

CATAGORIZED SUMMARY OF PUBLIC COMMENTS IN RESPONSE TO THE PUBLIC DRAFT FOLSOM LAKE STATE RECREATION AREA (FLSRA) AND FOLSOM POWERHOUSE STATE HISTORIC PARK(FPSHP) ROAD AND TRAIL MANAGEMENT PLAN (RTMP)

Received via email and through the interactive online comment tool.

The following is a summary of the comments received during the Public Draft FLSRA and FPSHP RTMP review period (May 23, 2022 to June 30, 2022). These comments summarize both individual comments as well as multiple comments containing similar content, and are not meant to represent the exact language of original comments. The summarized comments have been categorized into topic areas for ease of reference. California State Parks will be responding to comments received during the CEQA Draft review and public comment period, which will occur following the release of the Draft RTMP and IS/ND in late-September.

MAINTENANCE

- To augment DPR staff, utilize volunteers to assist with trail patrol and maintenance. General volunteers can walk the trail and report any issues or pick up trash. Trained mountain bike patrols can provide first aid and report any activities that require law enforcement. Reward regular volunteers with complimentary parking passes or similar which will discourage use of informal parking areas and encourage stewardship.
- FLSRA needs to prioritize trail maintenance to minimize and reduce risk, surprise encounters, reduce trail erosion, improve sustainability, and protect nearby watersheds. Continue to include consulting local cyclists for trail maintenance issues.
- The sections of pedestrian/bike trail at Nimbus Dam between Nimbus Dam access Road and the maintenance area/Ranger's residence need re-paving.
- State Parks should work with Shadow Glen Riding Stables to have employees help maintain the trails they use for their business.
- Trails around the Granite Bay area are getting very sandy, slippery and dangerous for mountain biking (especially around corners). Taking care of the corners alone would be sufficient for now.
- There is too much horse poop on trails.
- DG shoulders along the paved bike trail around Lake Natoma and up to Beals Point are poorly maintained. Make paved trail shoulders consistent with those of the American River Parkway.
- Fixing trail bridges should be a priority to include the New York Creek Bridge.

ENFORCEMENT OF TRAIL RULES AND REGULATIONS

- State Parks' stated reliance in the RTMP and in the Browns Ravine CIU on "self-enforcement" by user groups is not a realistic way to deal with the safety hazards created by speeding mountain bikers on "multi-use trails" without increased enforcement by State Parks.
- Increase state park ranger patrols on the trails, enforce trail rules and regulations and issue tickets to trail users who do not follow the rules.
- Require rangers to return trail users' phone calls.
- Many in the mountain bike community have taken over trails designated equestrian/pedestrian and are not familiar with equines and associated safety precautions. Many equestrians do not feel safe riding these trails anymore and feel the park system no longer cares about equestrians.
- There is no paper trail to document reports of illegal trail activity.

TRAILHEAD AND ACCESS

- Expand the parking lot at end of Horseshoe Bar Rd to accommodate users from outside the immediate neighborhoods.
- Access in the Mississippi Bar area is not needed for paddle boarders because we have the Aquatic Center and Black Miners Bar. Don't ruin the natural setting with more car access.
- I am not sure why parking improvements are needed at Snowberry Trailhead. Parking is sufficient in this area. A bathroom would be helpful at the Snowberry Trailhead. But implement only if the state has funds to properly protect and maintain it.
- What could be done to the very large parking lot at Black Miners Bar that would make it better? We do not need a better bike trail crossing to this lot; it is already available.
- I vote no vote for vehicle access at Nimbus Shoals. Let people walk down to explore this area. Parking facilities and clean up are costly to state budgets. Keep it distinctively natural.
- The Lake Overlook Trailhead is fine the way it is. Not every trailhead needs to be formalized.

- Willow Creek is a multi-use area with a bike trail and granite path alongside for hikers and equestrians. Additional parking should include spaces for horse trailers.
- I support improvements to Falcon Crest Trailhead, but if you are going to charge a user fee to park there, then I prefer it be left alone. I don't support a fee-for-beautification.
- Support for the following recommendations:
 - Improve and develop formalized parking to provide additional trail and shoreline access along Doton's Point Road and at Doton's Point.
 - Improve and develop trailhead parking, restrooms, and other amenities along Old County Road.
 - Improvements to address demand and user input at the Granite Bay Horse Assembly area.
 - Developing a small trailhead parking and trail access facility on DPR property at the end of Horseshoe Bar Road when demand and need dictate.
 - Improve and expand staging area, parking, facilities, and trail connections at the Rattlesnake Bar Equestrian Staging Area.
- It's my understanding that if I park my horse trailer at salmon fall bridge, we can only ride the Acorn Trail to Cronan. We cannot cross the SMR and ride the Folsom trails. But there are bikes demanding they get access to these same trails so they can park/ride the Folsom trails from SMR bridge. If that is the case, why are equestrians being excluded? I can park at Falcon Crest but am not able to ride towards SMR bridge, and I can't use the lot off SMR to ride the Folsom trail. The lot at Falcon Crest with the rocks isn't easy place to park any horse trailers.
- Increase the use of Peninsula Campground for cool season use by the mountain biking community by adding group camps and bike specific facilities.
- Maybe have a special facility where we can hold horse-bike desensitization events.
- Would love touchless water bottle fill sites along the trails.
- Support for trail and facility improvements at Old Salmon Falls Trailhead and look forward to assisting in their implementation.
- Support for use of the underutilized Salmon Falls Raft take-out lot to include a multiuse trail from here to the Salmon Falls bridge.
- The Plan calls for developing a small trailhead parking and trail access facility at Horseshoe Bar Road. When developing this access, please consider including horse trailer parking so equestrians can access this area.

