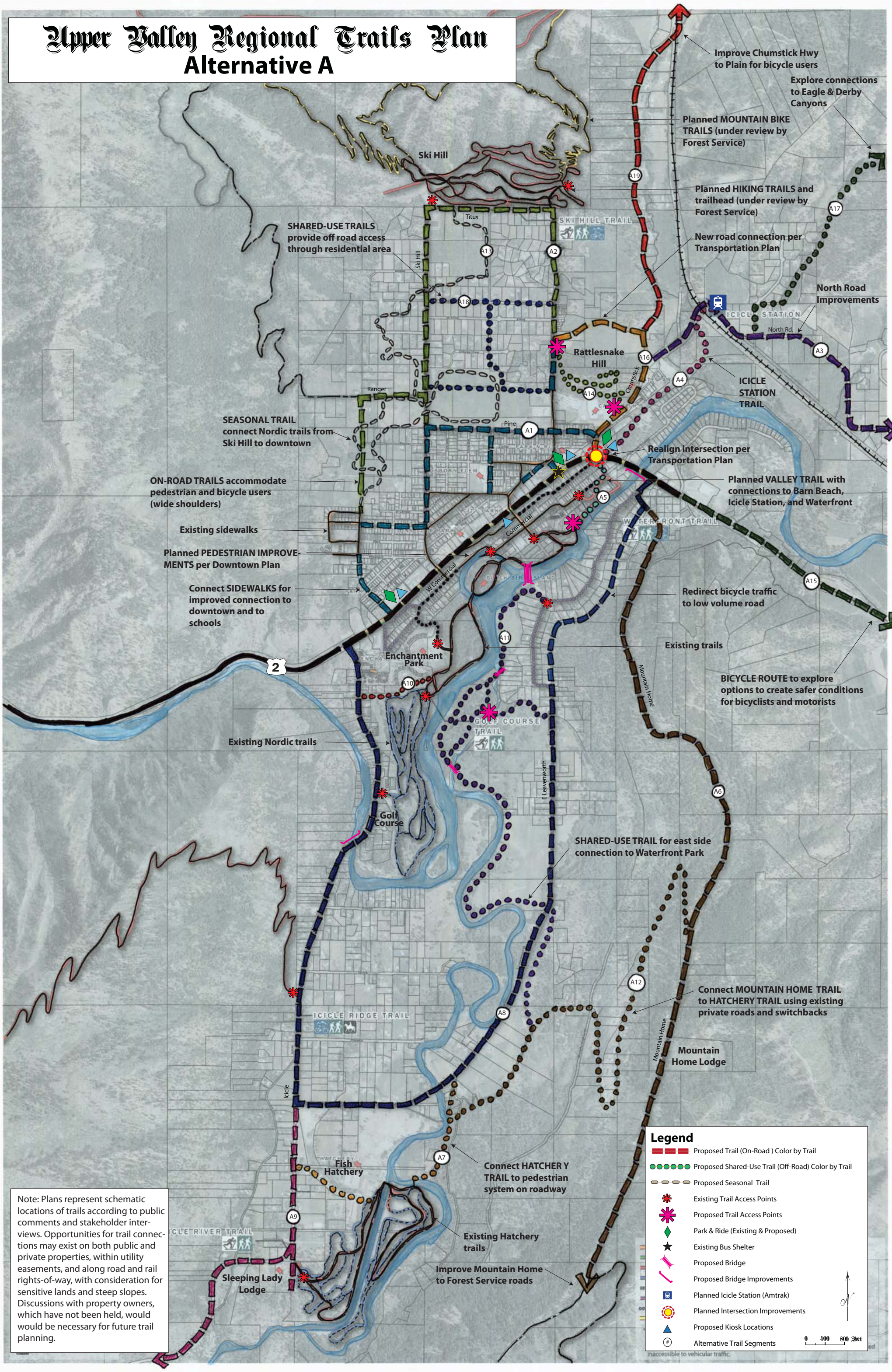
The following individuals provided contact information and asked to be sent project updates and meeting information by email.

Name	Address	Phone – day	Phone – evening	Email	Send project updates by email
Siri Healy	9625 Embroden Rd	433-1211	433-1211	siri@tumwater.net	Yes
Cheryl Simicich	17774 Chumstick Hwy.	425-346-8214 (CELL)	509-548-1238	cmsimfoxtrot@aol.com	
David J. Earhart, V. Pres. Wen. Valley Back Country Horsemen	P.O. Box 3671 Wenatchee WA 98807	509-884-4667			
Marcia Summers, Wenatchee Valley Back Country Horsemen, Pres.	1110 Tedford St. S.E. East Wenatchee, WA 98802	509-886-7295	509-886-7295	Msum607288@aol.com	yes
Chris Rader					
Eric Brown	10235 Suncrest Dr. Leavenworth, WA 98826	548-0473	548-0473	skookum@juno.com	yes
GroAna Brier	8050 East Leavenworth Road	548-0797	Same/630-2066 (CELL)	willbuer@comcast. Net	yes
Cindy Simmons	16675 Chumstick Hwy. Leavenworth	548-7261	669-5212	cindy@crcourtreporting.com	Yes
Keith Austin	12677 Shore St. Leavenworth	509-630-2049		kaustin@nwi.net	Yes
Phil Evans	100 Ski Blick D-203 Leavenworth, WA 98826	425-422-7858	Same	pneranse@comcast.net	Yes
Gen Watson	8325 Icicle Road	548-5708		Watson@rah.net	Yes

Appendix C:

Alternative Maps

Upper Valley Regional Trails Plan
Alternative A

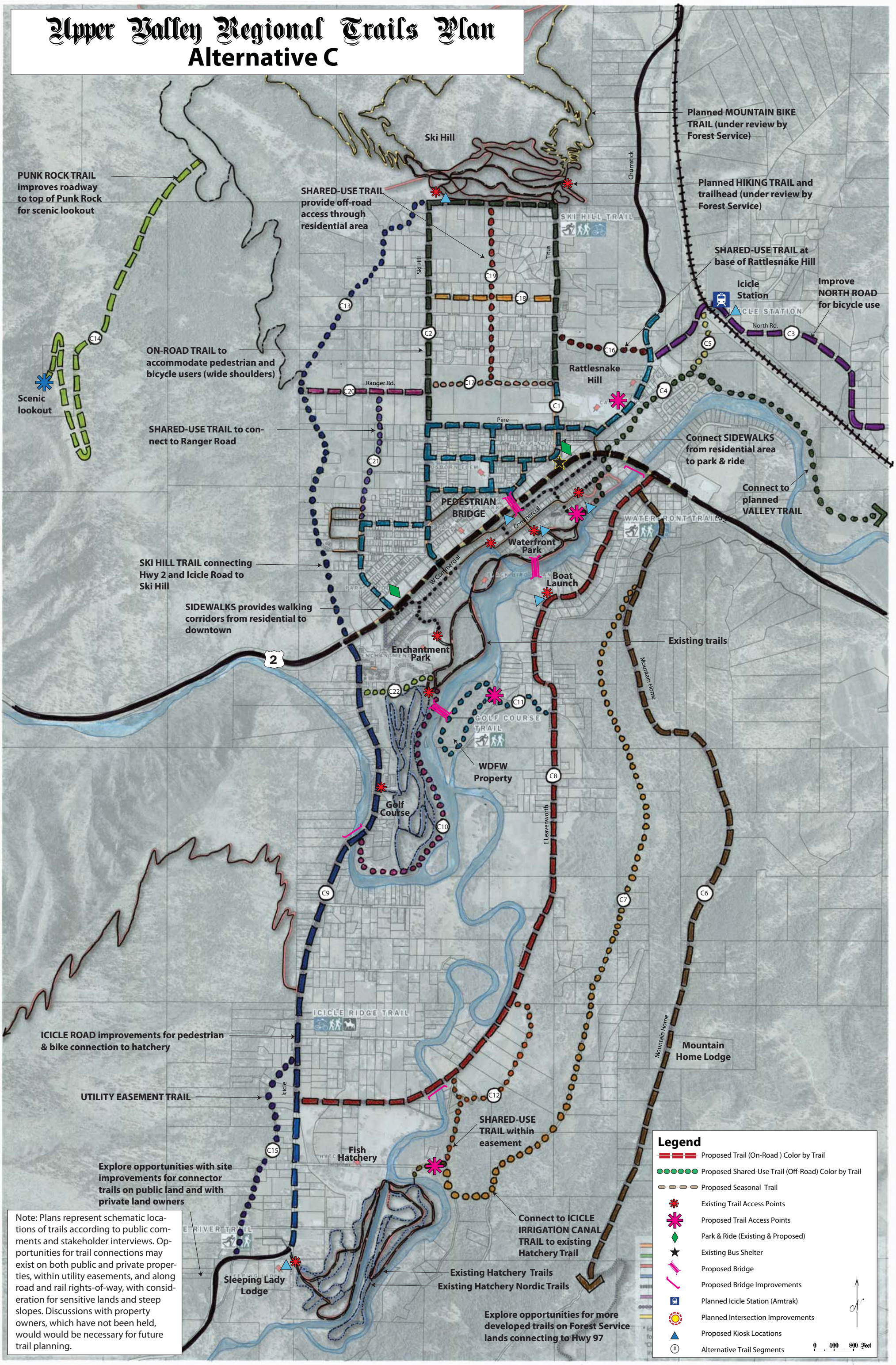


Note: Plans represent schematic locations of trails according to public comments and stakeholder interviews. Opportunities for trail connections may exist on both public and private properties, within utility easements, and along road and rail rights-of-way, with consideration for sensitive lands and steep slopes. Discussions with property owners, which have not been held, would would be necessary for future trail planning.

Upper Valley Regional Trails Plan
Alternative B

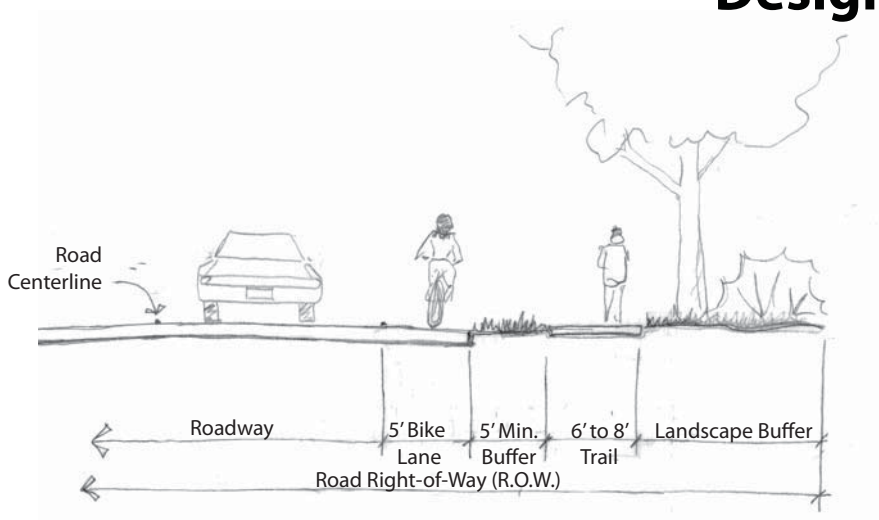
Note: Plans represent schematic locations of trails according to public comments and stakeholder interviews. Opportunities for trail connections may exist on both public and private properties, within utility easements, and along road and rail rights-of-way, with consideration for sensitive lands and steep slopes. Discussions with property owners, which have not been held, would would be necessary for future trail planning.

