

To The EMC Board and Roads Committee from Cascade Concrete:

Good afternoon.

Yes, I definitely think it would be beneficial for everyone to have that stretch of road open for more than one reason alone. I am not 100% sure I know why it's doesn't get plowed. I am assuming for winter recreational use maybe? What does it add an extra 200 yards of skiing? If that is the case it's it's kind of a selfish reason to keep a road closed. Not to mention an unnecessary reason. I don't see how anyone couldn't agree on having it plowed.

So to answer your questions,,

1. I wouldn't be able to give a realistic time estimate on how much quicker it would be due to the fact that every time it snows plowing is different. I do know that it would be quicker because there would be no back tracking we're having to turn around and go back over something I had just plowed just to get to the other side. Efficiency is key in plowing and It's obvious the way it is now why it would be less efficient keeping it unplowed. If you want a number for the time, I would have to say in the grand scheme of things it could possibly knock off an hour to an hour and a half of my total day, which would be tremendous because after I finish plowing up edelweiss I have a whole other route that I do in my personal plow truck.

2. When it comes to snow, snow, removal, and winter transportation, everyone usually wants to be plowed first. And we know that that is not a reality that can be achieved. We do, however, try our absolute best to keep everyone happy and everyone safe. So as far as safety is concerned, I feel as if it should be mandatory that it's kept open seeing how there is only one exit in the winter time. Say for instance, there is a house fire at the base of Trillium. and responders can't get there in a timely manner because some yahoo without snow tires is stuck sideways on the Highland hill. Or an elderly person has fallen or anything of that nature and Health didn't show up on time because we like to keep a road closed to ski on. Sure they could take quaking Aspen and burn another 10 minutes, but what if the person responding doesn't know the community very well and that place is kind of a maze. I am actually surprised that it is closed for safety reasons alone I mean, I get why all of East Fawn doesn't get plowed because that is dangerous but as short stretch that I could easily plow in under five minutes doesn't get touched so people can ski seems kind of ridiculous to me, especially when there is miles and miles and miles of trails to ski on in the valley

3. I'm not quite sure what it is that you are asking about plowing the small roads as we plow those roads the same time we plow everything else I don't see any reason as to why those would need to be plowed more often than maybe it starts to warm up and gets slushy, those roads might not be packed in as well? But that would make them easier to navigate packed roads that turn to slap are worse.

4. I I can't say for certain that any roads would get more attention so to speak or that any roads deserve more attention or need more attention because this is the first I've heard of anybody wanting things plowed more often. I feel we have done a good job of keeping things open and responding any timely manner and if anything else needs to be done, it can be within reason if we were to come out every time one person struggled

getting up a road or wasn't satisfied with the road conditions, we would be broke after a plowing season. I think A resident wide email should go out reminding everyone that the road conditions vary in the winter time and can be somewhat treacherous so if they plan on traveling to the community, they need to come properly equipped with traction tires, chains, and patience.

I hope I have answered your questions in a way that plowing that will be considered. Come take a ride in the plow truck one day and you will see how it could be quicker and more efficient to plow that stretch road. Dead ends and turnaround are not favorable in the plow world.

Thank you and have a good afternoon
Stu

**From Stuart Grimm, Plow Driver Cascade
Concrete**

Cascade Concrete feels they could provide better snow removal service to the community if they had access through East Fawn Rd. between Highland and Mustard Mtn Rd. I conducted a brief survey to gage the feelings of the community, in the process I also received several separate comments from the community. I feel this topic should be discussed by the EMC Roads Committee and the EMC Board of Directors prior to reaching a decision. I am sending the following information for your review.

Thanks,
Pitkin

Originally, Pat Leigh talked Jay Lucas into having Jake Valentine groom a circle around the big meadow and exit out onto East Fawn. Not a big deal for him since he lived on Homestead. By doing the meadow East Fawn got an occasional grooming. Two problems arose. He came real close to running out of gas and residents seem to prefer walking, snowshoeing and letting their dogs poop on the trail. Skiers wouldn't use it. Pat then purchased a groomer from Shawn McCabes brother and Reid Warner would tow it with his snowmobile. Reid was hot rodding on day one and lost the groomer in an accident. Then the whole idea was shelved and a few years ago volunteers started running their snowmobiles around the meadow without an attached groomer. Above Highland, Alex Hall groomed that for Leslie and other animals. I have seen Tom Bjorenson run his snowmobile from E.Fawn to Highland to please Mary and her obsessive running.

