

Prairie City State Vehicular Recreation Area Road and Trail Management Plan

Responses to Comments on the Draft Road and Trail Management Plan



Prepared by
California Department of Parks and Recreation
PO Box 942896
Sacramento, CA 94296
Project Contact
Noelle Breitenbach
trails@parks.ca.gov

With support from
Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814

April 2024

1 INTRODUCTION

On January 11, 2024, the California Department of Parks and Recreation (State Parks) released the Prairie City State Vehicle Recreation Area (SVRA) Draft Road and Trail Management Plan (RTMP) for public review through February 8, 2024. During this time, opportunities for the public and stakeholders to provide feedback on the Draft RTMP included a public workshop on January 24, 2024, completion of a feedback form made available at the workshop and online, and emailing comments directly to State Parks at trails@parks.ca.gov. State Parks carefully considered the comments, incorporated revisions into the RTMP, where applicable, and provided written responses to comments in this document. This response to comments document includes master responses that provide comprehensive responses to multiple similar comments provided by several people or organizations (see Section 2, below). It also provides summaries of the results of the feedback form (see Section 3, below), and all comments and individual responses to all comments received (see Attachment A). The next steps in the planning process include incorporating additional refinements to the Draft RTMP and preparing an environmental document pursuant to the California Environmental Quality Act (CEQA). The environmental document and revised Draft RTMP are anticipated to be released together for review in summer 2024.

2 MASTER RESPONSES

During the public review period for the Draft RTMP, State Parks received multiple comments that addressed similar issues (see Appendix A, which includes the original comments organized by topic). State Parks prepared master responses to address the comments in an integrated and comprehensive manner. These master responses are provided below for the following topics:

- 1) support, prioritize, and fund OHV uses;
- 2) motocross (MX) practice track expansion;
- 3) separating high-speed uses from lower-speed uses;
- 4) trials motorcycle location and access;
- 5) evaluating non-system routes;
- 6) future recreational access in Zone 7;
- 7) separate motorized and non-motorized uses;
- 8) trail design for non-motorized uses;
- 9) camping opportunities; and
- 10) support and operation of nonmotorized recreation.

A cross-reference to the applicable master response is provided in response to individual comments, when relevant, in Attachment A.

2.1 MASTER RESPONSE 1: SUPPORT, PRIORITIZE, AND FUND OHV USES

Master Response 1 addresses comments related to support for OHV uses, prioritization of OHV uses instead of hiking, OHV funding, opposition to mountain bikes in the SVRA, and support for motorized and non-motorized

recreation. Prairie City SVRA is a State Vehicle Recreation Area and State Parks is prioritizing off-highway vehicle (OHV)/motorized recreation in the Road and Trail Management Plan (RTMP) process. The public resources code defines Off-highway recreation to include both motorized recreation and motorized off-highway access to nonmotorized recreation activities. Motorized and nonmotorized recreation activities, where appropriate, can provide expanded and complementary recreational options for visitors who enjoy motorized recreation, nonmotorized recreation, or who enjoy both forms of recreation. The nonmotorized recreation areas presented in the Prairie City SVRA Draft RTMP are in locations either designated by the 2016 Prairie City SVRA General Plan as not allowing motorized recreation for the protection of sensitive areas or in buffer locations excluding motorized recreation for the purposes of meeting county noise ordinance standards, protecting sensitive natural resources (e.g. vernal pools), and minimizing dust impacts to surrounding lands. The Draft RTMP does not propose replacing motorized recreation with nonmotorized uses as all proposed nonmotorized activities would be located in areas where motorized uses would not otherwise be allowed.

An RTMP is a long-range visionary document establishing land management, recreation, and resource preservation goals and objectives. Additional project level planning, design, and necessary environmental compliance procedures would be required as part of implementing recommendations included in the RTMP. Additionally, project level funding would be identified according to State codes and regulations related to funding, which includes the OHV Trust Fund. OHV trust funds would not fund the implementation of all recommendations in the RTMP. The appropriate use of OHV Trust Funds or other funding would be determined based on the specifics of the project and subsequent management needs. Nonmotorized recreation recommendations in the Prairie City SVRA RTMP are expected to generate revenue through user fees associated with those activities.

2.2 MASTER RESPONSE 2: MX PRACTICE TRACK EXPANSION

Master Response 7 addresses comments related to expansion of the MX practice track. The Draft RTMP recommends expanding the MX Practice Track (see Table 6-4 of the Draft RTMP). The land designations just east of the MX Practice Track were determined to be the best location for future expansion. The location is split between distributed riding and route and trail system use areas as designated by the Prairie City SVRA General Plan. Due to limited availability of, and higher demand for, distributed riding, the MX Practice Track will not be expanded into the distributed riding area. Routes within the route and trail system area may have to be rerouted to expand the track within the available area. Other constraints that will limit the size and location of the MX Practice Track expansion include the sediment basin to the east, ATV practice track to the northwest, and steep and erosive trails and facility infrastructure to the west and southwest of the track. Additional planning, design, and management details will be determined during project-specific planning and will provide opportunities for public input.

Once the RTMP is finalized, State Parks will look at prioritizing projects and determining which recommendations to implement first. Funding availability will also dictate implementation of the recommendations. It should be noted that Zones 5 and 6 are not yet open to the public and recommendations associated with OHV access may be considered high priority for project-level planning and implementation.

2.3 MASTER RESPONSE 3: SEPARATING HIGH-SPEED USES FROM LOWER SPEED USES

Master Response 8 addresses comments related to separating ROV and 4x4 uses from motorcycle use areas. The Draft RTMP proposes to improve safety and reduce user conflicts by separating larger vehicle higher-speed ROV

uses from smaller vehicle high-speed uses and lower speed vehicle uses, where appropriate. The Draft RTMP also considers requiring safety whip flags to increase visibility of ROVs and/or other vehicles. ROV use will no longer be allowed in Zones 2 and 3 but will have separate trails in Zone 6 and a dedicated track in the Pit within the proposed new boundaries of Zone 4. As identified in the General Plan, Zone 1 is designated as a Distributed OHV Recreation Use Area and, with its central location, will allow for mixed uses to safely connect to other zones within the park. While the cobblestone and uneven terrain in Zone 1 help to limit vehicle speed, the Draft RTMP also calls for a well-signed ROV route connecting Zone 4 to Zone 6 to improve flow throughout the park. Since existing conditions and RTMP planning efforts limit the potential for conflict throughout Zone 1, State Parks decided that ROV use throughout Zone 1 would be retained. 4x4 vehicles will continue to be allowed in Zone 4 and will also be allowed in Zone 5 on technical, slow speed trails.