Upper Valley Regional Trails Plan
Alternative C



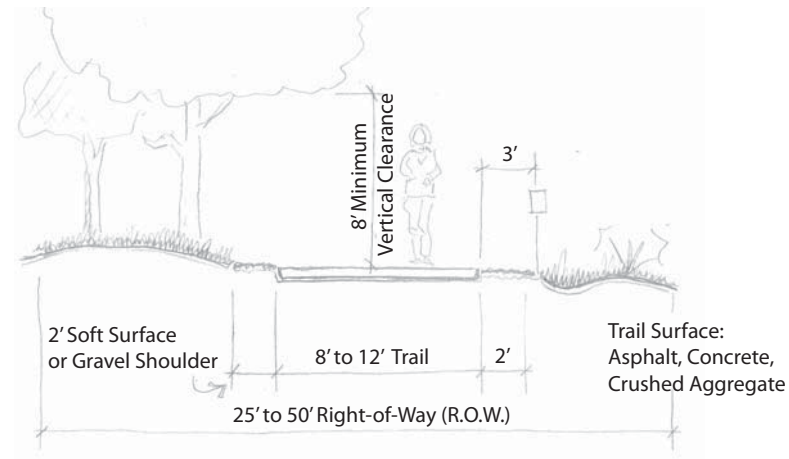
Note: Plans represent schematic locations of trails according to public comments and stakeholder interviews. Opportunities for trail connections may exist on both public and private properties, within utility easements, and along road and rail rights-of-way, with consideration for sensitive lands and steep slopes. Discussions with property owners, which have not been held, would would be necessary for future trail planning.

Upper Valley Regional Trails Plan
Design Guidelines



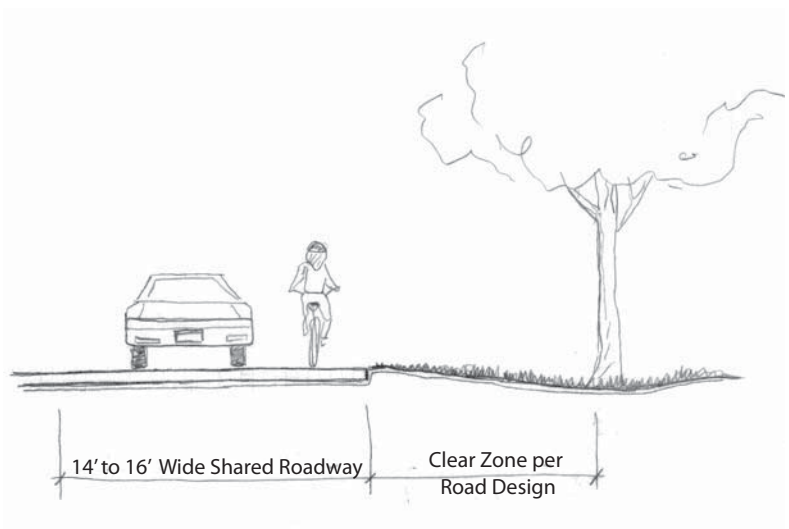
Note: Landscape buffer between road and shared-use trail can contain street trees, shrubs, and ground cover creating an enhanced pedestrian corridor.

SHARED-USE TRAIL (Within Road R.O.W.)

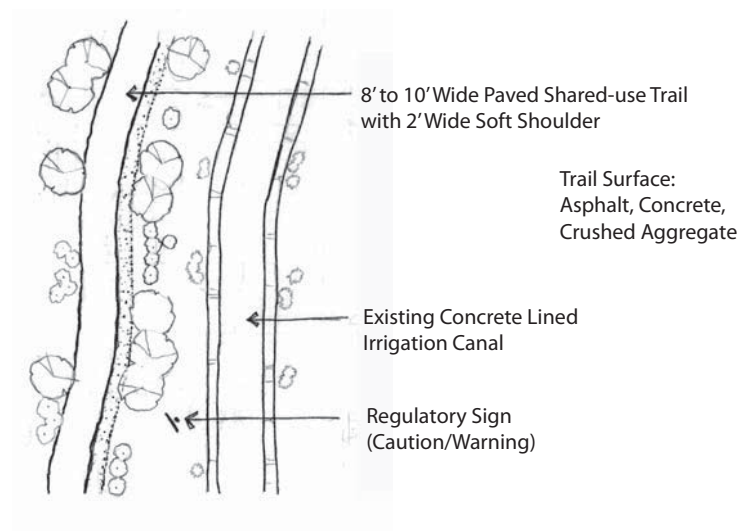


Note:
15' to 20' Setback from Waterway and Sensitive Lands
15' Minimum Buffer to Adjacent Private Property

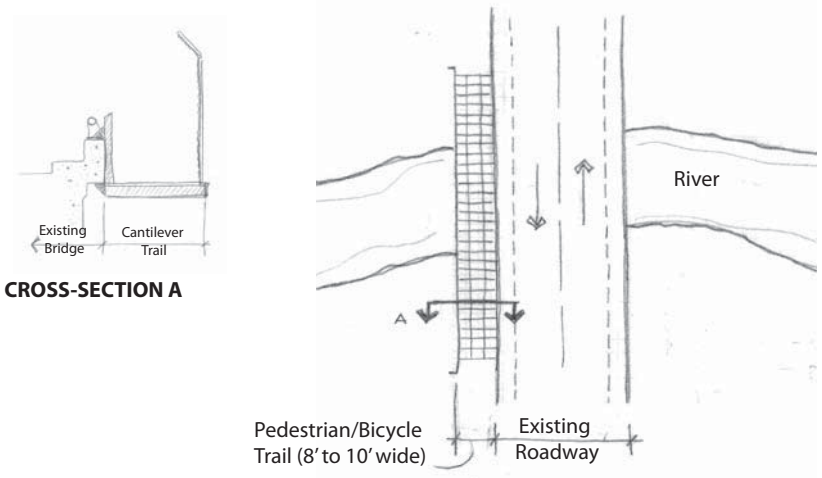
SHARED-USE TRAIL (Off-Road)



SHARED ROADWAY (Bike Route / Bike Lanes)

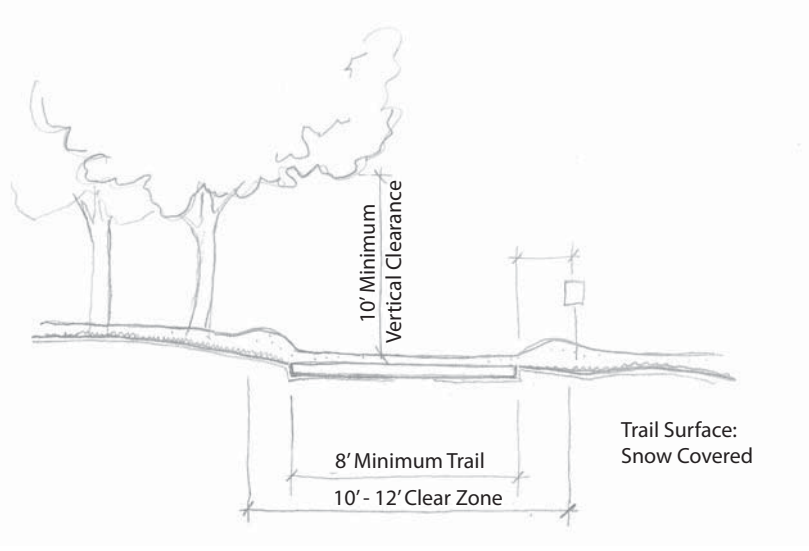


SHARED-USE TRAIL (Irrigation Canal)

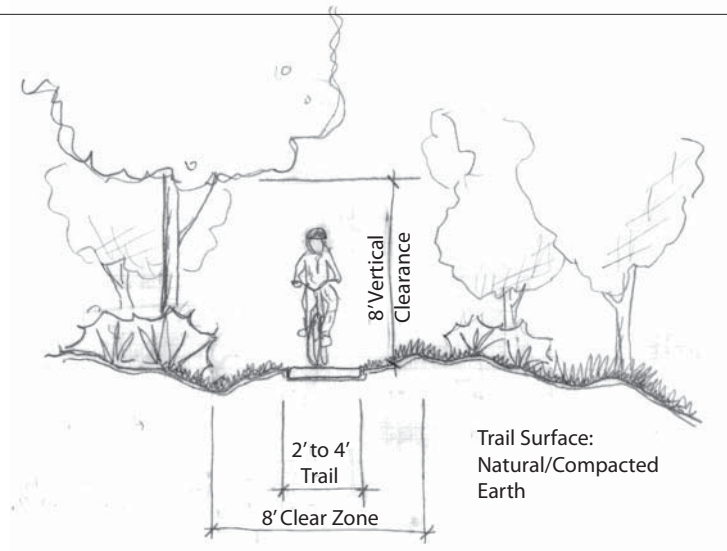


One option to improve pedestrian and bicycle Crossing of road bridges would be to retrofit bridge with a cantilever trail

CANTILEVER BRIDGE TRAIL

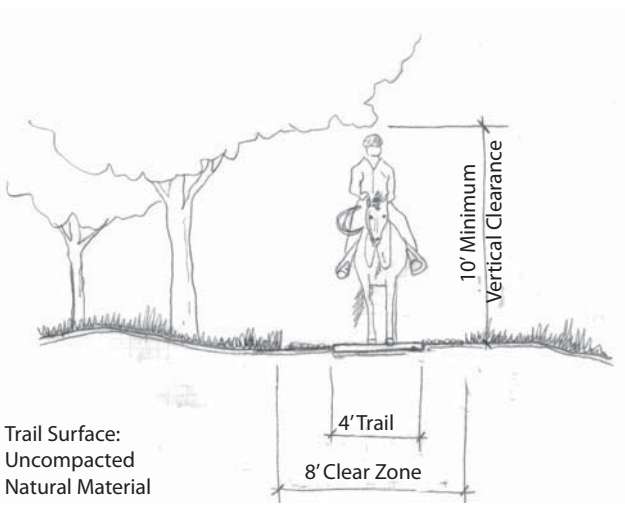


SNOW TRAILS (Nordic, Snowshoeing, Hiking)

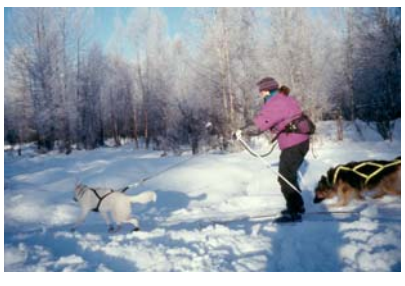


Note: Mountain bike and hiking trails have similar characteristics.

