

Folsom Lake SRA Road and Trail Management Plan

Road Cycling Paved Trail Interests - Focus Group Meeting – 11/17/14

Meeting Notes from Flip Charts

(Transcriber clarifying comments/additions in italics and parentheses)

- Clearly identify the difference between the *(types of)* bike uses *(road, mtn, etc.*
- Move toward multi-use trail around entire rec area – *(identify)* type of infrastructure would be needed.
- Volunteer labor to address maintenance.
- Focus on maintenance in the plan (RTMP).
- Better support and coordination with volunteers *(want to be!)*.
- Asphalt repairs needed – reconstruct.
- Lack of brushing and trash pick-up – use of blowing as a maintenance tool.
- Need for regular maintenance.
- Signing at trailheads on how to report trail issues/problems.
- Desire for more accessible trails through park, not just on paved roads.
- Better way-finding system.
- Could number trail junctions to refer back to map.
- Pave path from Beals up to Granite Bay.
- Extending trail from Rattlesnake to Auburn SRA. This would complete trail around *(Folsom)* Lake.
- Trail bridge *(across North Fork Arm)* near Rattlesnake Bar – to move back and forth from north and south.

- Improve on and off ramps on Salmon Falls Road Bridge. *Presume point is that better ingress/egress needed off Salmon Falls Road to parking areas on either side of river – Skunk Hollow or Salmon Falls (accel/decel lanes?).*
- Trails at Folsom Powerhouse.
- Improve quality of connection between parking lots, more accessible.
- Extend Class I (*paved bike path*) through Granite Bay to Rattlesnake Bar or out to Beal's Point.
- User created trails at Mississippi Bar pulled into system.
- Paved route Johnny Cash (*trail bridge*) over to Sophia Parkway.
- Paving of Mississippi Bar Service Road with soft surface shoulder.
- Sophia Parkway (*Mormon Island Cove*) to Brown's Ravine trail needs maintenance/repair – heavily used.
- Folsom Point 1 mile trail above high-water mark; 1 mile ADA loop – existing trail is very level; follow water line from boat ramp to Folsom Point.
- Focus on paving (*trails*) on the north side. Access to north is easier vs. south side.
- Shared access through local communities.
- Hazel Ave. to maintenance yard (*Reclamation maintenance yard along trail at Nimbus Dam*) on north side in bad repair. Maintenance is needed/reconstruct.
- Hoffman property trails. Sections coming down to access road is unsustainable. Moving fill down to access road.
- American River Parkway – remove “Stop” *signs for bicycles* and replace with “Yield” – like City and County
- Twin Rock intersection is dangerous – mtn. bikes come out and cross on old road (access road). *Presume this refers to trail crossing of Granite Bay Entrance Road near Old County Road.*
- Distribution of trail maps. Large maps at kiosks of “you are here” trails.

- Mormon Island Wetlands – city/county trail ends into park – opportunity to extend that trail into the park. Paved bike path.
- Management actions: alternate user days, educational programs for user conflicts.
- Trail etiquette signs – especially along Pioneer Express Trail and Los Lagos Trail around riding stable access.