2.4 MASTER RESPONSE 4: TRIALS MOTORCYCLE LOCATION AND ACCESS

Master Response 10 addresses comments pertaining to trials locations and trials access in Zone 4. The existing trials obstacles in Zone 1 will remain and be improved, as appropriate. Additionally, the revised Draft RTMP will include a recommendation to collaborate with the trials motorcycle community when planning for additional trials motorcycle opportunities in the "triangle" area of Zone 1. The plan also recommends continuing to allow trials motorcycles in the 4x4 obstacle course within Zone 4. Other recommendations in the plan include trials use to continue in Zones 2 and 3 as well as potential future trials experiences in Zone 6. Any trail, feature design, or re-design in Zones 2, 3, and 6 will involve additional public input, at which point the trials motorcycle community can participate in trail and feature design collaboration efforts.

State Parks received extensive public feedback regarding the separation of vehicle use types to improve safety and preserve desired user experiences. To help accomplish this, the Draft RTMP recommends separating faster moving ROVs from slower moving trials motorcycles in Zone 4. Therefore, the Pit, the Whale, the Mini Rubicon, and the Rock and Roller trail within Zone 4 would not be accessible to trials motorcycles. The Draft RTMP intends to implement new or improved trials opportunities so they would be in place before existing opportunities would be removed.

2.5 MASTER RESPONSE 5: EVALUATING NON-SYSTEM ROUTES

Master Response 2 addresses comments related to the evaluation of non-system routes during plan implementation. Portions of Zones 2, 3, and 4 are designated in the General Plan as Route and Trail System Use Areas. Currently, these areas are managed as distributed (i.e., open) riding areas; however, OHV riding locations in these zones will need to be evaluated to determine which routes to keep and which to remove and or where to locate new trails or re-routes in order to meet General Plan guidance for Route and Trail System use. Neither the Prairie City SVRA General Plan nor the Draft RTMP recommend mountain biking in these zones and the conversion of trails for nonmotorized recreation in these zones is not a consideration.

2.6 MASTER RESPONSE 6: FUTURE RECREATIONAL ACCESS IN ZONE 7

Master Response 3 addresses comments related to the design of trails in nonmotorized areas and support for future bike trails in Zone 7. Any recreational access on the Barton property (Zone 7) will face significant hurdles. The acquisition environmental document for the Barton property states that the property was acquired for the purposes of water quality control improvement and did not propose public access. The Prairie City SVRA General

Plan designated the Barton property as a Stormwater Management Use Area only. Additionally, Teichert Inc. maintains a 100-foot exclusive easement on the west and north boundaries of the property, making access from the main area of Prairie City SVRA very difficult. Although circumstances may change in the future, it has been determined that the current legally binding agreements and documents prevent public access recommendations for this Zone as part of the RTMP.

2.7 MASTER RESPONSE 7: SEPARATING MOTORIZED AND NONMOTORIZED USES

Master Response 5 addresses comments related to the mixing of nonmotorized and motorized recreation. The Draft RTMP does not propose mixing nonmotorized and motorized recreation. The intent is to separate nonmotorized and motorized recreation uses in Zones 5 and 6 by signs, barriers, trail design, and user education. State Parks recognizes that noise and dust generated by OHV use may be an issue for those participating in nonmotorized recreation within Zones 5 and 6 since the nonmotorized uses are located within noise and buffer zones adjacent to surrounding lands. Since the park is an SVRA, the primary goal of the RTMP is to provide OHV recreational experiences. Design, operation, and management strategies to reduce impacts of noise and dust in Zones 5 and 6 would be considered during project specific implementation and subsequent operations.

2.8 MASTER RESPONSE 8: TRAIL DESIGN FOR NONMOTORIZED USES

Master Response 4 addresses comments related to non-motorized trail design. Allowing hiking and biking trails within the Vernal Pool Management areas was considered as part of the Draft RTMP. The trails proposed in the RTMP are for the purposes of wildlife viewing and natural resource interpretation. Although these experiences can be enjoyed from a bike, the relatively short trail distances combined with the slow speeds necessary for viewing and observing the surrounding wildlife and natural resources are most conducive to pedestrian use.

2.9 MASTER RESPONSE 9: CAMPING OPPORTUNITIES

Master Response 6 addresses comments related to camping and campground design. Camping recommendations presented in the RTMP consist of general design and management guidance for overnight accommodations that would be desired and viewed as beneficial opportunities in the recommended planning zones. The RTMP does not suggest that all potential camping recommendations be implemented. Project prioritization and associated project-level planning and design would be needed to further consider which camping areas are developed as well as site-specific design considerations regarding camping accommodations (e.g., group sites, primitive sites, open parking sites) and associated management methods (e.g., reservations) if not already specified in the RTMP. These determinations will be based on the type of use allowed in a specific zone and space required for desired recreational experiences as well as needed facilities (e.g., restrooms and showers) and environmental conditions, such as dust and noise, in the zones where camping is being recommended. The space requirements for motorized and nonmotorized trail use would be considered when determining camping feasibility and campground size and design requirements. Camping facilities would primarily be contained within existing and proposed staging areas required for recreation access and, therefore, a reduction in space for surrounding recreational use is not anticipated. The purpose of including camping opportunities within the park is to enable overnight accommodations for visitors frequenting Prairie City SVRA, but is not intended to support wayside, enroute, or long-term camping not associated with park activities.