- While FLSRA administration is considering a bike park with a concessionaire, why not consider a riding stable with a concessionaire on the west side of the North Fork of the lake to provide opportunities to ride a horse along a trail in our beautiful park?
- Improve trail access and add new facilities, including parking, signage, restrooms, and other potential facilities at West Rattlesnake Bar.

MOUNTAIN BIKING

- Please create biking specific trails and features - jumps, berms, rock gardens, wooden features that accommodate all levels of riders. This will keep bikers off of other trails that may be preferred for horse/hikers or beginner riders. This will also reduce the creation of non-system trails.
- A bike park is desired, and more effort should be put into creating one. As a State Recreation Area, this is the correct place to embrace new ideas and activate new parks stakeholders.
- Allow bicycles along the entire section of trail up to Auburn State Recreation Area.
- Mississippi Bar should be developed with a well-designed stacked loop-based trail system that can accommodate mountain bike beginners and kids, with outer trails for more mature/adventurous riders.
- The Middle Ridge Trail is one of the best mountain bike trails in the Lake Natoma area. Please don't take it away or completely sanitize it.
- There is a lot of confusion about where State Parks ends, and Sac County Regional Parks begins. Please work with Sac County to improve mountain bike access on the upper end of their territory, especially Sailor Bar, Sunrise and Hazel areas.
- In general, I support all changes of use which allow mountain bikes on dirt surface trails. The goal should be a bike and even hike friendly loop around Folsom Lake. Peninsula Campground is underutilized, and a circumnavigation trail can really help by getting people out on bikes on the Peninsula.
- I hope the trail reroutes at Beeks Bight doesn't mean sanitizing some of the more interesting trail features in this zone, especially the rocky areas.
- Develop legal, fun, non-decomposed granite trail network that consists of rocky, rooty, natural based features in the Granite Bay of FLSRA.

- Support moving ahead with the creation of a North Fork trail connecting the Peninsula campground/boat launch area with the Olmstead trails network as expeditiously as possible. We also support cyclist use of the low-water trail from Beek's Bight to Horseshoe Bar and the many new bike connections in the Granite Bay trail network, and the Sweetwater Creek crossing improvements.
- Appreciation of Parks' commitment in the draft RTMP to reach out to the bike community. We hope that this idea of working with the bike community whenever non-system trails are reviewed extends throughout FLSRA and continues in the future.
- Supportive of efforts to improve the trail network around Peninsula Campground. We would like the RTMP to acknowledge the need for the trail circling the lake and propose solutions. Request the RTMP contain an evaluation of alternating days or other opportunities for shared use of regional connector trails, specifically the Pioneer Express Trail between Beeks Bight and the Auburn State Recreation Area.
- The North Granite Bay/Hoffman Property has potential for making bike-specific/potentially downhill/one-way trails that are not currently explored in the draft RTMP. This is a good space for these kinds of trails, as well as building trails from the ground up as purpose-built mountain bike trails/flow trails. Adopt and improve non system trails in North Granite Bay area.
- Support re-engineering the beginning of the Darrington Trail to improve drainage and sustainability. However, we do not support routing around the rock outcropping that provides an excellent technical trail riding experience. Suggest additional signage to direct trail users to the upper trail based on ability and the type of trail experience being sought.
- In order to make Mountain Biking better in Folsom Lake SRA, please build (at least) a 2-mile-long mountain bike specific trail, similar to Culvert Trail or Hoot Trail. Possible location could be Pioneer Express Trail from Historical Truss Bridge to Folsom Lake Crossing.
- It is critical for State Parks to embrace youth-oriented interests by building youth-specific and family-friendly amenities that encourage outdoor recreation and improve children's mental health. Bicycling is also one of the most popular forms of recreation for youth and is growing in popularity for young and old according to national studies. Bicycling is an activity that families can enjoy together and encourages outdoor play. A bike park, and bike-specific flow trails, provides opportunities for families to ride together, and is accessible to families of all socio-economic levels given the relatively low cost of a bike and a helmet.

