

# Trail Change-in-Use Proposal Evaluation



	Park (Including classification):	Folsom Lake SRA	<b>Evaluation Team Members</b>	Jim Micheaels, Sr Park & Rec Specialist (Trails Coord.)	
	Park Sub-classification:			Greg Wells, Park & Rec Specialist (Trails Specialist)	
	Trail Name:	Browns Ravine Trail		Cara Allen, Environmental Scientist	
	Location in Unit:	South Fork Arm Folsom Lake		Mike Green, State Park Ranger/Peace Officer	
	Current Use Designation(s):	Equestrian, pedestrian		Steve Hilton, Associate State Archaeologist	
	Proposed Use Type Change:	add bicycles			
	Use Change Initiated By:	FATRAC, EDH Trls, Mtn Bike Focus Group		<b>Final field evaluation 5-6-15 (updated 11-16-21)</b>	
	Evaluation Date:	3/25/15, 3/26/15 & 5/4/15(S.Hilton)			

*This worksheet is designed to help park managers make an objective, defensible, and consistent determination regarding a proposed change-in-use (CIU) for a trail in the state park system. The first section is designed to make an initial determination regarding the compatibility of the proposed CIU with the park's classification and management. Refer to the rules and regulations for the park's classification as well as approved planning documents when making this preliminary decision. If the CIU is found to be incompatible, note the rule, regulation, or planning document under which the determination to deny was made.*

<b>Preliminary Considerations</b>		<b>Yes</b>	<b>No</b>	<b>NA</b>	<b>Comments</b>
0.1	Is the proposed CIU compatible with the park unit classification or sub-classification per the CA Public Resources Code and/or Code of Regulations?	X			
0.2	Is the proposed CIU on a trail that passes through more than one unit or sub-unit?		X		
0.3	Is there an approved general plan?	X			
0.4	Is there an approved road and trail management plan?		X		Road and Trail Management Plan is currently being developed for FLSRA.
0.5	Is there an approved area management plan?		X		
0.6	If there is an approved and relevant planning document, is the proposed CIU consistent with planning recommendations?	X			
0.7	Has a previous CIU request been made and evaluated for this trail?		X		Requests have been made in past to allow bike use on this trail and trail evaluated previously prior the development of the Department's formalized CIU process, but no decision was reached at the time. There have been multiple requests to consider a CIU for this trail over time including requests made during this current evaluation.
0.8	Is the proposed CIU located on a non-system (volunteer trail)? <i>This form can only be used to consider a CIU for system roads and trails.</i>		X		

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0.9	Is the proposed CIU on a facility designated as a trail or road? <i>This form cannot be used to consider a CIU for non-designated facilities such as a beach or desert wash.</i>	X			
0.10	Based on the preliminary considerations, should the CIU be further evaluated? <i>If yes, continue to the next page. If no, please explain.</i>	X			
<p><i>If found to be compatible, the following pages aid park managers in considering the broader impacts of the proposed CIU, including necessary management or design options. Clearly identify the primary concerns and considerations for each item that significantly contributes to approval or denial of the CIU proposal.</i></p>					
<h2>Summary of Findings and Considerations</h2>					
<p><i>Complete this section last</i></p>					
<p><i>Transfer the results from the following pages to this summary page. If using the electronic version, the results will transfer automatically.</i></p>		<b>Yes</b>	<b>No</b>	<b>NA</b>	<b>Comments</b>
Part 2	Will the CIU be compatible with existing visitor uses, facilities, and services?	X			<p>Yes. This trail will provide a multi-use trail connection for the existing multi-use trails on either end of the segment. There is room at Browns Ravine to expand the trailhead parking and to add other TH amenities as needed. Mtn bike use is allowed elsewhere in the park unit and mountain bikes currently regularly use this trail. The Old Salmon Falls parking lot is relatively small, but is currently relatively lightly used. Additional parking that can provide access to this end of the trail includes the Falconcrest/Monte Vista TH parking and the small parking turnout at Sweetwater Creek.</p>
Part 3	Will implementation of the CIU enhance circulation?	X			<p>The CIU will enhance circulation and connectivity for cyclists. There are currently segments of multi-use trail on either end of this proposed CIU segment. Implementing this CIU will give mtn bikes continuous trail connections from Folsom Point to Salmon Falls and onto either the multi-use Darrington Trail to the Peninsula or the multi-use South Fork Trail to Cronan Ranch near Coloma.</p>