2.10 MASTER RESPONSE 10: SUPPORT AND OPERATION OF NONMOTORIZED RECREATION

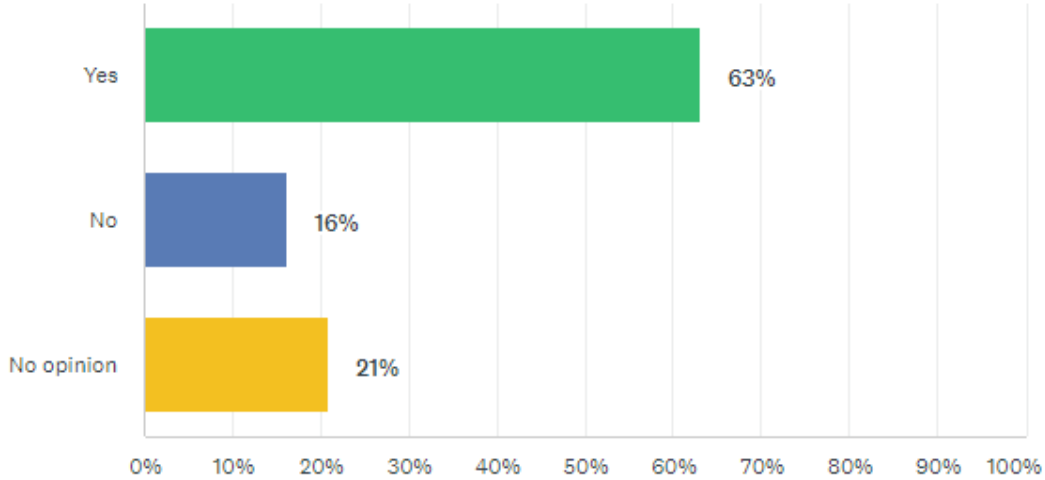
Master Response 9 responds to suggestions for park operations and to comments supporting nonmotorized recreation. Because the park is a SVRA, State Parks is prioritizing OHV and motorized recreation in the Prairie City SVRA RTMP. The Draft RTMP does not consider changing park operations in order to open the park for nonmotorized use on Wednesdays (the only day of the week the park is currently closed) nor does the Draft RTMP consider limiting motorized recreation on any other days. The long-term management goal is to have the park open to all uses and user types 7 days a week. The Prairie City Mountain Bike Race Series that occurs on Wednesdays in the spring during a 10-race series is anticipated to continue through a special event permit. The RTMP is proposing to add mountain bike experiences that would be designed to meet the needs of mountain bikers and would be available to cyclists all days the park is open, thus providing sustainable facilities, unavailable for motorized use.

3 COMMUNITY FEEDBACK SURVEY RESPONSES

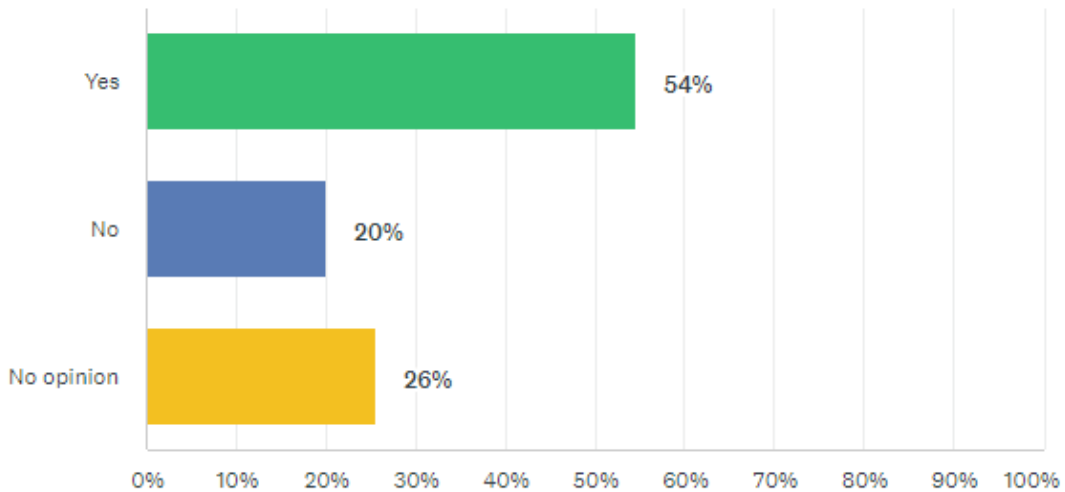
The Community Feedback survey was made available during workshop #2 on January 24, 2024, and digitally on the project website (parks.ca.gov/PrairieCityRTMP) from January 25, 2024 – February 8, 2024. A total of 155 responses were received. The results of the feedback survey are presented in this section.

3.1 SECTION 1: OPPORTUNITIES FOR MOTORIZED RECREATION IN ZONES 5 (YOST) AND 6 (EHNISZ)

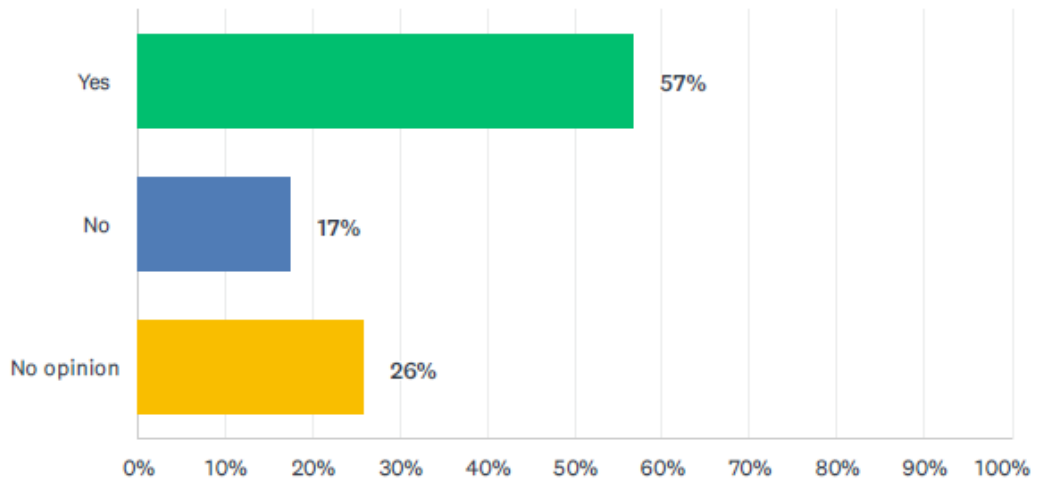
1. Do you support motorized uses in Zone 5 (Yost) and Zone 6 (Ehnisz) which are portions of the park not currently open to the public?