MOUNTAIN BIKE TRAIL



HIKING/EQUESTRIAN TRAIL

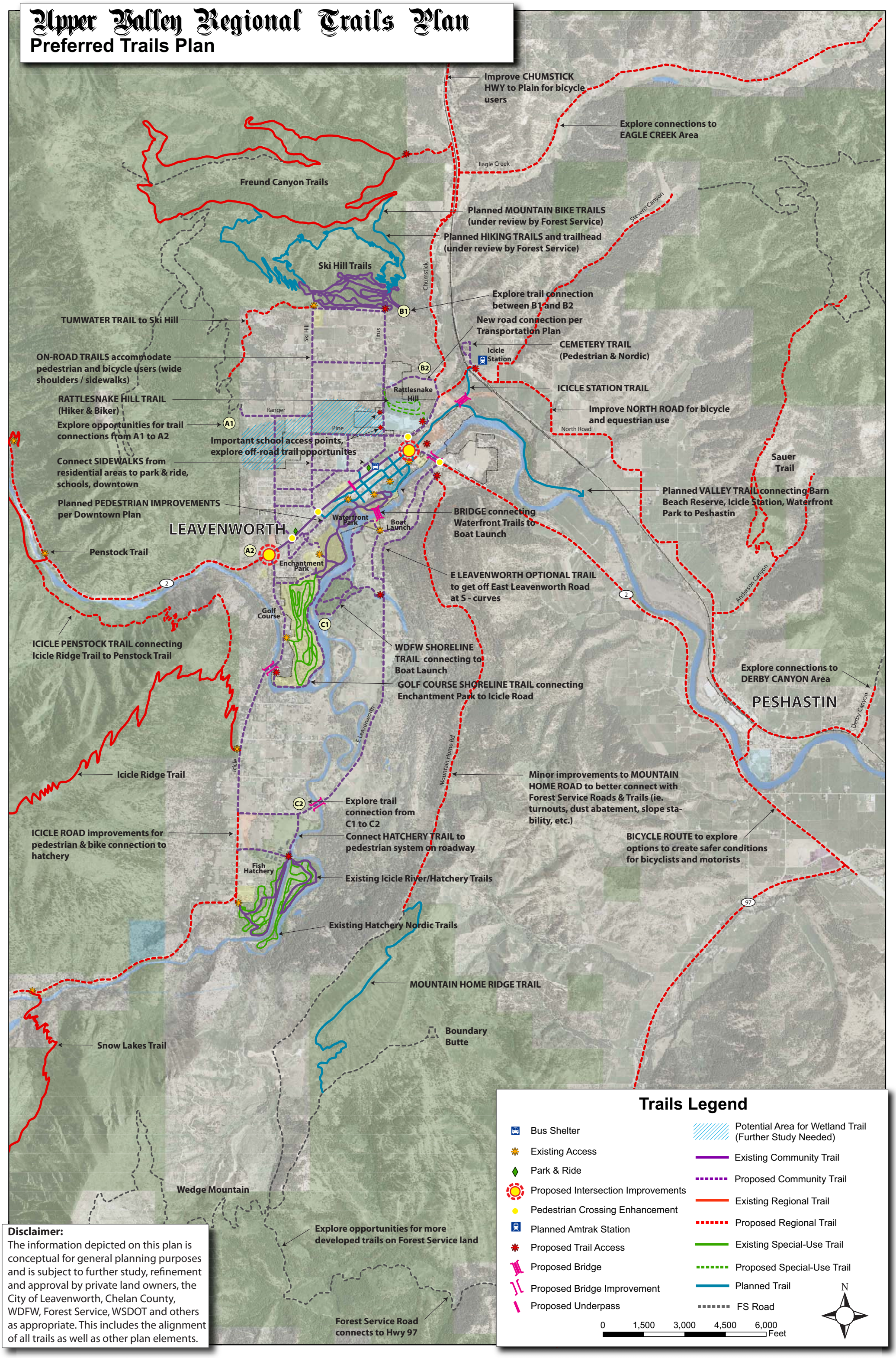


Appendix D:

Preferred Alternative Trails Plan

Upper Valley Regional Trails Plan

Preferred Trails Plan



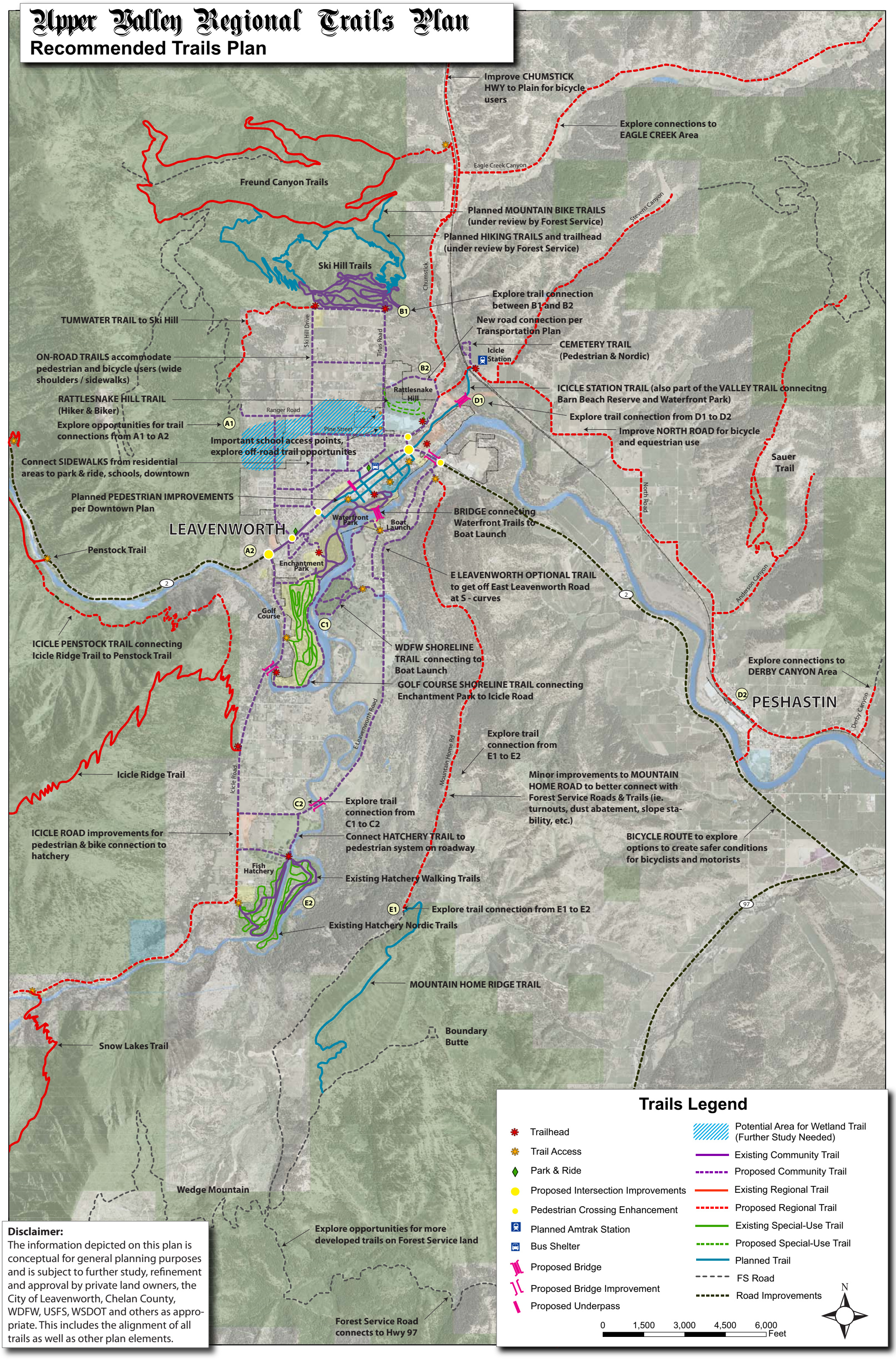
Disclaimer:
The information depicted on this plan is conceptual for general planning purposes and is subject to further study, refinement and approval by private land owners, the City of Leavenworth, Chelan County, WDFW, Forest Service, WSDOT and others as appropriate. This includes the alignment of all trails as well as other plan elements.

Appendix E:

Recommended Trails Plan

Upper Valley Regional Trails Plan

Recommended Trails Plan



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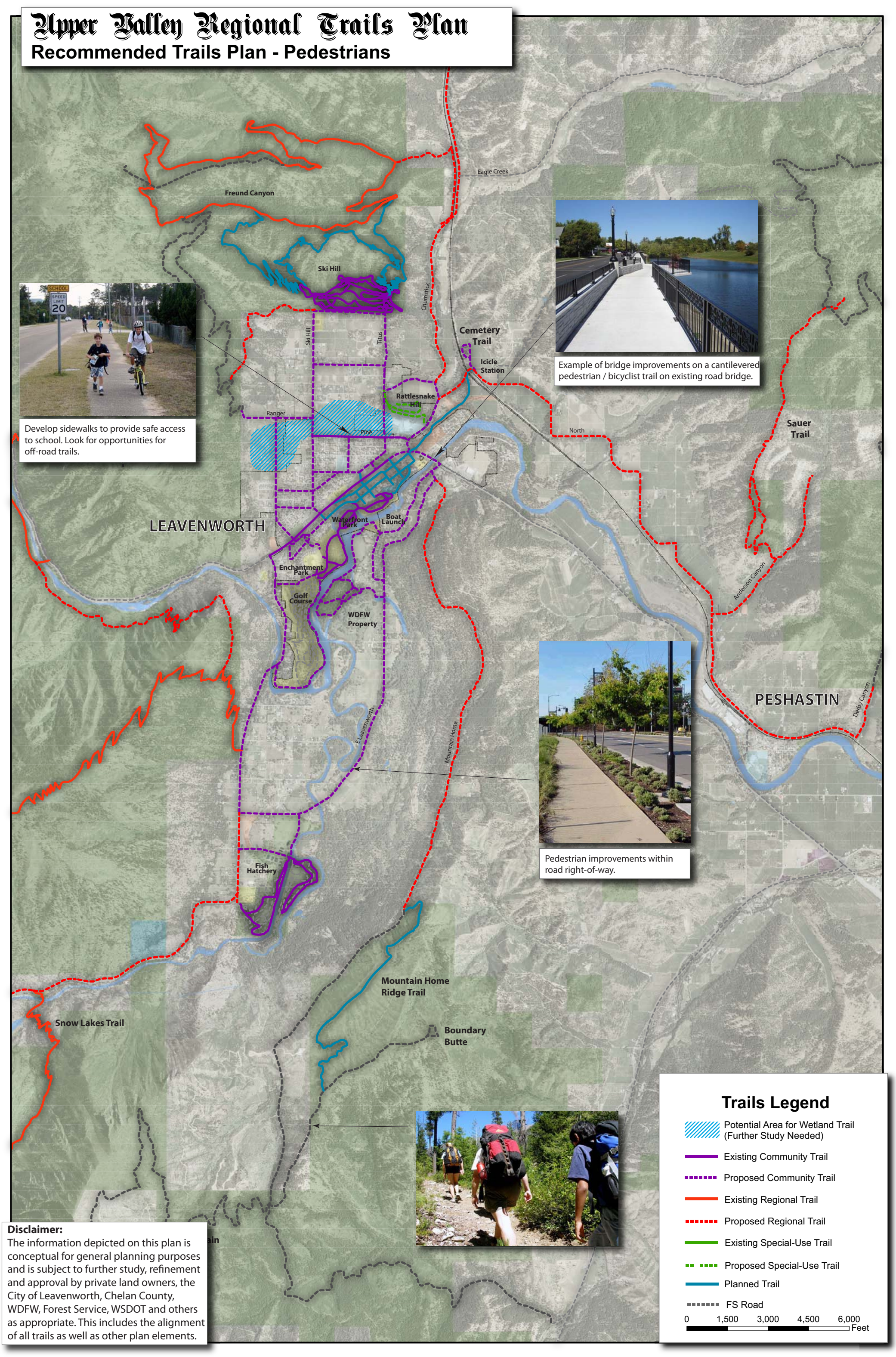
Upper Valley Regional Trails Plan