TRAIL OPPORTUNITIES

- It is a great idea to authorize multi-use on the low water routes.

- I support a multi-use North Fork Trail. New trails are needed as population grows and developing this trail would bring a much-needed corridor to connect neighboring trail systems, and potentially reduce chance encounters with cars and expand additional ride opportunities thereby reducing crowding.
- Support the recommendation for an Auburn to Cool Bridge
- It would be great to see Mormon Island trails connect to Folsom trails.
- I recommend prioritizing both the Darrington Trail segment reconstruction and the connections to the Salmon Falls Ranch Trail System.
- All trails should be available for multi-use including bikes, equestrian, and pedestrian.
- The section of the trail north of the Nimbus Dam (between 38.637416, -121.221191 and 38.638321, -121.219260) is narrow and full of blind curves. Bikes come through at speeds exceeding 20mph, and they often swing wide into the wrong lane on the curves.
- Agree with adopting and reconstructing the American Canyon Drive Access Trail, however, do not use DG or aggregate. Keep it distinctively natural using native soils.
- Paving over the gravel service road from Beal to Granite Bay may encourage more road bikers in the park, but FLSRA is not necessarily road bike friendly as the park roads are currently narrow. This proposal may cause a large footprint and will require huge amounts of excavation; would cause destruction of wildlife habitat; ruin the distinctively natural look and feel of that side of the lake; steep terrain may not be conducive to such a wide path; be expensive and many bikers like the way it is. Unless the park roads will be widened all the way to Beeks, I'm not sure that encouraging more road bike visitors is a good idea until the roads can better accommodate bike use that does not impede or block vehicle traffic. Suggest constructing a paved trail around one side of the junior high school, so the paved trail will connect from the dikes to streets in Granite Bay. Another option would be to pave the fire road without shoulders, and then convert an informal trail running parallel to the paved trail between it and the high-water line into a system trail for mountain bikers and equestrians.
- Yes, to adding new multi-use trails as long as they are not made of DG.
- The bike trail and hiker/equestrian trail connection is very, very dangerous in the Beeks Bight Area and needs to be reworked.

- I agree that the trails which go up on the bluffs at Lake Natoma (Overlook Trails) could be a lot better but eliminating them entirely is not a good idea. These will be difficult to close to hikers and bikers if alternatives are not available. We suggest improving trail conditions to prevent erosion, also adding bike features to the lower dirt trail that parallels the paved trail from Nimbus Dam to the bottom of Shady Trail to encourage bikes to take that route instead of climbing up the steep fall line trails.
- The interconnection of trails and ultimately the completion of a comprehensive system of trails circumnavigating Folsom and Natomas Lakes—in addition to creating greater recreation opportunities for all—could reduce greenhouse gas and particulate emissions and increase safety by reducing necessary road connections.
- Consider a new multiuse dirt trail between Folsom Point and Dike 7, with a loop around Folsom Point to help complete the dirt trail circumnavigating Folsom Lake with connections to paved bike trails as necessary.
- Support the construction of a new paved trail connection from Folsom Point to Johnny Cash Bridge.
- This RTMP is a great opportunity to continue to invest in what parks are really for which is providing outdoor experiences to the local population. And a great way to do that is to cater to a growing healthy habit of hiking, trail running and mountain biking. Due to the fact that all three activities draw a full spectrum of socioeconomic statuses, this is the time to create revenue streams from the park tourists while creating local opportunities for the disadvantaged. By creating more multi-use trails, nurturing partnerships with local organizations willing to provide free maintenance, and creating a sustainable trail system, the value of the parks and benefit to the region will tremendously increase.
- Why not create a larger area than the Monte Vista trail network for a no-bike trail loop for hikers and equestrians?
- Appreciate the effort to provide additional miles of trails, I particularly appreciate the connectivity proposed in the draft to improve access to the Darrington Trail and South Fork Trails.
- Support for the following parts of the RTMP:
 - Adopting non-system trails to provide multi-use trail access to North Granite Bay area at full pool.
 - Developing a plan for adopting and/or eliminating non-system routes at the Hoffman Property.
 - Rerouting the segment of Pioneer Express Trail to create separation from the Granite Bay Multi-use Trail in the Beeks Bight Area. We appreciate the