2. Do you agree with the recommendation of designating ATV and 4x4 uses in the motorized use area of Zone 5 (Yost)?



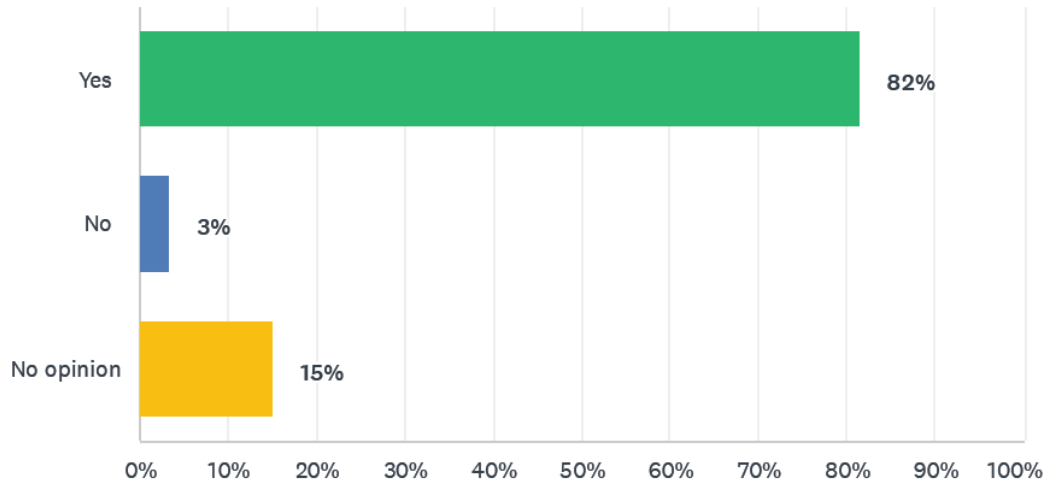
3. Do you agree with the recommendation of designating motorcycle, trials motorcycle, ATV, and ROV uses in the motorized use area of Zone 6 (Ehnisz)?



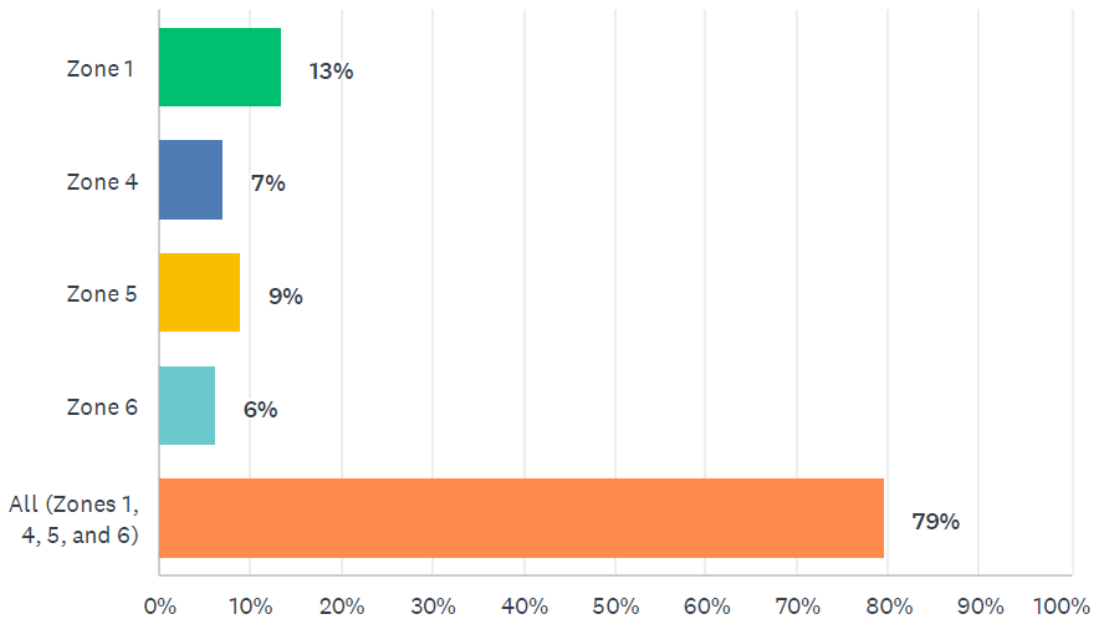
4. Please share any other comments related to opportunities for motorized recreation in Zones 5 and 6 below:
Responses to this question are provided in Attachment A.

3.2 SECTION 2: OVERNIGHT CAMPING

5. Do you support overnight camping at Prairie City SVRA?



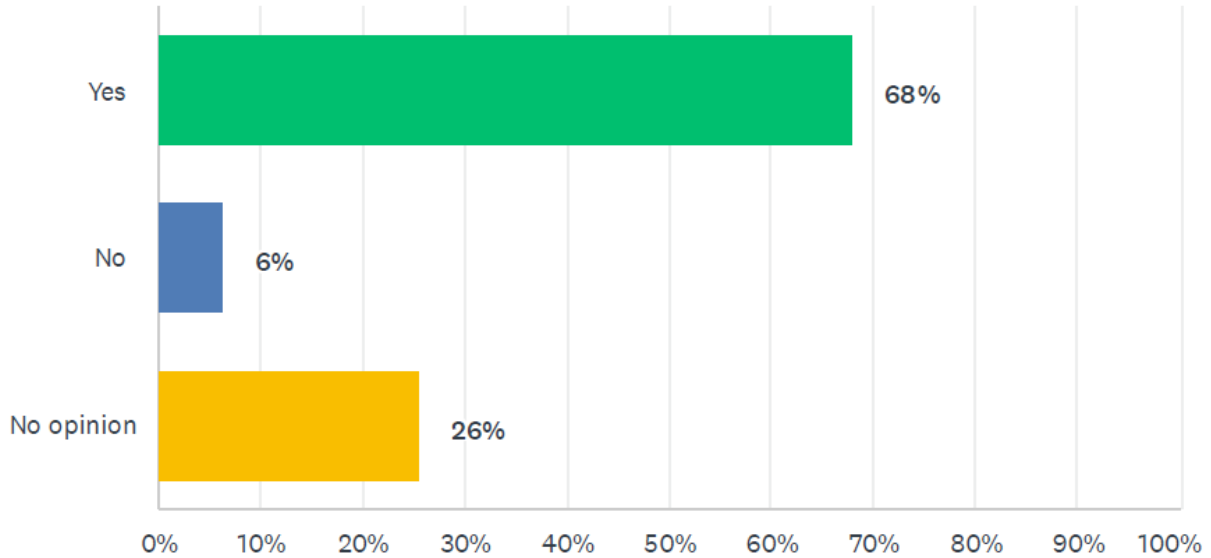
6. If you feel overnight camping should be allowed, which zones do you feel are the best locations? (Select all that apply)