Recommended Trails Plan - Pedestrians



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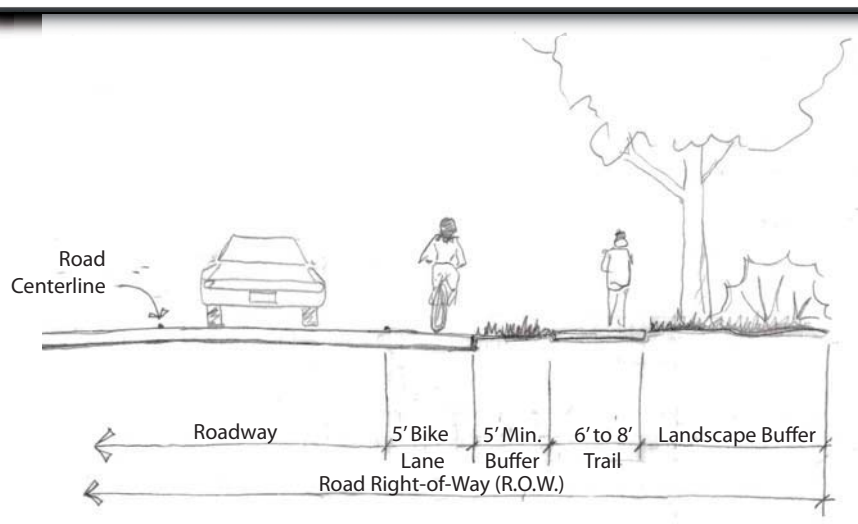
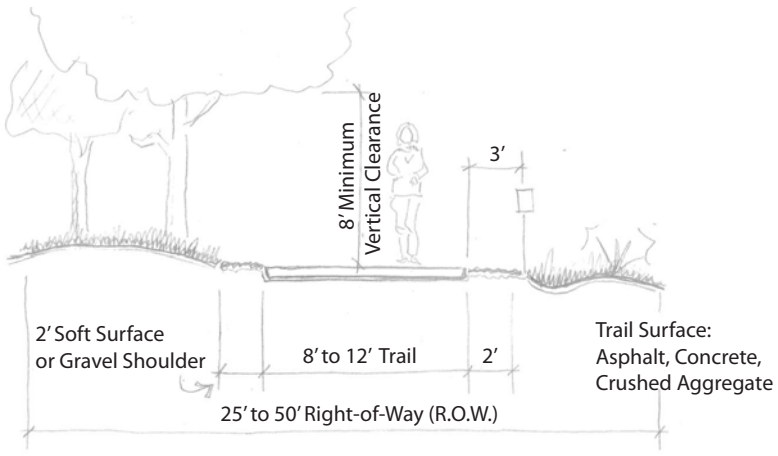
Upper Valley Regional Trails Plan
Pedestrian Design Standards



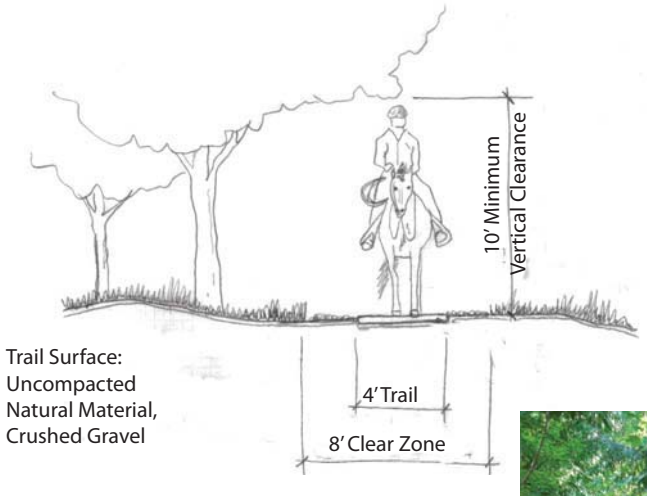
Note: Landscape buffer between road and shared-use trail can contain street trees, shrubs, and ground cover creating an enhanced pedestrian corridor.

SHARED-USE TRAIL (Within Road R.O.W.)



Note:
15' to 20' Setback from Waterway and Sensitive Lands
25' Minimum Buffer to Adjacent Private Property

SHARED-USE TRAIL (Off-Road)



HIKING/EQUESTRIAN TRAIL

Layout: Design for variety of vegetation, land forms, and sights. Day hikers tend to favor loop or series of loops. Frequent curves and grade changes add interest. Short spurs can access waterways and summits.

Length: Long enough for meaningful recreation; use internal connector trails and cutoffs for shorter routes for differing abilities. Day use is 1/4 to 5 miles for half-day, 5 to 15 miles for full day. Backpacking usually 25+ miles.

Vegetation Clear Zone: Should promote variety of trail environments without disrupting or damaging environment; typically 3 feet, but can be 4 to 8 feet depending on users and whether trail is one-or two-way.

Vertical Clearance: 8 feet minimum.

Width: Light use/one-way trail is typically 2 to 3 feet; heavy use/two-way trail can be 4 to 6 feet.

Surface: Natural if possible, with woodchips or gravel in heavy use areas.

Turning Radius: Gentle curves are aesthetically pleasing and easy to maintain.

Grade: 0 to 5% - desired; 15% - maximum sustained; 40% - shorter than 50 yards; 4% - maximum outslope. More than 10% is difficult for hikers and can develop erosion problems. Steps/switchbacks/waterbars may be needed on slopes over 25%. Occasional grade changes and dips add user interest and help natural drainage.

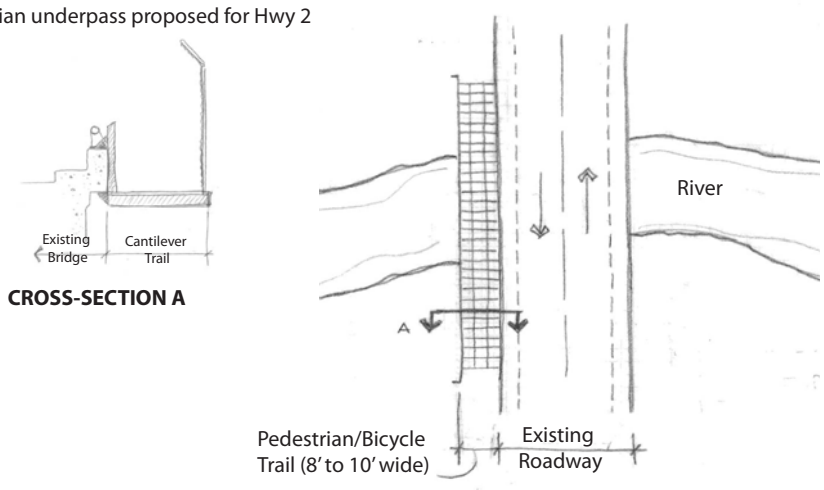
Sight Distance: Not critical, but road crossings must be located and designed carefully for good visibility by trail users and drivers.

Water Crossings: Almost all methods will accommodate foot traffic. Choice of structure depends on flow and width of water and hiker's expectations. Bridges must be located above ordinary high water mark and 2 to 4 feet (light use), 5 to 6 feet (heavy use), and 8 feet or more (maintenance vehicles). Weight limit depends on maintenance equipment, length of bridge, and alternative trail uses. Fords can be used for slow-moving water less than 24 inches deep. Rocks and stepping stones can assist hikers.

Compatible Uses (with additional trail design standards): Snowshoeing and horseback riding.

Facilities: Parking area, picnic area, resting areas, overlooks, campsites, water, information boards, and signs.

Pedestrian underpass proposed for Hwy 2



Note: One option to improve pedestrian and bicycle bridge crossing would be to retrofit bridge with a cantilever trail. Further evaluation of existing bridges is necessary to determine feasiblity.

CANTILEVER BRIDGE TRAIL

Signage alerts motorists of pedestrians crossing roadway.

Enhanced crosswalks (ladder cross walks, pavement texturing and raised crosswalks)

PEDESTRIAN IMPROVEMENTS

Upper Valley Regional Trails Plan

Recommended Trails Plan - Bicyclists

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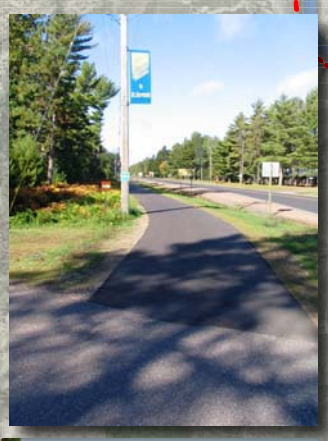
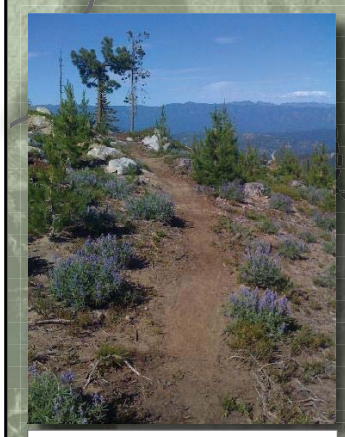
Freund Canyon Trails
Ski Hill Trails
Eagle Creek
Stevens Canyon
Chumstick Hwy
Ski Hill
Titus
Icicle Station
Rattlesnake Hill Trail
Ranger Rd
Pine St
North Road
Penstock Trail
LEAVENWORTH
Waterfront Park
Boat Launch
Enchantment Park
Golf Course
Anderson Canyon
PESHASTIN
Derby Canyon
E Leavenworth
Mountain Home
Icicle Ridge Trail
Sleeping Lady Lodge
Mountain Home Ridge Trail
Boundary Butte
Wedge Mountain



Photos are examples of how a range of design standards can be used to develop proposed trails. Icicle Road and East Leavenworth Road can be improved to have wide shoulders or a separated trail within the road right-of-way.



Proposed trails in natural areas should promote a variety of trail environments without disrupting or damaging environment.