- advance planning (CEQA/NEPA) for reroutes and new trail connections which will improve trail safety for all user groups.
 - Authorizing multiuse of the low-water route along the North Fork Arm between Beeks Bight and the Horseshoe Bar Road Access to the Pioneer Express Trail.
 - Developing a new multiuse trail between Peninsula and the Olmstead Loop at ASRA along the east side of the North Fork arm of Folsom Lake.
 - Adoption of 20 miles of trails for bikes.
- Though the draft plan states that creating a continuous loop trail around Folsom Lake and Lake Natoma is a parkwide objective, it provides no plan or blueprint for accomplishing it. State parks should work with all stakeholders and trail user groups to develop a plan that would address the goal of providing for a continuous loop trail around our lakes.
- The North Fork Trail should connect to the campground and amphitheater on the west end and will need a connection to the Cool trail network on the upper or east end.
- Low water routes should be clarified in the final RTMP as hiking only under the current order, meaning that currently neither horseback riding nor biking is officially sanctioned. Therefore, clarifying that any change to multi-use is additional access “gained” for both equestrians and cyclists. Or change to hiker/equestrian only, which helps readers understand it as such.
- The changes proposed in this draft RTMP will increase opportunities for cyclists and limit opportunities and enjoyment for more timid trail user groups. This will drive many of these individuals off the trails, as illegal bicycle use and lack of trail designation enforcement already have.

NATURAL AND CULTURAL RESOURCES

- The overview states the water projects were developed in the 1860’s, but the Natoma water canal and North Fork Ditch were built in the 1850s. Both were finished by 1855.
- The Chinese had a real presence, at least along the North Fork of the American River. It would be nice to note their presence in some historical footnote.
- There may be an early water ditch, Frey and Colby, that runs from Mormon Ravine to Rattlesnake Bar. This ditch might be a historical point of interest as part of the trail from Rattlesnake Bar to Avery’s Pond.
- As a way to recognize Native American presence and history, maybe provide kiosks with Native American information or renaming some of the park sites to Native American names. Perhaps, if the reverence Native Americans have for

the land is somehow conveyed to park visitors, maybe, some of the visitors would take better care of the park property.

- While creating a new channel at Lake Natoma for enhanced opportunities for paddle craft would be really nice, how is that not considered environmental or resource damage?
- Mountain bikers have damaged the natural landscape by constructing an illegal obstacle course at Granite Bay

SAFETY/MULTI-USE

- Allowing motorized vehicles (i.e., e-bikes) at Brown's Ravine, trails that are designed for horse and foot traffic, is a recipe for disaster.
- State Parks should create parallel trails and "trail corridors" within Folsom Lake SRA, to provide slow moving trail users and fast-moving trail users (i.e., bikes) each with their own trails.
- I appreciate that State Parks is expanding the use of the Snipes Pershing Ravine Trail to allow equestrians. I also support the improvements mentioned in the Plan to Equestrian Staging areas.
- A safety patrol like the American River Bike Patrol would be a wise and prudent addition to this plan. Please consider allowing the ARBP to patrol along this expanded parkway.

SIGNAGE

- Provide signage for cyclists to slow down when pedestrians and children are present and enforce these rules.
- Interpretive signs manage to get vandalized and are not maintained or replaced. Find alternative ways of interpreting these resources such as websites and applications.
- Both Park or Folsom Police have failed to protect the Rainbow Bridge and natural rock surfaces from graffiti vandals and litter bugs.
- State parks is extremely slow to repair and replace damaged and/or vandalized signs conveying trail rules and uses. Perhaps installing more and/or larger signs would help.
- Please keep the trail wayfinding signs up-to-date and replace the signs that have been vandalized.

CHANGE IN USE

Support for Expanding Multi-Use Trails in Folsom Lake SRA

- Sanctioning mountain bike use on high-quality, sustainably built multi-use trails limits unauthorized trail use.
- Making all trails multi-use will help make the outdoors open for everyone to enjoy.
- Restricting trail access to specific users is unfair and discriminatory. We all pay to support these trails. Bikes should not be disallowed on our trails.
- There are plenty of examples where hikers and cyclists are able to use trails in harmony. There is no reason why our trail system can't be enjoyed and shared by cyclists, hikers and equestrians.
- With more people recreating on bikes, especially local youth, the number of multi-use trails in Folsom Lake SRA needs to be increased to meet this demand and accommodate all users.
- Visitation to Folsom Lake SRA is growing and the park's trails are becoming more congested. Spreading these crowds among more trails by designating them multi-use will lead to more enjoyable trail experiences for the majority of trail users.
- Too many trails in Folsom Lake SRA that remain off-limits to mountain bikers are infrequently used by equestrians and hikers. Opening these trails to mountain bikes through official changes-in-use will result in more people using them.
- Expanding multiuse trails throughout Folsom Lake SRA will place part of the burden of maintaining these trails on local mountain-bike advocacy groups, such as FATRAC and Mother Lode Trail Stewardship.

Educating Trail Users on Multi-Use Etiquette

- Not all trail users follow and respect the rules. This behavior is not limited to just mountain bikers. I see equestrians and hikers alike completely disregarding trail etiquette. Instead of excluding certain user groups from trails, use your resources to educate people on how to properly share the trail.
- By excluding certain user groups from the park's trails, Folsom Lake SRA's land managers have created a culture of adversity among trail users. Stop spreading division and instead choose education. Work with all trail user groups to foster appropriate shared-use etiquette.