There was no board decision on any of this. Not sure why they think this will save time but whatever. Palm never brought it up. Eventually we would have to plow to Tim Smith's house anyway.

Sorry for my convoluted story telling.
Craig Hook - History

Sir,
IMHO "Safety" and "Operations" will always trump "recreation".

Besides this plowing would actually allow more access to the Upper Meadow and Rendezvous trails.

Many thanks on keeping the roads as good as one can, given the weather!

Doug
Sent from my iPhone

Thanks for the response Pitkin, appreciate it. It's been a great snow year, hope you've been able to get out and enjoy it!

It's interesting that Cascade has that belief because my understanding was that Palm felt differently when they were doing the plowing. I believe they thought it would take too much effort for them to keep that upper section open because the Board asked at one point about it, but possibly the regraded roadway makes that different now. In any case, if they believe it would help then it's probably worth a try. I think it would be hard to do this year given that section has now been packed down hard by grooming so probably a next year decision.

One note is that for those of us that do the grooming of upper Fawn to the rendezvous gate, it may make it a little harder to get up there in certain circumstances and we would certainly have to drive the road with our sleds to get there. I currently do this already as I'm the farthest away and have to use the roads, but it should probably be acknowledged that it may impact some ability to keep that upper section groomed, which I know the community wants groomed in order to connect to the methow trails in the rendezvous. Probably also precludes doing any grooming in the upper meadow as the groomer would now be stored much farther away from the gate into the meadow. Not a big deal but everyone would just need to get comfortable with likely no grooming in the meadow and sleds driving that road section to get to our groomer stored by the gate at highland road and fawn.

Kirk

Hi Pitkin,

I say the survey for the plowing of E. Fawn and I was curious what the added cost would be if the E Fawn is plowed all the way through. This road has not been plowed for the 25 years I have lived here and it seems really strange to add this expense to the plowing bill. Especially when part of the community really enjoy not having the road plowed.

Thanks for all you do,
Flash

Hey Pitkin and roads committee members (I don't know who else is on it),
Has the roads committee been discussing plowing already? When you talked with Sam it was the first I heard of it, and I think the board should discuss it before asking the community to weigh in. Is the goal safety? I'm not convinced that opening the road would actually be safer. If the goal of the survey is to know how many people use the road while it's closed, then we should ask that directly in the survey and leave plowing

out of it.

I realize plowing is a big thing and we all have different priorities, but I want to be methodical and think long-term rather than rush to make a decision. At this point in the winter it would take a lot of work to get all the snow off, and for at least a decade it's been closed, which leads me to think there was a reason Palm didn't plow. Has anyone talked to Craig Hook about it?

Thanks, Alison Naney

Thanks for the response, Pitkin... and Happy New Year!

The rationale for one option to be labeled as "safer" sure feels pretty indirect, and the actual "safety" gained, outside of some timing, risks being misleading.

Has there been an estimate given on how much time will be saved? And will this also translate to cost savings for EMC?

I used to live in Montana and have some plowing experience, but it's nowhere near the scope of EMC. Though I know enough that given the road width, there will also be two passes (one for each side) requiring an up and back for each road. With two fewer dead ends (I believe there are eleven others) as a means for significant time savings, it seems logically weak; especially when factoring in the new road gained that would require plowing to maintain.

And much more importantly (in my view), is a plan to have the known hot spots more regularly sanded (not necessarily more plowing) for increased safety in the winter.

I ski on those sections of the road almost daily when out at our place in the winter (though not always all of it). However, should this be sincerely risking added safety to other community members, particularly for full-time residents, then I would of course, prefer everyone to be safe over my family's personal fun. But without more context on the meaning of safety gained for significant numbers in EMC, the survey may be a false narrative.

