

Auburn State Recreation Area/ Auburn Project Dam Lands
General Plan/Interim Resource Management Plan

Public Workshop # 2 - May 30, 2007

Flip Chart Notes

The notes below have been transcribed from the public comments written down on the flip charts at the May 30, 2007 Public Workshop.

Mammoth Bar

- Maintain OHV use, either full time or on alternating days
- Provide resources for all users will minimize people creating heir own trails and encourage (illegible word) to use the trails
- I think the track and motorcycle tails should be open at least 3 days per week. The track should be not be relocated, there are too many improvements already in the place for the track. (sprinklers, fencing, etc.)
- Nothing, great as is
- Improve raft take out parking and access closer to river
- Rebuild track in same location and add OHV days
- Track is not driver dependent use, support 1 f.
- Handicap Access.
- Support key issue 2D more access to mountain bikes and development of additional MTB tails of all types (freeride, XC, skills, etc.)
- Keep track as is
- Improve trails and increase mountain bike trails and access
- Increase OHV use to daily access
- Keep as is.
- Have horses, bikes and boaters display stickers like the motorcycles do that will increase monies for the park system
- Rebuild track
- #1 maintain as is-keep trails maintained and erosion free
- #2 D. open more trails
- #1 C, #2 D-develop picnic grounds and camping
- Limit days Mammoth Bar is open to loud, offensive motor vehicles
- Open some trails for mountain bike, technical riding and trails for skills
- Get track off river out of the obvious flood plain
- One way trails
- Campgrounds would be a better riverside recreation than the dirt track
- Support issue #1 item e and c.
- Support issue #2 item a. and d.
- Do not support any items on issue 3
- Issue 1; relocate track away from river
- Issue 2: open more trails for mountain bikes, OHV moot if site moves
- Issue 3; consider portage route/ trail around Mammoth Bar

- #1, a. .b. or c.
- #2 d
- #2 b
- Consider modifying Murders Bar Rapid to run-able and safer
- Issue #1; support c. No reason to change a family recreational area that has been in place for over 40 years.
- Issue #2 support B
- #1 green sticker dollars have paid for the track. Leave it as is. Open track 7 days a week.

Lake Clementine

- 1. Limit boat use to electric motor only and/or non-power boats (otherwise have a 5 mph speed limit)
- 2. More swimmer friendly areas
- 3. Concessions, limit to human powered activity sports only and supplies OR none at all, no new structures.
- Argument that Lake Clementine is old boat area true, but since 1950's Folsom, Rawlins, Sugar Pines dams have given area many more high speed boating options. It is time to make Lake Clementine a slow speed lake. Camping for slow boats, canoes, etc. Not water skiers or wakeboarding.
- Continue recreation uses and evaluate in plan
 - Toxic sediment in the lake and what if anything to do about it: Mercury etc.
 - Removal of the dam.
- Motorized boats and non-motorized have always been compatible with each other, the concession has always been a help to both. Leave as is.
- Leave Clementine as is.
- Leave as is. This is a great site for family boating and camping much safer and cleaner than Folsom/ Rollins.
- Low speed boating only
- Should be part of North Fork Management Zone
- 1. Clementine, eliminate motorized boats option C.
 - more access points for kayaks/ canoes
- 2. No concessions, natural area
- 3. B.
- Maintain Current use at lake!
- Continue current use- continue selling gas.
- The lake is an exceptional water sports resource, especially for skiing and wake boarding.
- One of the oldest concessions in the state- leave as is!
- Clementine is a great family lake for skiing and camping, it is very convenient to be able to get gas and ice. Leave as is!
- Clementine is the best boat camping lake in area!
- Close long point road to all vehicles, motorcycles, etc.

- Use for flat water, non- motorized use
- Maintain current use, motorized and non-motorized. This appears to be the only venue for skiing and motor boats, they also deserve to use the area.
- All types of boating have co-existing at Clementine since the 40's. Please leave the usage and marina alone.
- No new concessions. Please. Enough usage already
- Lake Clementine has produced regional and National water ski champions. Leave as is for our future champions from Placer County. Maybe future world champs.
- Support #3 B. year-round upper lake road.
 - And put in access trail below dam from boat launch
- Change to 5mph only on Lake Clementine. Concessions for canoes and kayaks.
- Do not pave upper Clementine, make only improvements.