- Do more to educate mountain bikers about how to ride safely around other trail users, including the “Slow and Say Hello” campaign that was started in Marin County.
- Trail etiquette education of an ever-changing user population has not historically been effective in other parks facing the same situation because it is not possible.
- Cyclists should be encouraged to attach bells to their bikes and to use them to alert other cyclists and slow-moving users of their presence.

Trail Signage

- Provide signs displaying proper trail use, trail courtesy / etiquette, proper yielding and directional arrows.

Trail User Safety

- Safety is the number one reason these trail changes-in-use should not take place.
- Trails that exclude certain users lead to congestion on the limited number of multi-use trails that do exist, creating dangerous situations.
- The issues of public safety and user compatibility are inadequately addressed in the RTMP.
- The real problem is not about sharing the trails. It’s about the difference in speed between fast-moving bikes and slow-moving trail users on the same trail. It’s not a trail sharing problem. It’s a trail safety problem.
- Multi-use trails create stress and anxiety among slow-moving trail users, such as seniors, nature lovers and families with small children.

E-Bikes

- E-bikes should be allowed on all trails.
- E-bikes should be limited to paved trails.
- E-bikes should be restricted because the skill of those operating these vehicles seldom matches their speed capabilities.
- Since State Parks will not be enforcing speed limits on trails, how do they propose to control and monitor e-bike speeds on multi-use trails?

Trail Modifications

- Why can’t railroad ties be installed in some areas, about 4’ apart, to slow cyclists down?

- Before changing a trail's use designation make necessary modifications to ensure trail users' safety.

Volunteer Trail Patrol

- Care should be taken to ensure that park-friendly, highly trained trail patrollers are employed as part of the park's plan to establish a multi-user volunteer trail patrol.
- Folsom Lake SRA turns a blind eye to trail abusers. Perhaps allowing your volunteer trail patrol riders to issue citations or written warnings would help.

Alternate Use Days & Parallel Trails as an Alternative to Multi-Use Trails

- Alternating use days would be a great compromise and more people would buy into it and uphold it and offers the best chance at moving the needle on trail use equity within our lifetimes.
- Parallel trails should be considered instead of conversion to multiuse and offer the following advantages: Speed differentials between users on same trails is reduced; cost is less to develop new trails rather than convert to multiuse standards; separate trails will better meet desired bike experiences; better meets diverse trail users recreational needs; and provides a safer and more enjoyable trail experience.
- Folsom Lake has plenty of room for parallel trails
- Instead of considering new trails the plan is to force all users onto one trail to make things easier for State Park administration without regard to user safety
- The "one size fits all" idea behind multi-use trails is actually contrary to the stated State Parks Trail Policy and mission to provide high quality recreation.

Preserving Existing Pedestrian-/Equestrian-Only Trails

- Folsom Lake SRA has many multi-use trails and very few trails designated for equestrians and hikers only. Existing trails are already being eliminated and/or used by bicyclists. Please save trails for hikers and equestrians so we can have trails in the system that are safe.

Outreach to User Groups and Data Used to Support RTMP Recommendations

- The draft RTMP CIU recommendations are based on 8- to 9-year-old trail user surveys, which are outdated and no longer valid. The RTMP is based on faulty, old data. New surveys should be conducted.
- The reported number of incidents between equestrians and cyclists is inaccurate. Many times, there are no rangers available to report unsafe trail activity and accidents to.

- The public outreach effort for the RTMP was insufficient.
- Distribution of information about the change-in-use process and how to submit a change-in-use request has been insufficient and has not been adequately distributed to all user groups.
- Please provide a more robust survey of the park users, including hikers, equestrian users and the disabled – not just the mountain bikers.
- Sadly, not all user groups have vocal, paid-for-lobbyists like IMBA, but does that mean our State Park should not take all other user groups recreational experience into serious account? It is surely their responsibility.
- The draft RTMP states that a majority of survey respondents were white, middle-aged, relatively affluent males. What attempts were made to reach out to other demographic groups?

COMMENTS ON SPECIFIC PLAN RECOMMENDATIONS

Granite Bay Horse Assembly Area / BPGP #5

- The one proposed recommendation in the draft RTMP for equestrian users was BPGP #5, which stated that improvements need to be made to the well-used Horse Assembly Area; however, no suggestions were provided. And the recommendations were to survey the trail users.

Lakeridge Oaks Non-System Trails / BR # 9

- Adopt all non-system trails in the Lakeridge Oaks area as system trails. If any reconstruction is needed do not use DG. It does not fit with the natural character of the park nor is it a safe or a sustainable substrate for bike use.