Thanks for the added info below. I trust there can be some actual numbers and data to cite if there is a change.

Thanks for listening and all the help coordinating the many administrative elements you juggle.

Regards,

Zac.

Hi Pitkin,

Thank you for the information. When I am there in the winter, several times a week I park at the cattle guard at the top of Edelweiss and go up into the rendezvous. Several times I also AT skied across the meadows, then up by the far cattle guard on East Fawn, then into the Rendezvous. I would also AT ski down from the Rendezvous onto East Fawn, across the cattle guard and down Highland to "no name road" and my house. I know other people such as the Bernstens do similar. The Naney's access the Rendezvous probably daily - from East Fawn.

The information you provided is helpful, however, it could use more quantification of the benefits. And most importantly, this information should be given to all members who are being asked.

How much faster (# minutes/hours) would it be to plow the roads with this section open? How much more often could cascade plow the smaller roads? Exactly which roads would get more attention? time and frequency are needed to make an informed decision. Without this, it seems like this is just a "nice to have" convenience to the plowing company that will probably not improve the plowed condition of the road - and will reduce access to the Rendezvous.

Plowing East Fawn to Mustard Mountain will take time. I find it hard to believe that the time saved by not driving around will be greater than the time spent plowing this section.

My experience with the roads is

- (1) the uphill's get slick, even after plowing. Doing these faster would not help. The quality of the finished surface is the issue.
- (2) several times I noticed that highland would get plowed and Quaking Aspen didn't. On the flats, this was OK. On the uphill curve near Steve Oein's house, this may have been a problem, but I did not drive it.

IMHO:

- We need to avoid the smash-up derby that happened at the entrance a week ago. Coming down, I had to avoid an Audi with a bike on the back that was off the road. Pedestrians were on the road. My ABS went on and I could not stop. I had to honk to get pedestrians out of my way so I had enough distance to stop.
- To prevent this, plowing East Fawn will not help. Instead, the entrance should be plowed to the pavement and sand applied every other day. If sand is not enough, we should explore larger aggregate. In Oregon, they used crushed lava rock. Perhaps we have something available that would give more grip.
- Sand needs to be applied with greater frequency and for longer sections than is currently applied. We have trucks for this.
- I expect there are other options on the table. What are these? Were these ruled out before the survey went to the members? If so, please also list those options.

Thank you again for your help and attention to the roads. I know you and Jeremy are doing the best you can for Edelweiss.

Jon

Thank you Board members for your valued service. I hope that the survey which we did not receive gives you the insightful and accurate information that you seek. While I understand that Cascade Concrete has different methods for maintaining the winter roads here, I wish that the USFS East fawn road which connects Edelweiss roads could remain snowy for a few reasons.

1. some of us like skiing on it, whether it's groomed or not. It makes for a great non driving connector in a large private community where many enjoy driving less for enjoying outdoor activities.
2. There are currently 2 people with snowmobiles and a grooming implement much better than mine who can use this road section to access the super critical upper East fawn road for grooming and skiing with skinnier skis on the professionally groomed Methow Trails above.
3. My relatively new (815 miles) snomo has not been functioning well for unknown reasons so it's been really hard to keep the upper road groomed to access the professionally maintained Methow Trails above during the popular holiday times and beyond. I finally succumbed to dragging it on to a trailer to haul it to the shop in omak later today where it'll undoubtedly sit for a while before getting assessed and serviced. Meanwhile, Sam or Kirk might groom the upper (and lower road) if there is snow on this road that CC wants to plow.

Thank you for reading this and for your service to Edelweiss where we've enjoyed living. Skiing from home has been a big plus for 28 years but we realize that all good things must end sometime.

Regards,
Alex & Leslie Hall & family

"If you had to choose, would you prefer to have safer and more efficient snow removal throughout the community or have East Fawn Rd. (specifically, between Highland and Mustard Mountain) groomed for skiing?"

I would like to have safer and more efficient snow removal throughout the community.



I would like to have East Fawn Rd. between Highland and Mustard Mountain groomed for skiing.