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Part 4	Would implementation of the CIU with management and design options (as recommended) maintain trail safety?	X		Yes. The existing trail has relatively gentle grades and there are good sight lines for the most part. The proposed modifications will improve sight lines and widen trail where needed. Additional signing regarding trail etiquette and rules will be posted in key locations and while not required for this CIU, periodic trail patrols and other trail safety education efforts will occur. A pinch point or two may be installed, as determined necessary, in order to slow bike speeds on the trail.
Part 5	Will the trail be sustainable following implementation of the CIU with management and design options (as recommended)?	X		Yes. The existing trail alignment is along relatively gentle grades and the soils are very hard and durable. The proposed modifications will further improve sustainability by rerouting or reconstructing sections of trail where erosion is a problem. Drain dips, armored crossings and other modifications will also serve to improve sustainability.
Part 6	Would implementation of the CIU with management and design options (as recommended) create significant negative impacts to the natural or cultural resources?		X	No. The environmental review for the proposed trail modifications will incorporate standard project conditions and other measures to avoid significant negative impacts to natural or cultural resources. The initial resource reviews as part of this evaluation form indicate that no significant impacts to natural and cultural resources are anticipated.
Part 7	Will implementation of the CIU with management and design options create a significant on-going maintenance or operational workload?		X	No. Some of the proposed trail modifications may reduce ongoing maintenance workload by providing a more sustainable trail. The trail is currently ridden regularly by cyclists, any enforcement effort will shift from trying to prevent bike use to promoting trail safety and etiquette.

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<b>Recommendation Based on Evaluation Considerations</b>			
<i>Substantiate in Comment Box</i>			
Recommend that the park's general plan or road and trail management plan be developed or amended to evaluate the CIU	X		A RTMP is being prepared for FLSRA. However this CIU evaluation and recommendation is being considered separate from the RTMP. The CIU Team has considered the CIU for this trail in the context of the rest of the FLSRA trail system and has concluded that this CIU should move forward regardless of the RTMP and any other proposed trail CIUs.
Recommend that the CIU be approved		X	Recommend CIU be approved <u>with</u> design modifications. The attached CIU survey form responses and notes substantiate the rationale for this recommendation.
Recommend that the CIU-be approved with design options such a major or minor re-route or minor re-construction.	X		See attached map showing trail design modifications that are part of this CIU recommendation.
Recommend that the CIU be approved with management options such as alternating days of use, one way travel, and/or seasonal closures		X	The only required management option proposed is additional signage regarding trail etiquette and safety at key locations. Other than limiting special events on trails during wet weather, as necessary, FLSRA currently does not have public trail use wet weather closures for trails, although these could be considered as part of the RTMP.



## Final Comments/Determinations

The proposed CIU would enhance access and circulation for mountain bikes and other single track bike trail users. There are currently segments of multi-use trail, the Mormon I. Cove to Browns Ravine Trail and the Sweetwater Trail, on either end of this proposed CIU for the Browns Ravine to Old Salmon Falls Trail. Implementing this CIU will give mountain bikes uninterrupted access along the South Fork Arm of Folsom Lake and provide trail connections from Folsom Point to Salmon Falls and onto either the Darrington Trail (bike/pedestrian) to the Peninsula or the multi-use South Fork Trail to Cronan Ranch near Coloma.

The Browns Ravine Trail receives lighter use than some of the other trails within FLSRA, including the trails in the Granite Bay area. Portions of this trail are ridden regularly by mountain bikes. It is anticipated that trail user conflicts will be less along this trail than there might be in other portions of the FLSRA where there is heavier trail use. The trail currently is aligned along the property boundary in a couple of locations in close proximity to adjacent houses. The trail modifications include reroutes to shift the trail away from the houses both to eliminate areas of unsustainable grades, to reduce potential conflict with adjacent property owners and to provide a higher quality trail experience for all users.