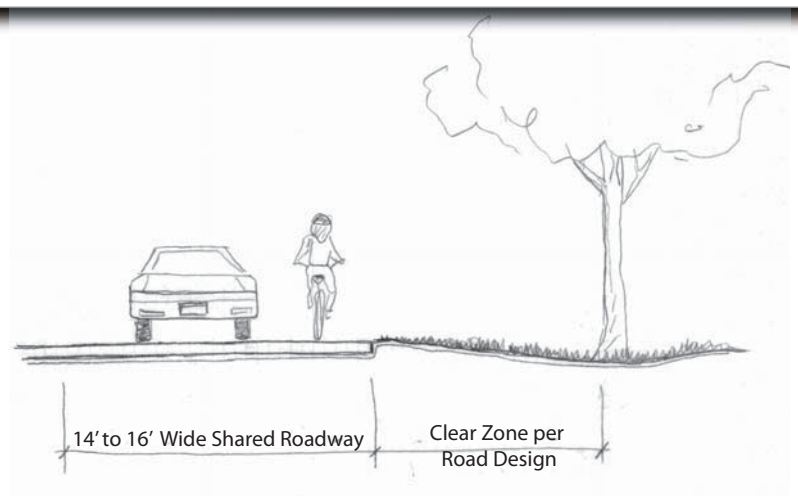
Trails Legend

- Existing Community Trail
- Proposed Community Trail
- Existing Regional Trail
- Proposed Regional Trail
- Existing Special-Use Trail
- Proposed Special-Use Trail
- Planned Trail
- FS Road

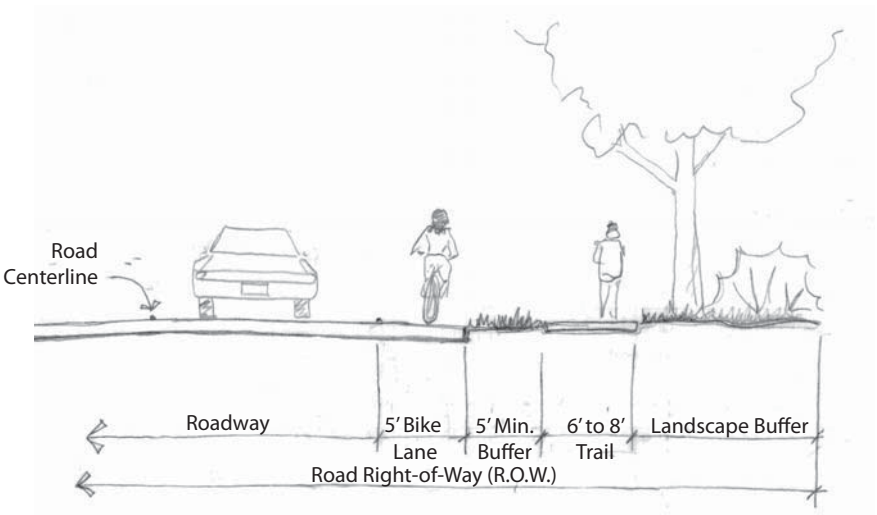
0 1,500 3,000 4,500 6,000 Feet

Upper Valley Regional Trails Plan

Bicycle Design Standards



SHARED ROADWAY (Bike Route / Bike Lanes)



Note:
Landscape buffer between road and shared-use trail can contain street trees, shrubs, and ground cover creating an enhanced pedestrian corridor.

SHARED-USE TRAIL (Within Road R.O.W.)

Layout: Favor one-way trails because of dangers involved in bicycle passing. Loop or linear destination trails often used. Mountain bike trails must be located carefully and their use monitored to protect the environment.

Length: 5-10 miles for half-day and 10 to 20 miles for full day. Cyclists average 8 to 20 mph, but speed can be influenced dramatically by user abilities, curves, and slopes. Most cyclists can cover 10-20 miles in a single day; experienced riders can travel 50 miles or more. One mile considered minimum for a bicycle trail; but ¼-mile loop trails with plenty of obstacles and challenges may be desired by BMX bicycle riders.

Vegetation Clear Zone: Mountain bicycle - 6 to 8 feet; touring bike one-way - 8 feet; touring bike two-way - 10 to 14 feet. Allow additional width on downhill sections and curves.

Vertical Clearance: 8 to 10 feet

Width: Mountain bicycle - 2 to 3 feet; touring bike one-way - 3 to 6 feet; touring bike two way - 8 feet.

Surface: Mountain bike - natural surface; avoid erosion-prone and impact-resistant soils. Touring bike - asphalt surface (2 inches thick with 3- to 4-inch base of compacted gravel) is recommended. Limestone fines and other crushed granular stone (3/8 inch or less) surfaces also are acceptable.

Turning Radius: Wide, gentle curves with good forward sight distances. Never locate turns on downhill sections or at the base of a hill. Mountain bike - 4 feet (minimum), 8 feet or more (desired). Touring bike - ideal minimum radius of curvature can be calculated as follows: R = (1.25 x V) + 1.5 where: R = Radius of curvature in feet V = Velocity in miles per hour (For example, 14 feet is the minimum radius at 10 miles per hour. 7.75 feet is the minimum radius at 5 miles per hour.)

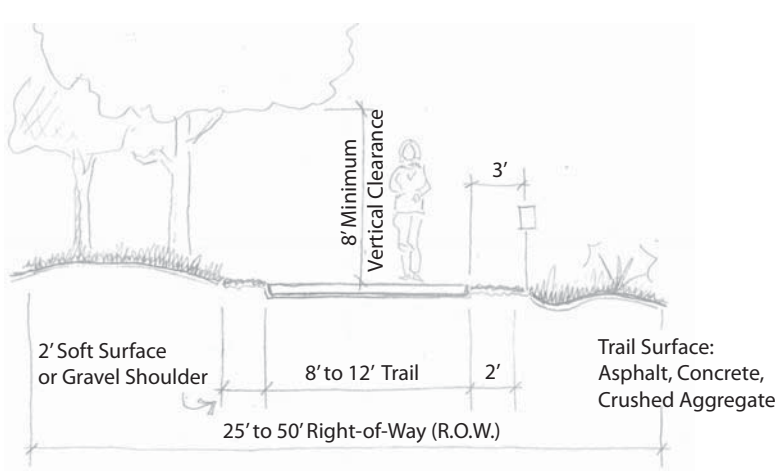
Grade: 0 to 3% - desired; 5 to 10% - maximum sustained; less than 50 yards -15%; outslope maximum - 2 to 4%. Trail grades less than 5% generally acceptable for bike travel. Avoid steep downhill grades where trail users are endangered and slopes are eroded by braking and skidding. Place unavoidable steep grades on uphill climbs, forcing riders push their bikes. Switchbacks with barriers and runouts may be used on steep slopes. Motorized roadway approaches should be located on level grades or gentle uphill climbs (less than 3%). Because of the trail surfaces used, touring bicycle and mountain bicycle trails have similar grade specifications. On mountain bike trails, favor grade dips and rubber water deflectors over potentially dangerous waterbars.

Sight Distance: Forward sight distances of at least 100 feet critical at motorized road and water crossings and on trails with two-way traffic. Curves should be designed carefully to maintain good sight distances. Turns and bends tend to help reduce travel speeds. 100 feet desired; 50 feet minimum.

Water Crossings: Culverts/bridges/ boardwalks should be used. Bridge approaches should be straight, level, and at least 100 feet long. Bridge width one-way - 4 to 8 feet; two-way - 10 feet. Weight limit should be 5 tons or more for maintenance equipment.

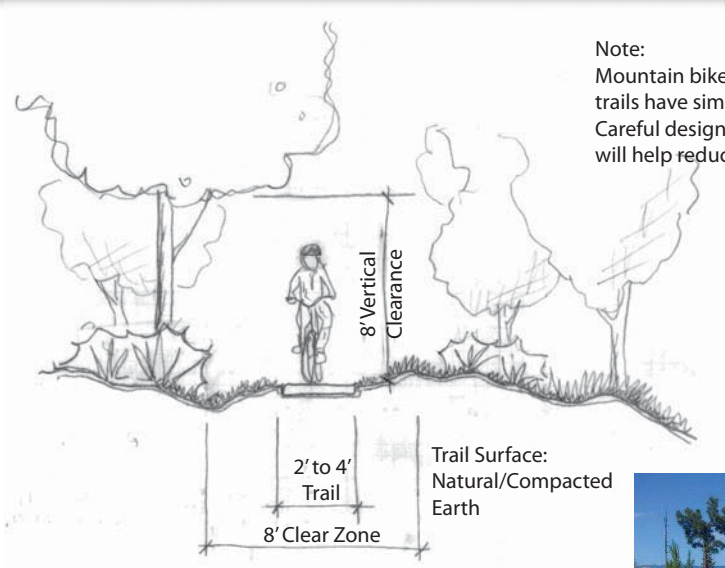
Compatible Uses: Cross-country skiing, snowshoeing, and hiking.

Facilities: Parking area, campsites, bicycle racks, information board, and signs.



Note:
15' to 20' Setback from Waterway and Sensitive Lands
25' Minimum Buffer to Adjacent Private Property

SHARED-USE TRAIL (Off-Road)

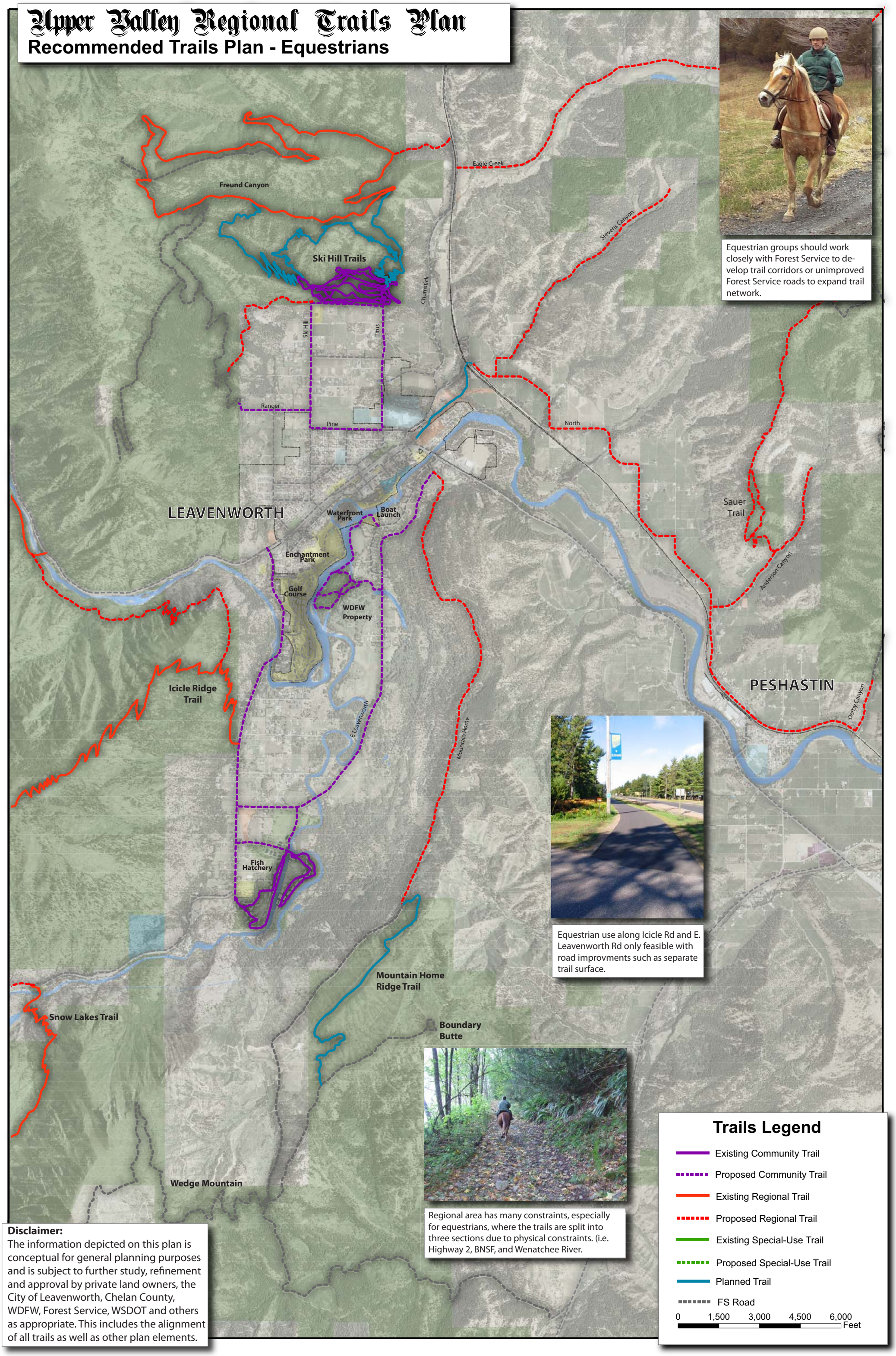


Note:
Mountain bike, equestrian and hiking trails have similar characteristics. Careful design, signage and trail etiquette will help reduce user conflicts.