Mormon Island Wetlands Natural Preserve Trail Connection to City of Folsom Trail System / BPGP #3 and BPGP #4

- Any new interpretive trails developed for the Mormon Island Wetlands Natural Preserve area should be designated for bike use. Any existing non-paved, non-system trails should be adopted and maintained as needed.

Pioneer Express Trail Change-In-Use – DIKE 5 TO DIKE 6 / BPGP # 11

- Cyclists have been safely sharing this trail with other users “as is” for decades. Connectivity and immediate approval of this CIU is logical. Approve “as is,” then maintain as needed or allow volunteers to maintain annually.

Pioneer Express Trail Change-In-Use – San Juan Water to Beals Pt. Entrance Rd / BPGP # 12

- Mountain bikers have been safely sharing this segment of the Pioneer Express Trail, from the San Juan Water District office to the Beals Point Entrance Road,

for decades on native soil. There is no justification for denying the CIU to allow bikes.

- On the segment of the Pioneer Express Trail from the San Juan water treatment plant to Beals Point I have noticed many blind turns and spots where you cannot see very far ahead due to rocks, trees or other barriers. This is potentially where bike / equestrian collisions may happen. Please reconsider this CIU.

Los Lagos Trail Change-In-Use – Segment 2 And Partial Segment 1 / BPGB # 13

- Mountain bikers have been safely sharing these segments of the Los Lagos trail with other users for decades. Approve this CIU "as is" along the entirety of the trail then maintain as needed or allow volunteers to maintain annually.
- I oppose allowing bikes on the Los Lagos Trail. This area is very dangerous and lacks appropriate signage.
- State parks should completely close the Los Lagos Trail. Social trails are being made in its vicinity, near the Pioneer Express Trail's 38.5-mile marker. Bikers will top the social trail, then hit the decline going in excess of 10 mph. I have observed this over 10 times. It's an accident waiting to happen.
- Cyclists have been permitted to take over the Los Lagos Trail without regard for the safety of other trail users.
- The Los Lagos Trail and those in its vicinity need to be patrolled by state park rangers who will issue citations to those who use these trails illegally.

Shady Trail CIU / LLN #13

- Constant heavy use on the Shady Trail by horses and damage from wood reduction work in the past year has made the trail susceptible to standing water and erosion.
- The Shady Trail was recently clear cut to improve both fire potential and sight lines for multiple users. I can see this trail being a good option for a multitude of users.
- There are a wide variety of single-track, dirt trails throughout Mississippi Bar that connect to Lake Natoma. They are designated as non-system routes but do exist and are viable alternatives to the Shady Trail.
- Approving the Shady Trail CIU would be akin to rewarding bad behavior by bikers who ignore rules and proper trail etiquette.
- Nothing in the draft RTMP mentions the illegal bike jumps that have been present along the Shady Trail for at least the last 5 years, as well as the "no bike" signs

that have been vandalized. For the safety of all who use this trail, these jumps must be removed before they become bigger.

- Mountain bikers create an unsafe environment for walkers, joggers, equestrians, dogs and wildlife and damage the fragile environment around the trail.
- The Shady Trail is a relatively short segment of trail that is popular with families, equestrians, hikers and trail runners. It can and should be a place where people can walk and ride horses in peace. Mountain bikes are not compatible with these uses.
- Approving the Shady Trail CIU would provide a connection for mountain bikers to access the north side of Lake Natoma and the American River Bike Trail.
- The Shady Trail is a great trail that's free from cars, providing a safe space for family mountain bike rides and for children and beginner mountain bikers to learn how to ride. It can be used as a model to help educate youth on important things like trail stewardship.
- We rarely encounter equestrian users. When we do it is easy enough to pull off the trail to give them right-of-way.
- Mountain biking is a great, low-impact form of exercise that should not be excluded from this trail.
- Multiple public trail systems have success with multi-use trails. There is no reason to believe the Shady Trail would be an exception.
- Limiting the Shady Trail to equestrians/pedestrians unfairly limits the number of people that are able to enjoy all parts of the parks and seems inherently classist. Bicycles cause no more damage to the trail than horse hooves (and droppings).
- If the Shady Trail were made multi-use and well-marked with better signage reminding users of proper trail etiquette, then everybody would be more cautious of the potential of encountering a variety of trail users.
- Mountain bike access to the Shady Trail is essential. Mountain bikers are a key user group that invest their time and money to improving trails if allowed by FLSRA management. Please do not make this trail exclusive just to equestrians and pedestrians.
- I'm a person of color, and I believe that the Shady Trail should be accessible to all. Discrimination and entitlement are not OK.
- If the trail can't be multiuse then provide a parallel trail so that all users can enjoy this area.

