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Organization:

Title:

Comments: I am writing with regard to the proposed motorized over the snow vehicle closure at Bear Basin.

Thank you for providing public information and allowing input.

My wife, children and I live and own property that borders part of the proposed closure area. We primarily use the area for Nordic skiing at Bear Basin but we also use the area for snowshoeing, ski touring, snow hiking and snowmobile access. We are in the proposed closure area almost every day.

Here are some thoughts and ideas that I hope you will consider:

Issue # 1 - Snowmobile incursion and conflict within the Bear Basin Nordic trail system.

*Signage - Based on several discussions with encroaching snowmobilers in the Bear Basin Nordic area, signage is a very important step to reduce skier snowmobile conflict. The typical response is "I didn't see any signs" or "I didn't know". The one exception was simply a person that seemed to know that the area was not technically closed and he was going to ride there if he wanted to.

oSigns similar to what Brundage uses (bright orange on red bamboo) posted at a frequency that would be impossible to plead "I didn't know" or "I didn't see any signs".

oWest Face parking area seems to be the source of the of the vast majority of snowmobiles that end up in The Bear Basin Nordic Trail System. Some come straight up over the hill around the Drain. Many come up the groomed 452 snowmobile route then hang a right on 451 (Old Brundage Road) and encroach at Keyhole.

oRobust signage along the north and all the way out 452. Then signs along the west edge of 451 all the way to where 451 turns into Bear Basin Road.

oWe would be happy to volunteer to help post and maintain the signs.

*Yes, please implement the proposed closure within the Bear Basin Ski area to motorized winter travel, but only west of 451.

oThis should take care of the people that encroach because they know that they can.

Issue #2 - The proposed closure of area east of 451, and granting a special use permit for commercial, fee-based fat tire bike trail system.

*A fee based commercial trail system will change user expectations. Expectations can bring conflict.

*Would a fat bike trail system be exclusively for fat tire bikes? Or would it be inclusive to existing user groups such as snow shoeing, hiking, dog walking, sledding and ski touring? What is the potential for user conflict between all of the above?

*Please leave the area east of 451 as is. This area is currently used by a variety of local and out of town recreationalists that seem to coexist very nicely. I have never seen or heard of any user conflict east of 451.

oThis area is unique and should be preserved. Please don't allow additional commercial encroachment. Locals as well as visitors currently use this area to get an open, backwoods, unstructured, non-fee based, non-commercial experience close to town.

oMcCall residents and visitors commonly park at the end of Bear Basin Road/start of 451 to access the area east of 451 for snow shoeing, hiking, dog walking, sledding and ski touring. It is very convenient.

- oBear Basin, Lakeridge and Crescent Rim residence use this area for snow shoeing, hiking, dog walking, sledding and ski touring as well as a snowmobile access to higher ground.
- oIt may seem somewhat counterintuitive but the diverse winter activities on the east side of 451 actually coexist very nicely. You don't need to look very hard to find snowshoe, boot and ski tracks on top of the solid base that an old snowmobile track left behind.
- oThere are currently several Bear Basin, Crescent Rim and Lakeridge homeowners that use 451 and 837 for snowmobile access to trails and higher ground. Please maintain homeowner accessibility.
- oAll of the area homeowners, with snowmobiles, that I know are also skiers and in full support of closing the actual Nordic area to snowmobiles...they are not the problem!
- oPlease keep the area east of 451 open for diverse public use.

Thank you for allowing input throughout this important process.