MOUNTAIN BIKE TRAIL

Upper Valley Regional Trails Plan

Recommended Trails Plan - Equestrians



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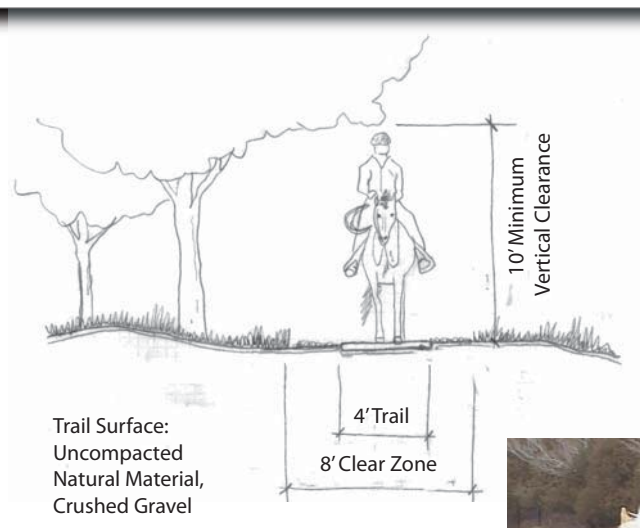
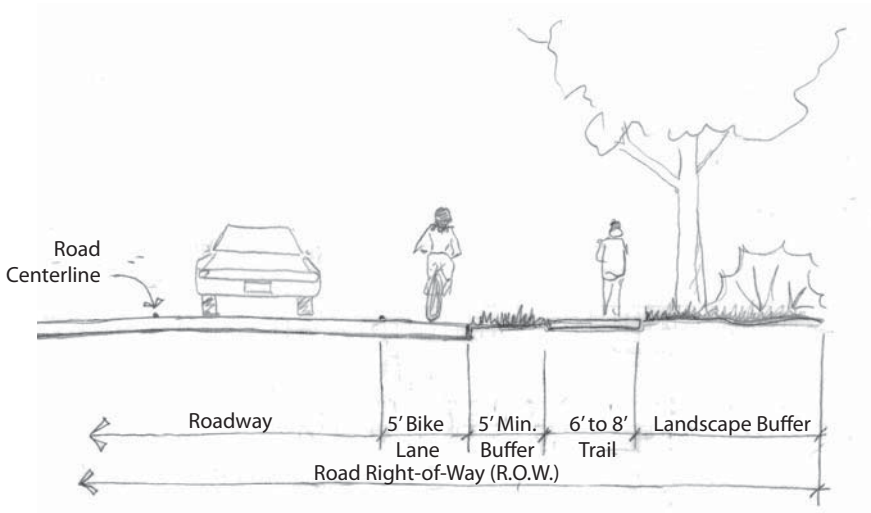
Upper Valley Regional Trails Plan
Equestrian Design Standards



HIKING/EQUESTRIAN TRAIL



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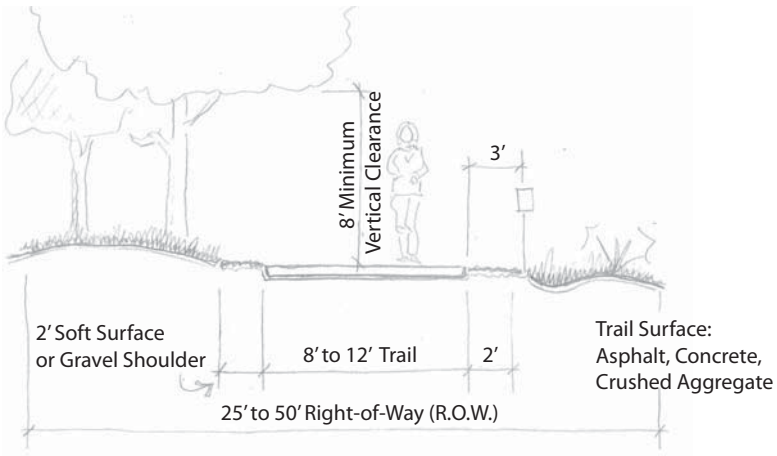
SHARED-USE TRAIL (Within Road R.O.W.)



Note:
15' to 20' Setback from Waterway and Sensitive Lands
25' Minimum Buffer to Adjacent Private Property

SHARED-USE TRAIL (Off-Road)

Layout: Single direction or multiple loops. Scenery and terrain should change. Wet areas and steep slopes are very hard to maintain and should be avoided.

Length: Horses travel 4-8 mph. Many day-use trails cover 5 to 25 miles.

Vegetation Clear Zone: Light use/one-way - 8 feet; heavy use/two-way - 12 feet.

Vertical Clearance: 10 to 12 feet.

Width: Light use/one-way - 2 to 4 feet; heavy use/two-way - 5 to 6 feet.

Surface: Natural surfaces should be favored. Corduroy base covered with soil or woodchips is recommended for areas with erodible or poorly drained soils. Avoid using asphalt or concrete; they can injure horses' hooves.

Turning Radius: Not critical, but avoid sharp-angled turns or turns on steep slopes.

Grade: 0 to 10% - desired; 10% - maximum sustained; 20% - less than 50 yards; 4% - maximum outslope. Grades more than 10% often erode. Switchbacks and waterbars may be necessary for horses on steep slopes. Offer resting grades (4% or less) at least 500 feet long at regular intervals.

Sight Distance: Not critical unless horse traffic flows in both directions and hikers share the trail. Then trail should have forward sight distances of 50 to 100. Warn riders at least 100 to 200 feet in advance of all motorized road crossings.

Water Crossings: Keep to a minimum. Favor natural crossings and culverts rather than bridges, which must be designed to meet specific needs (e.g., weight) of horse travel. Obtain professional assistance when designing and locating horseback riding bridges. Bridges must be located above the ordinary high water mark, 8-foot minimum width, 5 ton weight capacity, but this varies depending on maintenance equipment and length of bridge. Fords allow horses to cross slow-moving water less than 24 inches in depth easily. Favor stable streambeds with a sand and gravel base. Move large rocks downstream of the water crossing.

Compatible Uses: Hiking, cross-country skiing, and snowshoeing.

Facilities: Parking area with space for trailers, hitching post or tether line, campsite with corral, water.

Sponsored events (such as trail building) provides opportunities for a variety of trail users to build better relationships and provide overall success for joint trail use.

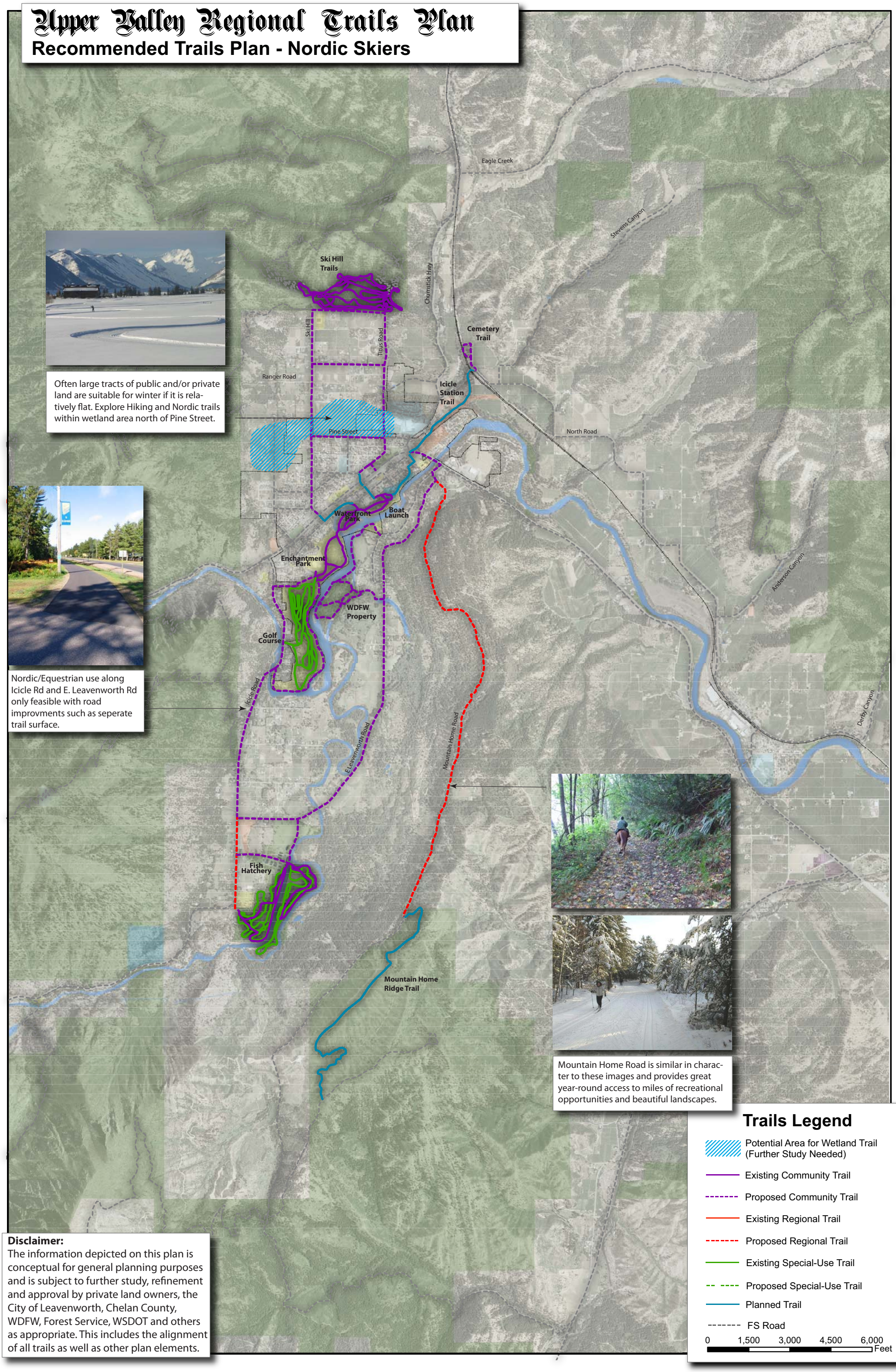
TRAIL ETIQUETTE

Trailheads with parking lots where equestrians are allowed should have sufficent room for parking trailers. Hitching posts are usually located where the rider is expected to get off the horse, such as at restroom locations and viewpoints. Place posts away from other users. Signage is helpful to notify other trail users who might be on the trail with them (such as mountain bikes and equestrians) and provide information about the trail.