- The upper shady trail is in need of trail brushing and tree trimming.
- The Shady Trail is wide enough to be designated multi-use.
- Designating the Shady Trail as multi-use will allow more people to safely enjoy the sport of mountain biking in a great environment under the oak trees on hot days in the summer.
- Mountain bikers use the Shady Trail as much as hikers and equestrians. Make it legal so we can all smile at each other instead of arguing over who belongs or not.
- Approving the Shady Trail CIU to allow bikes would create a more cohesive network of mountain biking trails around the lake and provide more options for cyclists of all ages.
- Approving the Shady Trail CIU creates an opportunity for appropriate maintenance and environmental mitigation for a section of the trail that already sees bicycle usage.
- The Shady Trail CIU request was submitted in 2014. Bikes have been safely using the trail with other users for decades. There is no justification for further delays. Approve the Shady Trail change-in-use "as is" but then maintain as needed.
- I strongly oppose the proposed CIU for the Shady Trail. There is a gravel road that is a few feet away from the Shady Trail that can be used by mountain bikes to connect from the bike trail to the Mississippi Bar trail system.
- If a change-in-use to allow bikes on the Shady Trail is going to be implemented, the trail needs to be dual track, and blind curves / overgrown vegetation must be removed to improve lines of sight.

Snowberry Creek Trail CIU / LLN #14

- This lack of vegetation maintenance has created blind corners and narrow spots on the trail that would hamper its conversion to multi-use.
- The Snowberry Creek Trail is a great trail to be considered for multi-use. I live close by and ride it every week without ever having negative encounters with other trail users.
- We rarely encounter equestrian users. When we do it is easy enough to pull off the trail to give them right-of-way.

- The Snowberry Creek Trail is great for beginner riders and approving the change-in-use to allow bicycles on the trail would greatly expand my children's options for exercise and family bonding activities.
- This trail is similar to other bicycle accessible trails in the SRA and a change-in-use can be successfully accomplished with user education and vegetation maintenance by the Parks.
- The Snowberry Creek Trail CIU request was submitted in 2014. Bikes have been safely using the trail with other users for decades. There is no justification for further delays. Approve the Snowberry Creek Trail change-in-use "as is" but then maintain as needed.

Middle Ridge Trail Re-Route and Reconstruction / LLN #15

- The Middle Ridge and Upper Middle Ridge Trails do not make sense for equestrian use. The trails in these areas do make sense for pedestrian and bicycle use.
- I have witnessed many equestrians try to ride on the upper Middle Ridge trails, with significantly adverse impacts on the horse, the rider and the environment.
- I have personally conducted a trail-use survey of the Middle Ridge Trail over the last three weeks and counted 689 pedestrians, 158 bikes and 2 equestrians.
- Disappointed that the Middle Ridge Trail will not be reclassified as a multi-use trail for a higher skill alternative to the Shady Trail for mountain bikes and provide an opportunity for bicyclist to work on technical skills.
- Mountain bikes have been safely sharing the Middle Ridge Trail with hikers for decades. You have no justification for denying the change-in-use request.
- The Middle Ridge Trail is a popular trail that helps connect the state park to neighborhoods and local parks.
- Approving the Middle Ridge Trail CIU would provide a connection for mountain bikers to access the north side of Lake Natoma.

Non-System Fall Line Trails on Bluffs / LLN # 6

- Although many are unsustainable these trails provide an important recreation resource for the surrounding neighborhood and are important connections to FLSRA. The RTMP should recommend further site specific designs to address these trails.

Monte Vista Trail Network / SFAR #12

- I am concerned about the safety consequences of the Brown's Ravine Trail Change-in-Use where that trail overlaps with existing equestrian/pedestrian trails in the Monte Vista trail network
- Bikes should not be allowed on the Falconcrest/Monte Vista trail network. Leave these trails for hikers and equestrians!
- The need for a parallel trail, separating hikers and equestrians from bikes, within the Falconcrest/Monte Vista area, will ensure a safe, fair, inspirational and enjoyable user experience.

Mississippi Bar Non-System Trails / LLN #8

- Desire to see new trails in this area as well as bicycle access from this area to existing system trails.
- Equestrian use in Mississippi Bar is excessive and is highly damaging to the trails creating congestion, dust and fills the trails with fecal matter.
- Mountain bikers have been safely sharing the Mississippi Bar non-system trails with other trail users for decades. There is no clear justification for excluding mountain bikes on any trails within Mississippi Bar now or in the future.

Coordination with Sacramento County Regional Parks / LLN #12

- Coordination with Sacramento County Parks is vital to providing the public full access and enjoyment of the area and its features.
- Work with Sacramento County to allow change in use of all non-paved paths from Hazel to Fair Oaks and beyond.

Black Miners Bar Shoreline Trail / ULN #6

- The Black Miners Bar Shoreline Trail should be designated for pedestrian and bike use.