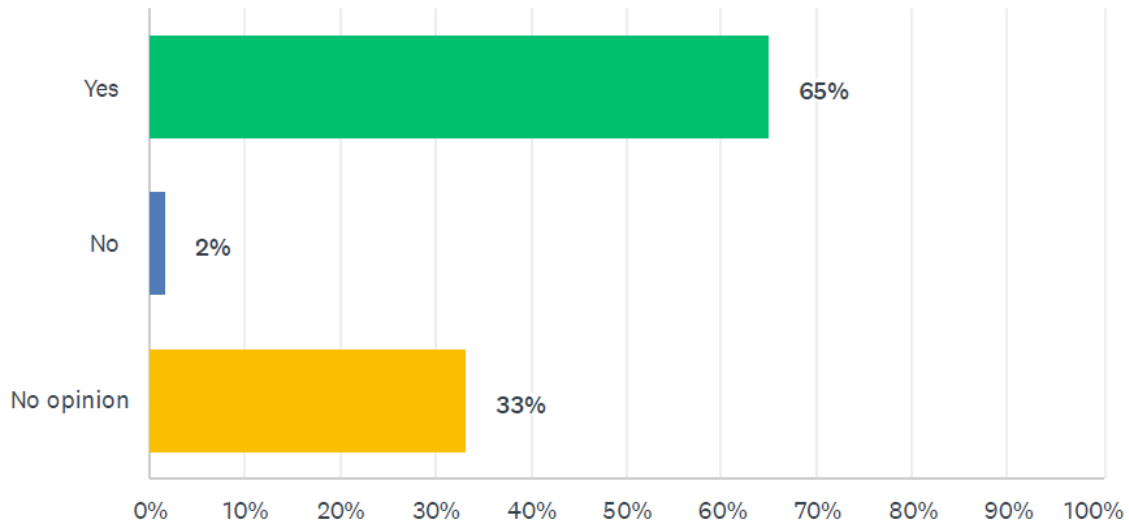
7. Please share any other comments related to allowing overnight camping at Prairie City SVRA below: *Open ended responses are provided in Attachment A.*

3.3 SECTION 3: MOTOCROSS PRACTICE TRACK EXPANSION

8. Do you think that the motocross practice track should be expanded at Prairie City SVRA?



9. If you answered “yes” to question 1, do you agree with the recommended location for expansion?



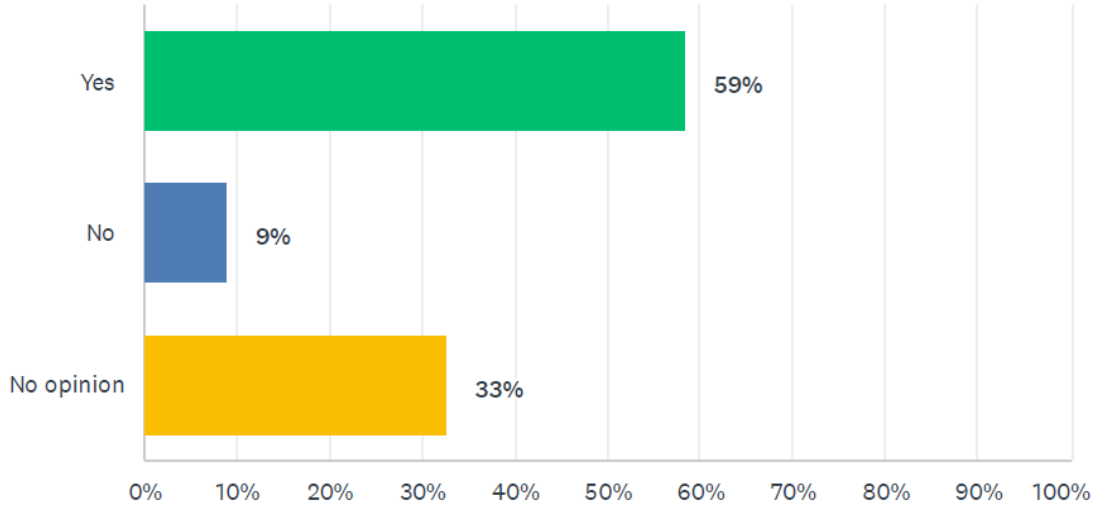
10. Please share any other comments on the motocross practice track expansion at Prairie City SVRA below:
Open ended responses are provided in Attachment A.

3.4 SECTION 4: PROCESS FOR DEFINING TRAIL RIDING IN ZONES 2, 3, AND 4

11. What factors should be considered when evaluating non-system routes? *Open ended responses are provided in Attachment A.*

3.5 SECTION 5: CHANGE OF USE IN MOTORIZED RECREATION ZONES

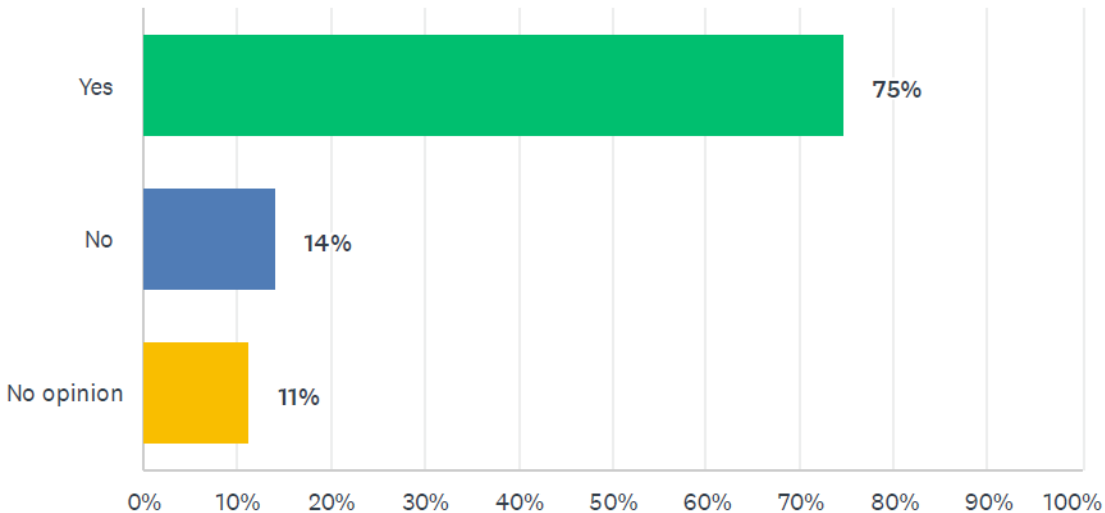
12. Do you support the proposed change of uses in the motorized recreation zones?