Confluence

- #1 Improve (3) parking lots-one B. each side of crossing (e.g. Quarry) and one on side of I-hill bridge. Zero new parking.
- Seasonal shuttles- good
- # 2 (D) zero permanent bolts, climb in I.D. areas only.
- Support 1A, 2D, 3B
- Issue 2, limited restrictions, camouflaged bolts
- Support rock climbing all areas, bolts only in quarry area
- Open mine to tours and canyon keeper clean up
- Improve roadside parking
- Support 2B/D
 - Risk/ liability demonstrated ok at numerous other areas. There should be no preference to specific user groups re; parking. Looser rock is demonstrated acceptable at numerous areas e.g. Yosemite.
- Expand parking at confluence, (consider traffic lights?)
- Support 2D
- Issue 3
 - Allow rock climbing in all areas but bolts only in the Quarry
 - Great Rock is an area that is easily accessible and maintained for safety
- Issue 2
 - Support option B-possibly w/ camouflaged bolt hangers
 - Climbers as a user-group are largely self-regulating see Yosemite as an example.
- Support #2/ all other rec. allowed with more risk. Self managed sport!
- Designate clothing optional areas, signage to avoid user conflicts.
- Support 2B/ Allow rock climbing throughout out Auburn SRA
 - Consult w/ access fun and American Safe Climbing Association for guidance allow private guiding/ rock climbing instruction.

- Needs raft rental shuttle bus turn around and drop off. Middle Fork access best, high flow in summer.
- Now commercially guided trips (rentals find)
- Need improved access to launch at river (conflicts w/ boaters and picnickers)
- Clean up existing parking area, done add unless its easy
- Add parking capacity, allow road shoulder parking for over flow.
- 1. Do not expand parking along Quarry rd. area
- 2. Add season shuttle form auburn to confluence
- 3. only add parking near new Foresthill Bridge if needed
 - leave as is, but make quarry parking lot safe for low clearance vehicles now we have to park on road
- 4. Allow rock climbing- but don not add roads to climb sites-walk in only.
- Limit bolting to main current climb site at Teichert Quarry
- There is an offer from D. Marquard to use (Donate her road access to PG&E substation next to Teicherts Quarry form climbers access to mtn quarry. It would be a “ by permission of landowner.” Contact Gordy Ainsleigh for information.
- Allow protection devices to be permanently placed in order to fully utilize the climbing resources and to make the sport a safe as possible
- Issue #2 Rock climbing: I strongly support option B: Allow climbing with few/ or no restrictions. This limits liability to the SRA to non-existent , and limits resource being committed to enforce restrictions. The climbing community is very self-regulating and collectively is a “good steward” of the SRA. This policy is consistent with the state park policy departmental notice No. 93-25.
- Support # 1 B,C. Conf. Quarry trail parking, no fees if possible
- #2 D. Some rock climbing bolts are ok in quarry
- #3 B. More quarry access
- Rock climbing should be allowed and bolts throughout the SRA with the provision if future conflicts occur (outside the quarry area) there would be provisions in the final plan for these conflicts to be addressed. (actually I prefer to eliminate this last provision.)
- I prefer option 2B
- Ask for proposals for shuttle bus service-bus only- allow all rental rafts and private rafters to use same services to eliminate double vehicle drops at Confluence and Oregon Bar
- Allow climbing, few restrictions
- Consider day use fee for impacted areas
- Do not add commercial operations at crowded Confluence
- Option #2 makes this most use of the climbing resource with the least demand on state parks personnel and it’s the way that makes a climbing area work best.
- If anyone complains about the appearance of the bolts they could be camouflaged or made surface-oxidizing steel.