The Browns Ravine Trail is currently aligned along generally gentle topography with adequate trail width or open areas for trail users to pass or to step off the trail and allow other users to pass. The proposed trail modifications include trail widening in specific areas, notably from Higgins Point to Old Salmon Falls. The sight lines along the trail are good for the most part. Normal maintenance brushing and additional brushing to improve sight lines as part of the trail modification in a few locations will be sufficient to provide adequate sight lines. With the proposed trail modifications, trail safety can be maintained with the implementation of the CIU.

The Browns Ravine Trail is currently primarily sustainable in most locations. As noted, the trail alignment is along relatively gentle topography with sustainable grades in most areas and the soils are very durable. The trail modifications will help enhance sustainability by improving drainage off the trail, eliminating areas with unsustainable grades or poor alignments where entrenchment and erosion are occurring and improving stream and drainage crossings. These modifications include reroutes, reconstruction of trail segments, installation of couple of trail bridges, improving armored crossings as needed, installation of puncheon/boardwalk and/or causeway across wet areas and installation of drainage dips. These trail modifications will ensure trail sustainability in implementing the CIU.

Initial evaluation indicates the CIU can be implemented and any significant impacts to natural or cultural resources can be avoided. While some historic or other cultural resources may be present along or near the trail, and sensitive natural resources may occur along the trail, using the standard project conditions and best management practices, these resources can be protected, and impacts avoided or minimized. Site specific environmental review of the proposed modifications will be made prior to implementation.

Maintenance along the trail has been intermittent, primarily consisting of brushing. The trail has not received regular "trio" trail maintenance. Despite this lack of maintenance, the trail is primarily sustainable due to the relatively gentle grades and the very durable soils. The trail modifications will enhance the ability to maintain trail sustainability and may reduce the amount of ongoing maintenance work needed. Implementing the CIU will not significantly increase trail operation or maintenance work loads or costs.

**The recommendation is to approve this CIU with necessary trail modifications.**

# Trail Change-in-Use Proposal Evaluation



Multiple CIU requests may require development or amendment of a unit wide road and trail transportation management plan.

Qualified staff, including a DPR-trained Trail Coordinator will complete this survey and checklist to:

- (1) Determine the sustainability, safety, and feasibility of a proposed CIU for a single trail.
- (2) Determine the appropriateness of the CIU in relation to cumulative impacts to the existing uses (users, routing, hiking opportunities, etc)
- (3) Validate the existing conditions described on the attached trail log. The trail log should address typical log elements and positive and negative attributes related to the evaluation criteria.

Evaluation Considerations		Yes	No	NA	Comments
<b>Part 1 Existing Conditions</b>					<i>Describe positive and negative impacts of the proposed CUI and any other details related to proposal evaluation.</i>
1.1	Is the trail a controlled access road?		X		
1.2	ADA Accessible Route of Travel		X		
1.3	Connection to a trail head or other accessible facility?	X			Connects to trailheads at either end..
1.4	What is the trail's current classification?		I		<i>Enter the trail class (I, II, III, or IV)</i>
<b>Trail or road surface type:</b>		<i>Check All Applicable</i>			<b>Comments</b>
1.5	Asphalt				
1.6	Concrete				
1.7	Gravel				
1.8	Native Material		X		
<b>Trail and road facility use type</b>					
1.9	Public		X		
1.10	Administration		X		
1.11	Fire Break				
1.12	Motorized Recreation				
1.13	Non-Motorized Recreation		X		
1.14	Road used as trail route				
<b>Current trail uses allowed</b>		<b>Yes</b>	<b>No</b>	<b>NA</b>	
1.15	Pedestrian	X			
1.16	Mountain Bike		X		
1.17	Equestrian	X			
1.18	Other - specify in comment box				