TRAIL FACILITIES TYPICAL FOR EQUESTRIANS

Upper Valley Regional Trails Plan

Recommended Trails Plan - Nordic Skiers



Often large tracts of public and/or private land are suitable for winter if it is relatively flat. Explore Hiking and Nordic trails within wetland area north of Pine Street.

Nordic/Equestrian use along Icicle Rd and E. Leavenworth Rd only feasible with road improvments such as seperate trail surface.

Mountain Home Road is similar in character to these images and provides great year-round access to miles of recreational opportunities and beautiful landscapes.

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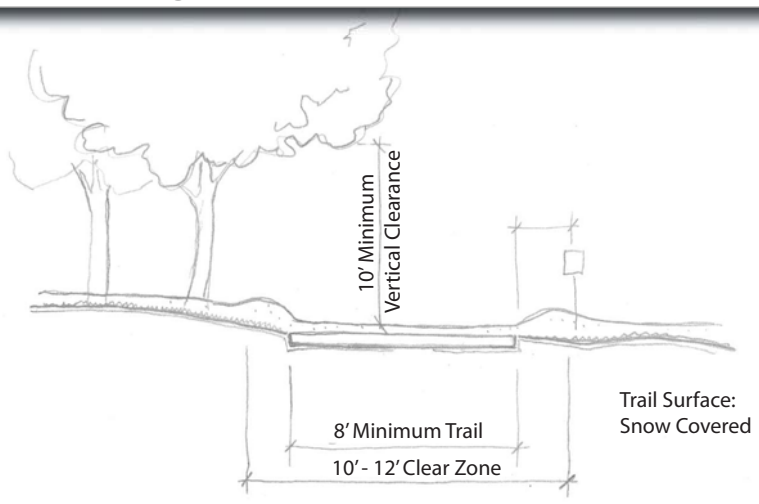
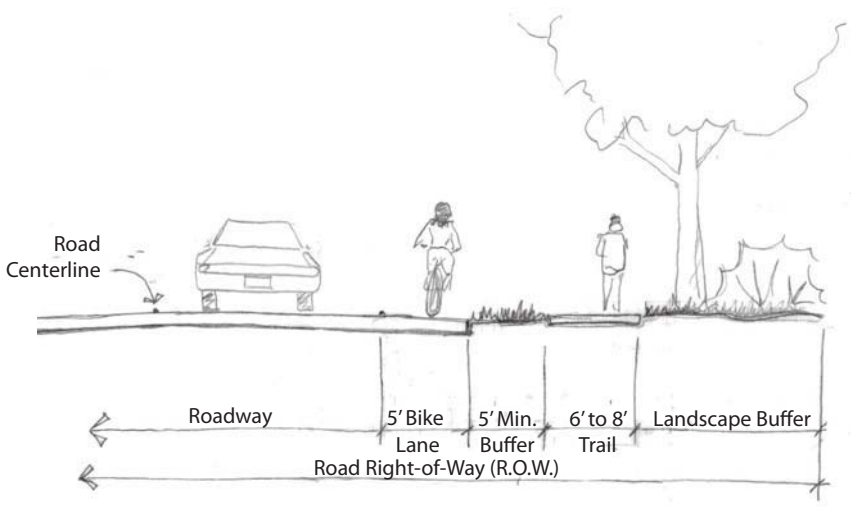
Upper Valley Regional Trails Plan

Nordic Design Standards



GROOMED SNOW TRAILS (Nordic)



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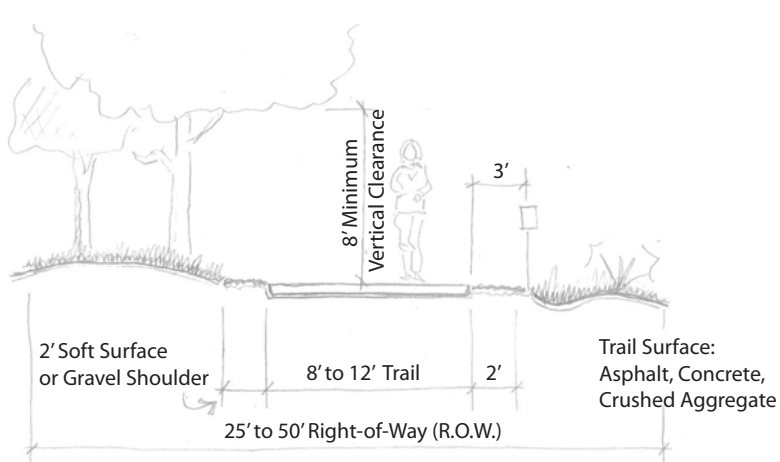
SHARED-USE TRAIL (Within Road R.O.W.)



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SHARED-USE TRAIL (Off-Road)

Layout: Favor loop trails over linear trails. Multiple, short loops with a single access point often are preferable to one long loop. Restrict two-way traffic to the access trail. If traffic must flow in both directions, provide separate uphill and downhill segments on slopes exceeding 8%. When selecting trail routes, favor northeast-facing slopes, where snow cover remains the longest.

Length: Cross-country skiers travel 2 to 8 mph with most averaging a little over 3 mph. Desired experiences 2 to 4 hours on trails that are 4 to 8 miles. Use internal connector trails and cutoffs for different trail lengths and for easy return by tired skiers.

Vegetation Clear Zone: Light use/one-way - 8 feet; heavy use/two-way - 12 to 14 feet; steep uphill slopes - at least 10 to 12 feet wide for herringbone or sidestep skiing. Double width of clear zone at trail or roadway intersections. Make clear zone even wider or provide runouts on downhill sections.

Vertical Clearance: 8 to 10 feet above expected snow depth. Allow additional space where branches may sag with heavy snow, especially conifers.

Surface: Require regular grooming, which should begin when snow depth reaches 6 to 12 inches. Specialized equipment such as large roller or drag with packer pan can be built or purchased for heavily used trails. Grooming also can be done with the blade on a small tractor or the tread tracks of snowmobiles, small tractors, or off-road vehicles. The snowbase should be built from the bottom up, so regular grooming after any substantial snowfall is critical.

Turning Radius: Gradual curves that allow skiers to glide. Avoid sharp turns or provide additional trail width to allow skiers to snowplow and negotiate the turn. Never locate a curve on or at the base of a downhill slope.

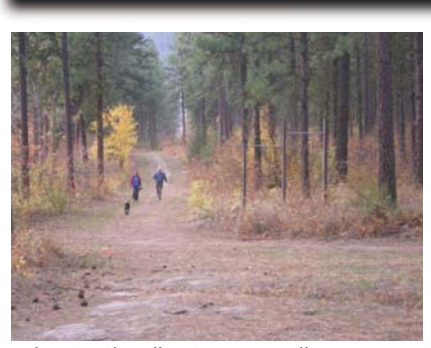
Grade: Grade variations enhance the skier's experience if slopes are not too steep. 10% or less for novices; 40% on short slopes for experienced skiers.

Sight Distance: Not critical except on steep downhill runs or where the trail crosses roadways, waterways, or other potential hazards.

Water Crossings: Use straight, level (less than 5% grade) approaches that allow skiers to stop prior to crossings. Never incorporate frozen lakes or rivers. Natural water crossings can be used on small, shallow (6 to 12 inches) streams that freeze over early in winter and stay frozen. Always favor culverts, bridges, and boardwalks, especially if deep water or steep banks are present. Bridge and boardwalk decks must be flush with the trail surface with narrow gaps or no gaps between decking boards to allow for snow accumulation and compaction. The weight and size of grooming equipment are critical to bridge design. Bridges must be located above the ordinary high water mark and should have rails at least 42 inches above the snow level. Width is 6 to 10 feet (bridges often become narrower as snow accumulates), Weight limit depends on bridge length - allow 5 tons or more for maintenance equipment.

Compatible Uses: Snowshoeing, hiking, bicycling, accessible trails for persons with disabilities.

Facilities: Parking area, resting areas, and benches at regular intervals, trail shelters every 8 to 12 miles, information boards, and signs.



Hiking at Ski Hill in Spring to Fall

Winter activities at Ski Hill

Walking the Waterfront Trails Spring to Fall

Nordic Skiing the Waterfront Trail to Golf Course

EXISTING COMMUNITY TRAILS

Appendix F:
SEPA Checklist

WAC 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   City of Leavenworth Upper Valley Regional Trails Plan

2. Name of applicant:

   City of Leavenworth

3. Address and phone number of applicant and contact person:

   Connie Krueger, AICP
   Community Development Director
   PO Box 287
   Leavenworth WA 98226
   509.548.5275
   cddirector@cityofleavenworth.com

4. Date checklist prepared:

   April 22, 2009

5. Agency requesting checklist:

   City of Leavenworth

6. Proposed timing or schedule (including phasing, if applicable):

   The City of Leavenworth Upper Valley Regional Trails Plan (plan) will be considered for adoption by the City of Leavenworth (City) in late spring and summer of 2009. Following adoption of the plan elements, the trail plan will be developed by the City or regional partners over the life of the plan either as separate and distinct projects or as part of road improvements and other activity in the Valley.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   The plan will be revised and update over time. In addition, trail and path improvements identified by the plan will be developed by the City and its regional partners over time.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   An environmental assessment was completed by the City to characterize the potential impacts and permitting requirements of the improvements identified in the plan.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

   The plan will be reviewed by the City's Planning Commission and considered for adoption by the City Council. Some elements identified in the plan are currently being considered for implementation in road projects by the City.

10. List any government approvals or permits that will be needed for your proposal, if known.

    The plan will need to be adopted by the City Council. Implementation of the project will require a variety of permits and authorizations that will vary depending on the type and location of the improvement.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This Upper Valley Regional Trails Plan integrates a number of existing planning efforts and identifies new opportunities, resulting in the creation of a single regional trails plan. The existing planning efforts reviewed by the project team included the Valley Trail Plan, Chelan County and City of Leavenworth Transportation plans, Peshastin Community Plan, Leavenworth Downtown Plan, Leavenworth Parks and Recreation Comprehensive Plan, and other documents. The process includes an evaluation of trail corridors on public, semi-private, and private lands. The boundary of the Upper Valley Regional Trail planning process extends approximately 5 miles from downtown Leavenworth. As part of a future regional trail network, the Leavenworth area will connect with trails coming from Plain through Leavenworth and to the communities east toward Wenatchee.