Lower North Fork

- Absolutely imperative that clothing optional use be provided for within the traditionally established clothing optional areas.
- This C.O. use is low impact and low cost.
- Maintain traditional clothing optional areas along river
- Issue #2 Allow limited concessions with full concession you may create the problems currently associated with the Sunrise to Watt river rafting
- Issue #3 Provide a seasonal bridge or item B. if you try to build a bridge I would be worried about funding.
- Continue to allow clothing optional beach and allow clothing optional in management plan to alleviate any potential conflicts.
- Please allow clothing optional folks, who are quite numerous, to participate in shareholder and focus group meetings.
- A trail should be constructed from the south bank of No Hands Bridge to the south bank of the dam site, and on down to wherever the bridge goes in (maybe Oregon Bar, my favorite.)
- Issue 1, No Concession
- Issue 2, status quo
- Issue 3, construct bridge crossing
- Support NF/Dam #3 C. Perm. Bridge
- Issue 1 A. Do not provide concession. "protect wild and scenic element" B. I support this also.
- Issue 2, no concession
- Issue 3, C. Construct a perm bridge to provide season long use for all users.
- Open trail use to mountain biking, there are currently very limited to No MTB trails the dam site, Oregon Bar area. This is unreasonable based on the over numbers of MTB riders when compared to other user groups.
- No concessions at confluence, not enough space. Need provision for shuttle bus drop for rafters staged out of Auburn.
- No concession along lower North Fork
- No Concessions on Lower North Fork
- Preserve the traditional clothing optional beach area. There is a tradition of clothing optional official areas in state parks. Provide signage on trails leading down to avoid conflicts. Include nudists as stakeholders, i.e. the Naturist Society.
- 1. Not in favor of concessions at confluence support development of multi-use trail ATC with permanent bridge.
- Support 1B; 2C; 3 B or C.
- Need a safe way for bikes to get to Oregon Bar (some kayakers can shuttle by bike) should have to ride out narrow road with vehicles.
- Key issues already show most people do not want improvements such as parking, bathrooms, concession and paved or graveled roads in or near Oregon Bar. How are you going to limit vehicle access? Are there going to

be buses with rafters and kayakers up and down the roads to Oregon Bar?

- Open new Oregon Bar/Cardiac Bypass trail to multi-use, i.e. Open to mtn bikes. Road will be paved and bikes will need to share winding/ high traffic road. Will be hazardous.
- Open limited concession. Not unrestricted.
- Have a staffed gate that manages the number of cars entering /possible fee based parking
- Open No Hands bridge to multi-use. Construct a seasonal bridge for ACT. Construct a loop trail system using No Hands and Seasonal Bridge with existing Trails.
- Commercial raft ok if all park and shuttle away from canyon, nothing at confluence and no limit on personal rafting. A pay shuttle for person use would help the parking situation.
- Continuing support for clothing optional areas
 - Include reference to this support in park plan
 - Take steps to avoid conflict with these areas, signage, education
- Limited concessions, not unrestricted
- Allow guided kayaking and instruction for hire
- Provide white water access to put-ins and takeouts.
- Suggest trail on old RR cut /trestle on upper north side.
- Put in, Take out convenience are critical to make a run popular. Oregon Bar access please.
- Make more trails bike able. Share days or add detours around rough spots.
- Lower NF use will be biggest growth area in next 10 years so it should be given extra attention, funding.
- Issue #3 New Mt. Bike Trail.
 - Shared use, require shared use of No Hands Bridge wherein both Mt. bikers and equestrian folks would be required to walk bike/ horses across bridge.
- Key Issue #1
 - No concession opportunities
 - No new buildings
 - Construct a new trail w/ bike access from Oregon Bar area back up to Auburn so that bikes are not forced to share road with cars.
 - Limit parking and access limit daily starts.
- Auburn to Cool Trail
 - Provide mt. bike access from Auburn to Cool via:
 - Shared access of no hands bridge
 - Seasonal bridge near Oregon Bar
 - Make a bike access/ multi-use loop possible from auburn to cool via about and through:
 - New trail construction