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Evaluation Considerations		Yes	No	NA	Comments
<b>Part 2 Compatibility with Existing Visitor Uses, Facilities, and Services</b>					
<b>Existing Conditions</b>					
2.1	Is the trail high-use or in a high use area?		X		The Browns Ravine Day Use Area is high use facility during certain times of the year, but the trail itself gets less use than other trails within FLSRA. The trail is very lightly used from the NY Creek Bridge to Old Salmon Falls. There is a lot of leaf litter on the trail from NY Creek to Old Salmon Falls and few tracks, foot or hoof prints.
2.2	Is there evidence of unauthorized use?	X			Mountain bike use is observed frequently on the trail and there are lots of bike tracks from Browns Ravine to NY Creek.
2.3	Does the proposed use currently exist in the park?	X			
2.4	Are there other routes in the unit or on nearby public land that adequately accommodate the type of use proposed?		X		There are other trails on which mountain bike use is permitted, but mountain bike use is not accommodated within the park unit to the same degree that other trail uses are accommodated, particularly along and along the South Fork Arm of Folsom Lake.
2.5	Is there documented survey or statistical information that identifies a need/desire for the CIU?	X			In 2014 FLSRA Trail User Survey, there were many comments requesting more multi-use trails. At FLSRA/ FPSHP trails by use type are: 7 mi of pedestrian only; 11 mi. of ped./bike; 46 mi. of ped./equestrian; 56 mi. of unpaved multi-use and 19 mi. of paved multi-use.
2.6	Would the CIU create conflicts with existing facilities connected or adjacent to the trail (trail heads, stables, campgrounds etc)?		X		
2.7	Would significant user conflict be anticipated with implementation of the CIU?		X		The decision may be controversial with some portions of the public, but the amount of trail user conflict on the trail is not expected to be significant if trail etiquette is followed, and recommended modifications implemented. Additional signing regarding trail etiquette and rules will be posted in key locations and while not required for this CIU, periodic trail patrols and other trail safety education efforts will occur. Volunteer trail patrol groups may assist with trail etiquette education work.

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Evaluation Considerations		Yes	No	NA	Comments
Part 2	Based on above considerations, will the CIU be compatible with existing visitor uses and services?	X			
<b>#3 Effects to Circulation Patterns</b>					
Does the CIU:					
3.1	Provide a loop, semi-loop, or other connection for the CIU user group?	X			This CIU would allow mountain bikes to connect from Folsom Point and Mormon I Cove Trail to the Browns Ravine Trail and onto Sweetwater Trail, the South Fork Trail and Darrington Trail. This CIU would provide uninterrupted connectivity for bikes along the trails on the South Fork Arm of Folsom Lake and really enhance biking access and opportunities in this part of FLSRA.
3.2	Legalize or legitimize unauthorized trail use currently occurring in the unit?	X			Mountain bike use can be observed nearly every time one uses the trail and mountain bike tire tracks were obvious along much of the trail to New York Creek.
3.3	Provide a connection to adjacent land agency that allows similar use?			X	This Change in Use does not directly connect to adjacent land agency property, but implementing this CIU will provide trail connectivity to the Sweetwater Trail, Darrington Trail and the Salmon Falls Area, which does have connections to the adjacent American River Conservancy managed lands on which there are a number of multi-use trails.
3.4	Improve circulation or relieve congestion on other high-use trails?	X			Maybe, might relieve congestion on Granite Bay multi-use trails.
3.5	Create the potential need for use changes on adjacent or connecting trails or facilities?	X			The District will be evaluating a CIU on the adjacent Monte Vista Trails. The Browns Ravine CIU can be made independent of the Monte Vista Trails. The Monte Vista CIU will be evaluated as part of the Folsom RTMP. The evaluation for the CIU on the Monte Vista Trails will consider the effects of implementing this Browns Ravine Trail CIU.