The interconnected trail system outlined in the plan will provide recreation, support non-motorized transportation, and encourage tourism. The trails and pathways that are proposed address the needs of the public for the health and quality of life benefits associated with hiking, biking, skiing and horseback riding in this diverse natural environment. The goals of the plan are to encourage new trails and maintain existing trails in an enjoyable, efficient, and safe network.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The plan covers an area of the Upper Wenatchee River Valley and Icicle Creek Valley in the vicinity of Leavenworth, Washington. It includes lands within the corporate limits of the City as well as surrounding unincorporated Chelan County.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other . . . . . .

b. What is the steepest slope on the site (approximate percent slope)?

Portions of the area are vertical.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime
farmland.

The plan area contains a wide variety of soil types and conditions due to its complex geography. Typical soils are sandy and gravelly loams.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None known. The steep mountain slopes are subject a variety of rockfall and other soils movements.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Implementation of the plan will require a variety of filling and grading activities. The amounts and quantities are unknown at this time because the construction plans for the various improvements identified in the plan have not been completed.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Development of the trails identified in the plan could result in localized erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The plan provides for a variety of trail surfaces including both impervious and pervious surfaces. The percentage of impervious surface is unknown but will be minimal over the area covered by the plan.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

As projects are proposed and implemented, various erosion control methods will be implemented during construction and operation such as minimizing clearing, stabilization of exposed soils, and the use of silt fencing and storm inlet protection.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Construction and operation of the trails could produce small amounts of construction equipment exhaust as well as dust from grading.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

The Leavenworth area does not contain any significant industrial activity. Emissions and odor are generated from farming activity, residential areas, vehicular and construction activity, and wood smoke. These are not anticipated to have an effect on the proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Appropriate dust control techniques should be employed during construction activities.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Icicle Creek, the Wenatchee River, and various smaller creeks are located within the project.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Implementation of the plan will require a variety of crossings of the above-named water bodies and some trails may parallel the creeks and rivers. The design of these elements has not been completed.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

It is not anticipated that there will be significant fill or dredging activity in any water bodies or wetlands.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

None anticipated. The construction and operation of the trail system will require little water.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Portions of the plan area are located within the floodplain of the Wenatchee River and Icicle Creek.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The construction and operation of the trail system identified in the plan will not result in any discharge of waste materials to surface waters.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

The construction and operation of the trail system identified in the plan will not result in any ground water use or discharge of waste materials to ground water.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste materials will be discharged as a result of the proposal.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Storm water runoff will be generated by impervious surfaces and other trail elements. Storm water will be addressed during project design and will be collected and treated appropriately.

2) Could waste materials enter ground or surface waters? If so, generally describe.

The project will not incorporate land use or activity that would generate waste materials.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

None proposed.

4. Plants

a. Check or circle types of vegetation found on the site:

——— deciduous tree: alder, maple, aspen, other
——— evergreen tree: fir, cedar, pine, other
——— shrubs
——— grass
——— pasture
——— crop or grain
——— wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
——— water plants: water lily, eelgrass, milfoil, other
——— other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Clearing will be necessary for trail construction. The amounts and types will be determined during the design of the individual trail projects.

c. List threatened or endangered species known to be on or near the site.

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The amount or type of landscaping is unknown at this time. Vegetation will be preserved to the maximum extent possible and landscaping will be accomplished with native materials.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

Chinook salmon, steelhead, bull trout, Northern spotted owl, lynx, grey wolf and grizzly bear are listed and are either known or anticipated to occur in or within the vicinity of the area covered by the plan.

c. Is the site part of a migration route? If so, explain.

The Wenatchee River and Icicle Creek are migration routes for anadromous fish.

d. Proposed measures to preserve or enhance wildlife, if any:

None proposed.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Trails completed under the plan would not require any energy for operation.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Because the trails will be built at or near existing grade and involve no structures, there will no potential for impacts on solar energy use.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None proposed.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

The adoption of the plan and implementation of the projects would result in minimal exposure to these substances during construction.

1) Describe special emergency services that might be required.

None anticipated.

2) Proposed measures to reduce or control environmental health hazards, if any:

Typical best management practices would likely be incorporated to reduce the risk of spills, explosions, and fires resulting from the use of fossil-fueled vehicles and tools.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Typical urban and rural noise occurs within the plan area. Most noise is generated by train or vehicular traffic.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Implementation of the plan would result in noise generation during construction and from trail users.

3) Proposed measures to reduce or control noise impacts, if any:

Construction hours can be limited and appropriate mufflers should be used on all power equipment.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

The plan area is devoted to urban, rural, agricultural, and forested areas.

b. Has the site been used for agriculture? If so, describe.

Areas within the plan boundaries are used for agriculture.

c. Describe any structures on the site.

A variety of residential, commercial, agricultural, and industrial properties are located within the plan area.

d. Will any structures be demolished? If so, what?

The plan does not contemplate the need to demolish existing structures.

e. What is the current zoning classification of the site?

The plan area contains multiple zoning districts including rural residential, forest resources, agriculture and forestry, and urban commercial and residential zones.

f. What is the current comprehensive plan designation of the site?

The plan area is located in the Leavenworth Urban Growth Area and the rural area of Chelan County. The plan area contains a variety of urban and rural designations.

g. If applicable, what is the current shoreline master program designation of the site?

The Wenatchee River is designated as urban and conservancy and Icicle Creek is designated as conservancy

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Portions of the plan area likely contain sensitive areas such as steep slopes, wetlands, and riparian areas.

i. Approximately how many people would reside or work in the completed project?

The proposed plan includes linear transportation and recreational projects which will not house any persons.

j. Approximately how many people would the completed project displace?

The plan does not anticipate the displacement of any persons.

k. Proposed measures to avoid or reduce displacement impacts, if any:

There are no impacts so no mitigation is proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Individual implementation projects will require appropriate review and permitting. Compliance with adopted standards should address any land use conflicts.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing will be provided with the plan.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The plan does not anticipate the need to affect any housing units.

c. Proposed measures to reduce or control housing impacts, if any:

None are proposed because no impacts are anticipated.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The plan calls for the construction of a number of proposed bridges. Their types and heights have not been determined.

b. What views in the immediate vicinity would be altered or obstructed?

The proposed trail projects could result in small landscape changes, slightly modifying some views.

c. Proposed measures to reduce or control aesthetic impacts, if any:

None are proposed because no impacts are anticipated.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The plan does not include activities that would result in creation of light or glare.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No impacts are anticipated.

c. What existing off-site sources of light or glare may affect your proposal?

Typical rural and urban lights sources are present in the area. The lighting sources are unlikely to affect the project.

d. Proposed measures to reduce or control light and glare impacts, if any:

None are proposed because no impacts are anticipated.

12. Recreation

    a. What designated and informal recreational opportunities are in the immediate vicinity?

    Numerous recreational activities take place in the project area including rock climbing, hiking, white water rafting, fishing, hunting, bicycling, running, Nordic and downhill skiing, ski jumping, golfing, and others.

    b. Would the proposed project displace any existing recreational uses? If so, describe.

    The proposed plan calls for the development of additional recreational resources and will not displace any existing activity.

    c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

    The plan proposes numerous new and improved trails for multiple uses.

13. Historic and cultural preservation

    a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

    The Leavenworth National Fish Hatchery and Leavenworth Ranger Station are on the National Register of Historic Places.

    b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

    None known.

    c. Proposed measures to reduce or control impacts, if any:

    Appropriate review for historic and cultural impacts would occur during development and construction of the identified improvements.

14. Transportation

    a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

    Multiple street and roads serve the project area. Major roadways include Highway 2, US 97, Icicle Creek Road, and the Chumstick Highway.

    b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

    Link Transit provides service in the Leavenworth area on routes 22 and 37. There are a number of transit stops within the project area.

    c. How many parking spaces would the completed project have? How many would the project eliminate?

    No parking spaces are planned to be constructed or eliminated with the project.

    d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

    The proposed plan includes both on- and off-road trails. Some trail segments would be accommodated through improvements to existing roads through the inclusion of bike lanes or sidewalks.

    e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Limited trail improvements are planned in close proximity to the BNSF rail line that runs through the project area.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The proposed trail improvements are not anticipated to generate any additional vehicular trips.

g. Proposed measures to reduce or control transportation impacts, if any:

None proposed.

15. Public services
    a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

    The trail improvements identified by the plan will not increase the need for public services.

    b. Proposed measures to reduce or control direct impacts on public services, if any.

    None proposed.

16. Utilities
    a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

    Portions of the project area contain the listed utilities with the exception of natural gas.

    b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

    No utilities are proposed for the project.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Date submitted: _____

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The plan does not involve the use of hazardous materials in its operation or construction. There is some risk that the proposed trails (both pervious and impervious) could increase the risk of erosion and contribute to some pollutants entering area waterways.

   Proposed measures to avoid or reduce such increases are:

   Trails should be designed in accordance with accepted practices and with appropriate storm water control to minimize the potential for generating runoff.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   The trails planned by the proposal will occur primarily within areas that have significant levels of human activity. Localized impacts to plants could result in a slight reduction in habitat suitability. A limited number of trails is planned in more isolated areas. Constructing these trails could result in additional human activity that could disturb existing wildlife areas.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   Appropriate BMPs would be used during construction and operation to minimize the potential for sediment to enter area waterways. Vegetation removal for trail corridors should be kept to the minimum amount necessary to accommodate the activity.

3. How would the proposal be likely to deplete energy or natural resources?

   Implementation of the plan through the construction of trails would result in some use of fossil fuels during construction. Operation of the facilities would provide non-motorized transportation routes that could result in the reduction of vehicular trips and corresponding reduction in energy use.

   Proposed measures to protect or conserve energy and natural resources are:

   None proposed.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   A number of trail segments would occur within parks and open space areas and along rivers within the project area. The construction of trails could result in a small impact to these areas during construction and by encouraging human activity.

   Proposed measures to protect such resources or to avoid or reduce impacts are:

   As individual projects are proposed for construction, site-specific information should be collected to determine if the proposed trail route would have a significant effect on the identified resources. Trails should be rerouted or the design changed to address site-specific issues.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

   The proposed trails would typically follow road corridors and would not have the potential to be incompatible with existing plans. Some trail segments would occur within undeveloped areas. Trails could be seen as encouraging human activity in an area with uses with which trails might be incompatible, such as industrial or agricultural areas.

   Proposed measures to avoid or reduce shoreline and land use impacts are:

   Specific trail alignments outside road corridors should be designed to minimize potential conflicts between users and surrounding land use activities.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

   Because the trails are dispersed and designed for non-motorized activities, the plan is unlikely to result in increased demands on transportation and public services including utilities. There could be minor increases in motor vehicle traffic if trail users drive to trailheads or trail locations.

   Proposed measures to reduce or respond to such demand(s) are:

   None proposed. Implementation of the plan could result in reduced traffic congestion or a reduction in the rate of increase of traffic because area residents and visitors would have a comprehensive network of trails instead of motor vehicles to use.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

   The proposed plan conflicts with no laws or requirements because it plans only the construction of improvements. Trail design and siting would be subject to further review and be required to comply with established laws and requirements.