- Odd/even day bike access to existing horse pedestrian only trails.
- Issue #1
 - Limit vehicle access
- Issue #2
 - B. Limited concessions
- Issue #3
 - A. Multi-use trail from overlook to No Hands and up to Cool trail.
- Need more /better access fro put in-take out, easy short route. Access all days.
- Issue 1 option C
- Very limited concessions, lessons, shuttle, 2B
- New access, Cool to Auburn, all season use new Oregon Bar
- Need to consider access for put in, when good easy access and parking
- #1 No Concessions! No vehicles. Shuttle buses and drunks would be a wasted park area like take outs at Salmon Falls, Goethe Park, River Ranch.
- #3 Auburn to Cool via multi-use trial at no Hands. Don't waste money on remote bridges and marginal trails. Build more trails w/ mt. bike access.

North Fork Management Zone

- Keep North Fork as wild and scenic as possible.
- Limit facilities; build additional trails along river if possible. Connect existing roads/trails along river.
- Maintain existing clothing optional areas status quo and add signage to identify such areas.
- Support county's efforts to build North Fork trail between Confluence and Ponderosa. Maintain natural trail. Low impact environmental y sound can be designed well to minimize erosion and other environmental impacts. Compare to S. Fork Yuba R. Trail. Very rugged. Self limiting. Only seasoned hikers, equestrian, and mtn. bikers will use if designed with back country principles in mind. It can be done!
- Manage toward potential W&S river.
- Support ASRA Interim Management plan that recognizes wild nature of NF.
 - Plan doesn't call for multi-use trails or mt. bike trails only minimal hiking trails.
 - Add/Expand white water put in/take out parking and access
 - Better parking at all NF access
- NF Trail is not part of any plan - not an "existing planned facility"
 - 1. County voided the plan it adopted.
 - 2. is inconsistent with present general plan and RMP
 - 3. Statement tonight seems to say N.F. Trail is accepted part of ASRA, this (Illegible word) means ASRA is failing to do its job to plan for the ASRA.

- No N.F. Trail!
- North Fork Trails
 - B. and include parking for trial heads, loops are better than out and back.
- Limit facilities; no new structures
- Add new multi-use or single use mtn. bike trails.
- Limit facilities; develop additional trails utilizing alternative days for horses and mountain bikers.
- North Fork should become a state Natural Preserve.
- B. Lake Clementine should be in N. Fork Management Zone and the area to Confluence. Lake Canyon walls are remote and unused. River has no trail in the bottom of river below dam only style hill.
- Key Issue # 1 Maintain status quo
- Provide primitive camping area and additional trails
- Support development of additional multi-use trails in this area.
- Lengthen Windy Point Trail-support North Fork off-river trails
- Support issue 1 B, add multi-use trails primarily mountain bike use due to overwhelming number of maintain bike riders and growing population and accessibility of sport.

Knickerbocker Flat

- Limited camping ok. Yes, picnic
- Trail to connect to Auburn, below dam site.
- This is absolutely the best area. Camping possibly and can tie in with existing and potential trails.
- Open more trails to mountain bike use.
- Create trails system between the area and Olmsted Loop.
- Primitive camping, need a way to get from Auburn to Cool on trails. Bridge too costly; spend money on new trails.
- Option A
- No new structures
- More trails open to mtn. bike use
- Add trail connector from Knickerbocker to Auburn
- Primitive camping, maintain existing tails.
- Add single trails, more loop trails, Bike skills park area
- Support #1 A. Primary trails linked with nearby trails.

Unit Wide Issues

- Bikers go too fast, can not see hikers and/ or horses around curves/ downhill. Narrow curvy trails lead to run-ins.
- Develop stakeholder/ focus uses groups to work together to enhance existing and develop new proposed trails for construction phase-in.(ei. Fastrack)
- Trail Management Plan
 - Great idea-implement now