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Evaluation Considerations		Yes	No	NA	Comments
3.6	Require a seasonal closure to mitigate resource impacts?		X		A seasonal closure is not required as part of this CIU, however wet weather closures for the FLSRA trail system may be considered in the RTMP. Trail modifications will help address potential impacts during wet weather, including proposed re-routes, drainage dips, drain lens, bridges and puncheons.
3.7	If yes, will seasonal closures disrupt circulation patterns?			X	
<b>Part 3</b>	<b>Based on above criteria, will implementation of the CIU enhance circulation for the new use type?</b>	<b>X</b>			
<b>#4 Effects to Trail Safety</b>					
<b>Existing Conditions</b>					
4.0	Are there documented safety concerns resulting from interactions between different user groups?		X		There are few complaints about safety along this section of trail. Most of the complaints about trail users along this stretch of trail have been made by adjacent neighbors. Though these might not be trail safety complaints, at least one long reroute proposed as part of CIU will move the trail away from property boundary adjacent to residential areas.
4.1	With standard cyclical trail brushing (as determined by vegetation type), is there adequate-sight distance to address safety concerns resulting from the CIU?		X		For the most part standard cyclical brushing will provide adequate sight distance. There are a few locations where additional brushing has been identified in order to provide for adequate sight distance.
4.2	With standard cyclical slough and berm removal, is there adequate tread width for safe passage of trail users with the CIU?	X			With implementation of the proposed modifications, including trail reconstruction and widening in selected areas such as from Higgins Point to Old Salmon Fall, the trail width and space for passing will be adequate with regular trail maintenance. Generally the terrain along the trail is not too steep and is open enough for trail users to step off the trail if needed to allow others to pass according to trail etiquette protocols.
4.3	With equestrian users is there adequate space for non-equestrian users to retreat to the downhill side of trail for safe passage?	X			Mostly, there are a few areas along west side of NY Creek inlet with steep side slopes. But there is good line of sight distance in these areas.

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Evaluation Considerations		Yes	No	NA	Comments
4.4	If tread widths are narrow, are the fill slopes gentle, firm, and stable for users to retreat to the downhill side of trail for safe passage?	X			
4.5	Does the trail have sinuosity that slows trail users?	X			Yes, the trail has some sinuosity that slows trail users. It is possible that pinch points may be installed in a couple of locations, including in an area or two where sight distance is not good, to slow mountain bikes.
4.6	Would the CIU increase the need for enforcement of park rules and regulations?		X		Mountain bikes already use the trail frequently and it is difficult if not impossible to keep cyclists off the trail. The CIU will eliminate the need to prevent bike use on the trail but there will likely need to be additional effort to message trail etiquette.
<b>Design Options to Improve Safety</b>					
<i>Check those design options that could be implemented to improve trail safety with the CIU</i>					
4.7	Increase sinuosity through re-routing or re-construction	X			This is not the primary reason for re-routes, but some of the reroutes will increase sinuosity.
4.8	Increase sight distances through re-routing or removal of visual obstructions	X			Not primary reason for re-routes, but they will increase sight distance. Additional brushing, beyond standard maintenance brushing, has been identified in several locations.
4.9	Widening of the trail tread to provide adequate passing space	X			Trail widening may be required in locations identified on the CIU map, including the last section of the trail from Higgins Point to Old Salmon Falls.
4.10	Install speed control devices such as pinch points or tread texturing	X			A few pinch points may be installed in a couple of locations. Trail modifications will also include armored crossings of drainages which can also serve to slow bikes.

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Evaluation Considerations		Yes	No	NA	Comments
<b>Management Options to Improve Safety</b>					
<i>Check those management options that could be implemented to improve trail safety with the CIU</i>					
4.11	Alternating days of use		X		
4.12	One-way directional usage		X		
4.13	Installation of new signage	X			Trail etiquette and other trail safety signs.
4.14	Other (Describe)	X			Occasional LE patrols. Interpretive staff and volunteer group patrols to provide trail etiquette education.
<b>Part 4</b>	<b>Based on the above considerations, would implementation of the CIU with management and design options (as recommended) maintain trail safety?</b>	X			
<b>#5 Effects on Trail Sustainability</b>					
<b>Existing Conditions</b>					
5.1	Is the trail draining to natural topographic drainage features, such as creeks and swales or natural sheet flow, and not being captured and concentrated to the man-made drainage structures?	X			Mostly, but there are areas where trail crosses flat terrain and little drainage occurs. Installation of drain lens and puncheons in these areas will help.
5.2	Is the trail tread firm and stable?	X			For the most part the soils along this trail, including within the tread are firm and stable.
5.3	Are there abrupt changes in trail running grade?	X			Some, re-routes will address some of these abrupt grade changes, primarily in areas where this is causing erosion. Some areas with abrupt grade changes which are not causing trail sustainability issues will be kept to retain some technical challenge along the trail.
5.4	Is the fill slope stable?	X			
5.5	Is the back slope/cut bank stable?	X			
5.6	Does the trail tread remain firm and stable in wet conditions?	X			Mostly, improvements (drain lens, etc) will help in wet areas.
Supporting data from trail log					The figures below are from the initial trail condition assessment. Proposed trail modifications have been mapped and these will be refined through project specific review. The figures below may change as a result of these additional assessments.
5.7	Number of water breaks (water bars, dips, etc.) required for proper drainage		110		110 total culverts, dips and water breaks on the existing trail.