13. Please share any other comments related to the proposed change of uses in motorized recreation zones below: *Responses to this question are provided in Attachment A.*

3.6 SECTION 6: HIKING ACCESS TO VERNAL POOL MANAGEMENT AREAS

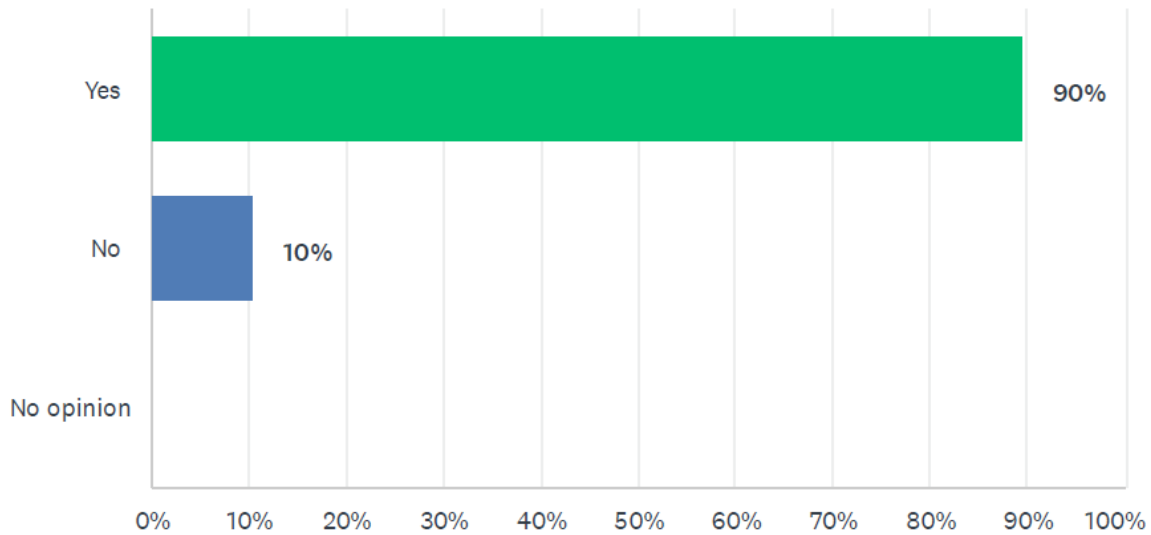
14. Do you support public hiking access to vernal pool management areas for the purposes of wildlife and vegetation viewing and interpretation?



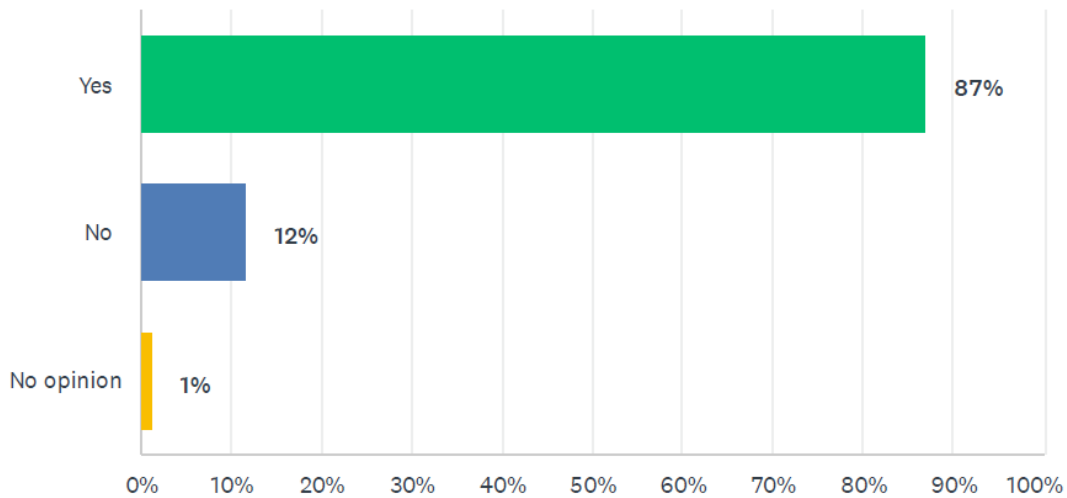
15. Please share any other comments related to hiking access in the vernal pool management areas below: *Responses to this question are provided in Attachment A.*

3.7 SECTION 7: MOUNTAIN BIKING OPPORTUNITIES IN AREAS NOT CONDUCTIVE TO OHV USE

16. Do you support mountain biking opportunities in areas that are not open to OHV use?



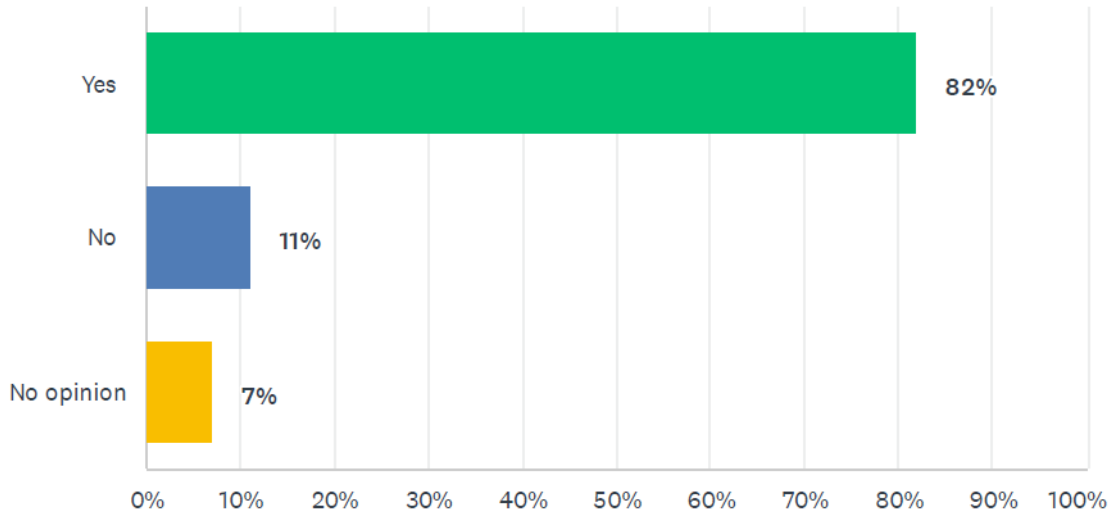
17. Would you participate in these mountain biking opportunities if provided?