Pioneer Express Trail from Snipes-Pershing Ravine Outlet to Historic Truss Bridge / ULN #7

- The trail is low-use and will provide connections to areas where bicycles are allowed, improving usability of the system by the public.
- The trail is somewhat uneven and overgrown, but regular maintenance by parks could make this trail more appealing and useable by the adjacent neighborhood and users of the bluff trails and paved trail.
- Mountain bikers use this trail as much as hikers and equestrians. Make it legal so we can all smile at each other instead of arguing over who belongs or not.

- Mountain bikers have safely shared this trail with other trail users for many years. You have no justification to deny CIU request to allow bikes. Approve the CIU for bikes "as is" and maintain the trail as needed or allow volunteers to brush annually.

Snipes-Pershing Ravine Trail / ULN #8

- Allow bicycle use on this Trail. The trail is low-use and will provide connections to areas where bicycles are allowed, improving usability of the system by the public.
- This trail is somewhat uneven and overgrown, but regular maintenance by parks could make this trail more appealing and useable by the adjacent neighborhood and users of the bluff trails and paved trail.
- Keep this trail for pedestrians only. It is a narrow, curvy trail and should have a single use. There are plenty of other trails that are multi-use in the area.

Pioneer Express Trail from Historic Truss Bridge to Folsom Lake Crossing / ULN #9

- Mountain bikers have been safely sharing this trail, with other users for decades "as is." You have no justification to deny the CIU for bikes. Approve "As Is" and maintain as needed.
- If any reconstruction of this trail is planned, rework or use native soils or materials only. Do not use any DG.

Pioneer Express Trail (*Multiple Segments: Beeks Bight to Sterling Point Connector [SPC], SPC TO RAT BAR & RAT BAR TO ASRA BOUNDARY*), NF Shoreline/Low Water MU Access Route (*Multiple Segments: NFAR #7, BPGB #10*) & Auburn to Cool Trail Bridge / NFAR #5

- Allow bicycles on the Pioneer Express Trail from Granite Bay to Cool/Auburn SRA. The ability to bicycle and connect up to Auburn/Cool without riding on heavily trafficked vehicle roads would greatly enhance recreational opportunities in the region.
- Please make a greater effort to provide a multi-use trail along the entire north side of the north arm of the lake, thereby completing a multi-user trail that circumnavigates the lake. A change-in-use for the Pioneer Express Trail to allow mountain bikes should be considered, or an alternate route could be developed. For example, from Horseshoe Bar to Auburn, the old flume/ditch is above the high-water line and could be used as a potential trail alignment.
- Allow multiuse access on the low-water trail (i.e., North Fork Ditch Trail).

- The draft RTMP leaves hanging the idea of being able to ride between Auburn and Granite Bay on dirt and should consider parallel trails or alternate use days to facilitate bike access.
- Concerning the Rattlesnake Bar to Auburn section of the Pioneer Express Trail, the CIU evaluation states, “On its own, this CIU for the Pioneer Express Trail from Rattlesnake Bar to Auburn SRA would provide some additional trail access and opportunity for bikes, but no real loop options or connectivity to other portions of the Pioneer Express Trail within Folsom Lake SRA.” This statement is under-appreciative of the fact that that trail segment would provide connectivity to ASRA and, eventually, the Peninsula area if the bridge at China Bar is built and the connector on the other side of the North Fork is finalized. All-in-all, these CIU denials are unsupported by Parks own proffered rationale.

Prohibit and Prevent Low Water Public Vehicle Access Between Oak Point and Dotons Point

- The ability to drive down to the edge of the lake is one of the last great differentiators between Folsom Lake and other area lakes. The ability to back a car up to the water is easily one of the best parts of the entire recreation area. Please reconsider this proposal, as it would be a great loss to the region.

GENERAL COMMENTS

- Please specifically allow electric motor assisted devices (e.g. ebikes, PEV's, onewheels) on the entire FLSRA property where bikes are permitted.
- There is a lack of coordination with Sacramento County Regional Parks and the SCRCP rangers, as well as other American River Coalition stakeholders. The region would be well-served by a greater uniformity of the existing paved bicycle trails in terms of trail design, signage and etiquette standards.
- Previous focus groups associated with RTMP did not sufficiently reach out to all trail users.
- The number of user surveys was not enough to represent the total population of users at FLSRA and FPSHP.
- Non-system trails (volunteer, user created trails) are prevalent throughout FLSRA. These trails are unsafe were they cross other system trails. Calls to the District Ranger regarding this issue are not being returned.
- FLSRA includes many examples that would benefit, from both a sustainability and user experience standpoint, from an updated Trails Handbook.
- Mountain bikes cause far less damage and erosion to trails than horses.

- California State Parks regularly ignores federal laws mandated as part of the 2012 Non-Federal Managing Partner Agreement.