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Evaluation Considerations		Yes	No	NA	Comments
5.8	Linear footage of berms	485			Linear feet of berms documented in the condition assessment.
5.9	Linear footage of ditches	13			Not linear feet - just points, these are ditch outs identified in condition assessment.
5.10	Linear footage rills and ruts	7,960			Linear feet of rills identified in condition assessment
5.11	Linear footage log entrenched trail	50,765			Linear feet of entrenched trail identified in condition assessment. Total distance of trail surveyed in CIU is 62,954 ft.
Describe the locations of soil types and matrixes encountered on trail					
5.12	Rocky				
5.13	Rocky/Partial Soil Profile	X			Generally on portion of trail west of NY Creek Bridge
5.14	Full Soil Profile	X			Generally on portion of trail east of NY Creek Bridge
5.15	Partial Soil Profile/Sandy				
5.16	Sandy				
5.17	Based on these considerations is the trail currently sustainable?	X			
5.18	Will the trail be sustainable following implementation of the CIU without management or design options (as recommended)?		X		No, the design improvements and trail modifications are needed, including reroutes, drain lens/causeway, puncheons/boardwalk, selected reconstruction, trail bridges, etc.
<b>Design Options to Improve Sustainability</b>					
<i>If not sustainable, can any of the following measures be implemented to make the trail sustainable for the CIU?</i>					
5.20	Armoring of wet drainage crossings to reduce erosion and impacts to waterways?	X			
5.21	Additional drainage structures (e.g. grade reversals, water bars, rolling grade dips, etc.) to manage increased mechanical wear?	X			Drainage dips are included in the recommended trail modifications for this CIU.
5.22	Additional bridges and puncheons/boardwalks to facilitate dry crossings necessary to reduce erosion and impacts to waterways?	X			
5.23	Reconstruction or replacement of bridges and puncheons to comply with equestrian construction standards?			X	
5.24	Fill slope or cut bank retaining walls?	X			Short isolated sections of retaining wall may be needed to stabilize tread in a few isolated locations.
5.25	Additional or upgraded turnpikes or causeways?	X			
Minor reconstruction of trail tread would:					
5.26	Correct lack of outslope	X			
5.27	Stabilize abrupt grade changes	X			Won't change grades, but may help trail stability.