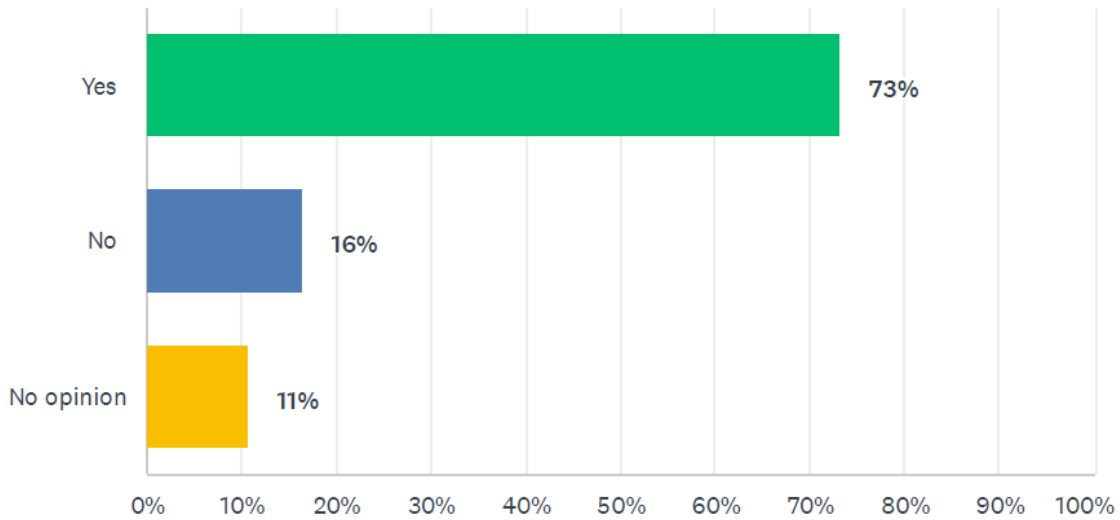
18. Please share any other comments related to mountain biking opportunities below: *Responses to this question are provided in Attachment A.*

3.8 SECTION 8: NON-MOTORIZED RECREATION ACCESS LOCATIONS

19. Do you support providing non-motorized access locations at the park?



20. Would you use these access locations?



21. Please share any other comments related to non-motorized recreation access locations throughout the park below: *Responses to this question are provided in Attachment A.*

22. Please provide any other comments on the Draft RTMP in the space below: *Responses to this question are provided in Attachment A.*

ATTACHMENT A

COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT RTMP

Commenter	Source ¹	Comment	Response ²
Trail Design			
Andrew Horn	email	One thing that it would be nice to consider is that, for utv riders especially, it should be possible to have a big loop ride that can incorporate the entire park. That is partially the reason that only 8% of vehicles is utv. If there could be one big loop option to sustain a ride that one would consider acceptable it would draw more visitors. The trail would need to incorporate several features that are available in the park to create the off road experience. It could be a multi vehicle trail but something when a person could put in a 30min-1h long ride that justifies the trip. The trail should also be directional to avoid collision. Thank you for your hard work and consideration.	The Draft RTMP currently includes adding an ROV specific track in Zone 4 and directional ROV trails in Zone 6 with connecting trails provided in Zone 1. The hope is that ROV track and trail features in Zones 4 and 6 with connecting trails would provide the length and experience desired by ROV users. The Draft RTMP does not propose ROV use in Zones 2 and 3 at this time. Through public comment, it was determined a desire there was a desire to separate high speed users such ROVs and motorcycles. Providing a ROV track around park could complicate this separation.
David	email	Expanding both ATV and dirt bike practice tracks is a great idea, it's been long overdue. One example, mammoth bar in Auburn allows ATVs and dirt bikes on the practice track at the same time. Combination of the two tracks at prairie would also be a great idea. Everyone should learn to ride together. This would save space for other creative activities in my opinion. Thank you in advance.	In the past ATVs and motorcycles were allowed to use the Prairie City practice track concurrently, but due to different maintenance needs and conflicts between user groups the tracks were separated. It is our intention to keep the ATV and MX practice tracks separate.
John Barnhart	email	40-50% more length for the motocross practice track would be appropriate given the high use volume the facility receives.	Thank you for your comment and/or information.
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	Change the designation of the Intermediate MX Intermediate Track to a Trials Bike Area, with features and obstacles to be determined in consultation and cooperation with the trials bike community. The MX Intermediate Track has not been open to the public for years and is physically isolated from the rest of the motorized opportunities in the park. This area would serve the trials bike community very well, as this sport thrives in smaller, self-contained locations.	Thank you for your comment. We have long observed a need for an intermediate track to serve kids who have outgrown the two kids' tracks but are not yet ready for the larger and more advanced MX practice track. The new intermediate track has a lot of good infrastructure in place already and will also serve adults who are on 230cc or smaller bikes and beginning riders in the sport. Once Zone 6 is open to the public, the intermediate track will also serve as a good staging area for Zone 6 and Zone 1 and will not seem isolated.

Commenter	Source ¹	Comment	Response ²
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	The draft plan proposes to expand the existing motocross practice track, and we agree this expansion is warranted and will serve the needs of the riders. The area adjacent to the MX Practice Track is an open riding area, and existing access roads may need to be rerouted	Thank you for your comment.
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	The draft plan addresses motorized connectivity between the zones in the recommendations. Traffic patterns will have to be carefully determined to make sure the connectivity coincides with the expectations of the riders and drivers.	Thank you for your comment and/or information.
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	Add more single track trails and make them directional to avoid head on collisions.	The Draft RTMP proposes single track trails in Zone 3 and directional trails where appropriate in Zones 5 and 6.
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	looks like the practice track crosses a trail, which may not be the best.	If the MX Practice Track is enlarged, Quail Trail and possibly Cougar Trail will need to be rerouted.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Although SACPITS would be okay with not allowing Trials Motorcycles in the 4x4 Open Track Area which is notorious for high speed racing, the concrete staircase and the area "called "The Whale" and the Rubicon are all excellent Trials Areas that would be eliminated and are not within the Race Track Area. The newly constructed trail at the far northeast corner is also an excellent Trials area. SACPITS does enjoy the areas within the Race Track bounded by concrete K-Rails, but we understand that to get to that area we would have to cross the Race Track so we accept that area would have to go away. But any area that Trials Motorcycles can still safely access should be considered to be allowed.	See Master Response #4
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	We would also like to leave the obstacle area to ride on the Whale as it is not hardly used except by trials riders, and we can access it from the top without going near the track.	See Master Response #4.