- Limit commercial rafting on North and Middle forks, one weekend day and one week day, No commercial rafting
- Quality fishing experience
- Swimming in peace
- Priority plan to river development uses by river
- Collect a much higher fee for commercial use of canyons
- No removal of nay resources form park, including gold, minerals, artifacts
- Stop gas powered mining as per other parks
- Survey number of trail users per user type. Base usage ability reasonably. "90 miles horse" "60 miles mountain bike" is unreasonable when considering the overall number of mountain bikers and the potential recreation opportunity, Need more equitable solution for all users based on population. "the greatest good for the greatest number"
- Establish a no-smoking policy with associated signage, especially in higher risk areas
- Issue 1, support B,D, E
- Trails Issue 2, Trails support in this priority A, D, B, C.
- North Fork Trail should be an issue in this plan, it is no place for a multi-use trail
- Convert more trails to multi-use
- Build more multi-use/Bike trails
 - Auburn to Cool
 - Olmstead to Folsom
- Gold 1 A- No
- Gold 1 B- Yes, Absolutely no motorized activity
- Develop an contingency plan for the case of the dam being de-authorized during the general plan time in place. Allow for access or restoration of areas now under federal control for the dam.
- Continued support for clothing optional areas
 - Include reference to a clothing optional use in park plan
 - Take steps to avoid potential conflict between rafters and clothing optional beach users, signage, education
- Build Primitive Camp area for trail users
- Issue #1
 - Convert limited use trails to multi-use trails
 - Build more multi-use trails
- Issue #2
 - A. Yes
 - B. Yes
 - C. Yes
 - D. Yes
- Issue #3
 - D. increase education
- Issue #4
 - C. Fix trails/ re-align

- Convert non-multi-use trails into odd/even day. Add more trails park-wide.
- Issue #1
 - Agree, more multi-use
- Issue #2
 - Agree with all (a,b,c,d)
- Issue # 3
 - Support #1 b, c, d land acquisition, add more tails, multi-use
- Issue #4
 - Coordinator, improve important trails minor change, if possible, but access of bikers to all areas is important.
- Support all land acquisition attempt and partnerships with appropriate agencies or even private conversation easements.
- Work with county on viewshed issues
- Increase overall communication and improve science of getting public feedback so representative input can drive decision, rather than an unrepresentative minority “survey 528” “users 500,000 annually” do the math
- Trail Issue 4
 - I support A,B,C, D in a balance implementation based on real users needs.
 - New name and status: Auburn-American River Reserve
- No dredging
- Trail Maintenance-use volunteers, redesign to reduce erosion, build water bars, etc.
- Conflict, alternate days for bikers, equestrians bikers go too fast, spook horns on blind curves, downhill
- Need new loop trails
- Connect near Oregon bar
 - Work with other groups to acquire lands
 - Better signage
 - Use volunteer groups more for trail maintenance etc.
- Get eh SRA declared a full state park. This temporary situation is untenable
- Include naturists/nudists as stakeholders. There is a tradition of nude use and a tradition of acceptance of nude beaches in other states parks/beaches. Include the nude area in the unit plan
- Plan Policy; ASRA monitor and state park policy against new land decisions that mean houses will be visible form the canyon. ASRA should take active role in county land use decisions that create visual impacts on the ASRA.
- More bike access to trails between Cool and Auburn, include at least 1 loop trail
- Open No Hands to Mountain bikes and leave new bridge at Oregon Bar a seasonal bridge.
- No dredging in ASRA (only panning and rock hounding)

- If open ASRA to rock climbing do not add more road access to climbing spots. Make them walk.
- Trails issue 3, I support C and D. Base usage offering on the need of the user population
- More trail access by mountain bikes.
 - Use multi-use trail designation on all days and/or
 - Alternate odd/even day access days for different user groups, including bikes
 - Construct new trails for mountain bike use from Oregon Bar to Auburn, since the existing dirt road will be open to car traffic in future. Bikers do not want to share access road w/ cars.
- Please include in the unit wide plan the recognition of historically clothing optional beaches and support of their existence.
- Include naturists as stakeholders and focus group members
- Advertise this process better put sign sup at parking areas showing phase diagram ask bike shops, kayak shops, etc. to mention this to their customers.
- Upper Middle Fork- improve drivers flat road, allow mountain bike access to trails with at least some of time
- Consider creating a web log with room for public comments on SRA web page
- ASRA should monitor the water quality in the ASRA water entering on the two forks and water leaving towards Folsom reservoir.