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Evaluation Considerations		Yes	No	NA	Comments
5.28	Stabilize cut bank			X	
5.29	Stabilize fill slope			X	The trail is nearly all full bench construction.
5.30	Correct rilling and rutting	X			
5.31	Provide for firm and stable surfaces			X	Existing trail surface is mostly firm and stable.
Minor realignment/re-route of trail within the immediate proximity of the existing trail would:					
5.32	Stabilize cut bank			X	The cut banks are generally stable.
5.33	Stabilize fill slope			X	The trail is primarily full bench construction and the fill slopes are not a problem.
5.34	Eliminate abrupt grade changes	X			
5.35	Correct unsustainable grades	X			
5.36	Correct lack of sinuosity	X			
5.37	Should a major reroute be considered to establish sustainability?	X			At least one major reroute is proposed to move trail away from property boundary adjacent to residential areas and to provide sustainable grades and reduce erosion.
<b>Management Options to Improve Sustainability</b>					
<i>If not sustainable, can any of the following measures be implemented to make the trail sustainable for the CIU?</i>					
5.38	Can wet weather closures establish or maintain sustainability?			X	A wet weather closure is not proposed for this trail as part of this CIU, but wet weather closures will be evaluated for the FLSRA trail system as part of the RTMP.
5.39	Can other management options be implemented to improve trail sustainability? If so, please describe.			X	None proposed.
<b>Part 5</b>	<b>Based on the above considerations, will the trail be sustainable following implementation of the CIU with management and design options (as recommended)?</b>	<b>X</b>			
<b>#6 Effects or Impacts to the Natural or Cultural Resources</b>					
Would the CIU and/or needed modifications significantly impact:					
6.1	Erosion of existing trail tread and sedimentation of adjacent streams?		X		
6.2	Significant geologic features?		X		
6.3	Sensitive wildlife habitat?		X		
6.4	Sensitive plant habitat?		X		

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Evaluation Considerations		Yes	No	NA	Comments
6.5	A wetland, riparian or stream zone?		X		Specific trail structure improvements will be made in existing wet areas along trail, including drain lenses and puncheons. However, implementing the standard project conditions and other measures will avoid or minimize impacts to these resources.
6.6	A sensitive cultural feature?		X		There are historic mining and cultural features present, but the CIU will not effect these features. Utilizing standard project conditions, such as site specific surveys of proposed trail re-routes and other modifications at project specific environmental review, will assure avoiding effects to these resources.
6.7	A sensitive paleontological feature?		X		
6.8	Is the trail a historic feature?		X		The entire trail is not an historic feature, but as noted above there are historic features in the vicinity. These historic features will not prevent this CIU from being implemented.
6.9	Would required trail modifications trigger outside agency permits?	X			Likely. Streambed Alteration Agreements with CDFW; Section 404 with USACE; 401 certification with RWQCB; ESA consultation with USFWS for elderberry
Part 6	<b>Based on the above considerations, would implementation of the CIU with management and design options (as recommended) create significant negative impacts to the natural or cultural resources?</b>		X		

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Evaluation Considerations		Yes	No	NA	Comments
<b>#7 Effects or Impacts to Maintenance and Operations</b>					
Would the CIU and/or needed modifications:					
7.1	Change the classification of the trail?		X		
7.2	Require additional maintenance?	X			Additional trail structures and added distance from re-routes will require additional maintenance, but not a significant amount compared to the maintenance of the entire stretch of existing trail. Implementing the trail modifications will help reduce trail problems and may serve to reduce maintenance burden in the long term. There is a lot of interest from volunteers in assisting with trail maintenance and utilizing these groups could help reduce State Parks maintenance burden.
7.3	Require additional management practices to maintain user compliance?		X		While no management practices are being required, it is anticipated that occasional trail patrols will occur and additional public outreach and engagement, including volunteer efforts, regarding trail safety and etiquette will also occur. This may include signage, roving interpretation, volunteer patrols and other programs.
7.4	Require additional staff time to address compliance requirements of the management or design options?	X			Some additional staff time will be required for environmental review and permitting of trail modifications. Also, some additional staff time may be needed for monitoring the project and adaptive management.
7.5	Could the proposed modifications be completed by non-department work forces?	X			Some modifications could be completed with the assistance of volunteer groups. The major modifications will likely be made by the District trail crew.
7.6	Could the proposed modifications be maintained by non-department work forces with minimal cost to the State?	X			
7.7	Can necessary management strategies be enforced?			X	None required, but management practices regarding trail safety and etiquette will occur. See above.

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Evaluation Considerations		Yes	No	NA	Comments
7.8	If not, is there a volunteer group or partner agency that can assist with enforcement?	X			FLSRA has a mounted assistance patrol unit and is also developing an agreement for a volunteer bike patrol. These and other groups could potentially assist with trail etiquette messaging and patrols.
Based on the above considerations, will implementation of the CIU Part 7 with management and design options (as recommended) create a significant on-going maintenance or operational workload?			X		