Commenter	Source ¹	Comment	Response ²
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Designated trials/one way trails is a terrible idea.	Thank you for your comment and/or information. We can work with SACPITS at the project design level to ensure one-way trails, if implemented, connect to trials areas.
NA	FF Q22 Other comments on the Draft RTMP	Posts should be added to existing trials use areas. Existing posted areas should be maintained as they have degraded. The triangle area in zone one by the entrance would make a good trials only area as it does not seem to fit with a stay on the trail use.	See Master Response #4.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	One way trails with bail out points	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	Directional trails would also be advised for any multi use trails to help avoid dangerous collisions. Thanks for providing a survey for all to give productive feedback.	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	I think a good idea would be to make some areas family friendly and install 1 way trails. That is a main reason why I like to take family to Hollister hills	The Draft RTMP proposes creating directional trails where appropriate in Zones 5 and 6 and will be revised to also include a parkwide recommendation to provide directional trails on a case-by-case basis as necessary to ensure trail safety.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	Burns and hills, not just flat trails for the mountain bikes and, some new trees planted for shade.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
Support for OHV Uses			
<p>Amy Granat Managing Director California Off-Road Vehicle Association, CORVA</p>	<p>email</p>	<p>Part of the mission of the Off Highway Motor Vehicle Recreation Division of State Parks has been to facilitate motorized access to nonmotorized opportunities, as delineated in SB 249, the bill that reauthorized the division that passed in 2017/2018. The OHMVR Division and grants program has always been a self-funded program, derived solely from monies generated from off-highway vehicle recreation. These monies in turn, are used to; "...to ensure quality recreational opportunities remain available for future generations..." as stated in the division's mission statement. However, the Prairie City State Vehicular Recreation Area Purpose as stated on page 3 does not comply with the mission of the OHMVR Division as it states; "The purpose of Prairie City State Vehicular Recreation Area is to offer high-quality OHV and other recreational opportunities...".</p> <p>The Initial creation of the OHMVR Division and the funding mechanism, the OHV Trust Fund, was intended solely for the benefit of OHV recreation opportunities and does not include "other recreational opportunities." The inclusion of these three words belies the intention of the division. This wording could lead to misunderstanding by other nonmotorized forms of recreation, and lead to unfortunate expectations that the OHV Trust could or would be used to fund trails and opportunities for nonmotorized recreation enthusiasts' benefit.</p>	<p>See Master Response #1. The Prairie City State Vehicular Recreation Area (SVRA) Purpose Statement was reviewed and approved by the California Off-Highway Motor Vehicle Recreation Commission as part of the Prairie City SVRA General Plan process in 2016. The purpose statement was developed through a robust public input process during the general plan process and was then used verbatim in the Prairie City SVRA Draft RTMP. Any changes to the current purpose would require an amendment to the general plan under a separate process from preparation of the RTMP.</p>
<p>NA</p>	<p>FF Q13 Other comments related to proposed change of uses in motorized recreation zones</p>	<p>We need more 4x4 areas not less.</p>	<p>The Draft RTMP proposes adding 4x4 use to Zone 5 when the area is opened, thus increasing 4x4 use areas in the park.</p>
<p>NA</p>	<p>FF Q13 Other comments related to proposed change of uses in motorized recreation zones</p>	<p>More 4x4 access</p>	<p>The Draft RTMP proposes adding 4x4 use to Zone 5 when the area is opened, thus increasing 4x4 use areas in the park.</p>

Commenter	Source ¹	Comment	Response ²
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Motorcycles should be allowed as it reads here in all areas as I am reading that.	Through public comment, a desire to separate higher speed vehicles from motorcycle use areas due to safety concerns was identified. The Draft RTMP recommends separating different use types where appropriate to improve safety and reduce user conflicts. For this reason, there are some areas where motorcycle use is not recommended.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	I fully support expanding ohv areas.	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	good way to make use of the unutilized spaces	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	New trails in this area will strengthen the local economy as well as provide a great place for families to spend time together.	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	Please stay open!	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	Use the park for what it was intended for...OHV. There are millions of miles of hiking trails where I can't take a motorcycle.	See Master Response #1.
NA	FF Q22 Other comments on the Draft RTMP	Mountain bikes do not need special riding areas inside an ohv park.	See Master Response #1.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Please keep OHV parks for OHV use.	See Master Response #1.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Prairie City SVRA is by definition a State VECHICLE Recreation Area. The park is funded by taxes, fees etc.. that are paid by citizens for the sole purpose to maintain designated areas where we can ride and enjoy off road VECHICLES with our families and friends. The park should not be turned into a nature area for people to hike, etc... There are millions of acres that are specifically set aside for all of us to enjoy nature, hiking etc... We need to keep these areas separate, so that all of us can enjoy our recreation of choice.	See Master Response #1.

Commenter	Source ¹	Comment	Response ²
NA	FF Q18 Mountain biking opportunities	I love Mountain biking, but this should remain a motorized park. Folsom is full of peddle trails.	See Master Response #1.
NA	FF Q18 Mountain biking opportunities	Keep the MTB out. This is a OHV park	See Master Response #1.
NA	FF Q18 Mountain biking opportunities	Keep this an OHV park!	See Master Response #1.
NA	FF Q18 Mountain biking opportunities	Open these areas for ohv. This is not an mtb park	See Master Response #1.
NA	FF Q18 Mountain biking opportunities	No mountain biking at all in the park.	See Master Response #1.
NA	FF Q18 Mountain biking opportunities	Prairie City terrain is not enjoyable for mountain biking. The result in a short time would be like the skateboard park that nobody used out there.	Existing terrain in the recommended mountain bike trail locations would be modified to meet the specific needs of technical bike skill development and enjoyment. Public feedback suggest that, if implemented correctly, a technical mountain biking skills development facility would be desirable. Existing and anticipated residential development near the park as well as planned bikeway connections could generate increased demand for these facilities.
NA	FF Q15 Hiking access in the vernal pool management areas	There are not many OHV parks. Let's keep them for OHV use.	See Master Response #1.
Support for Expanding the MX Practice Track			
Arie Schalkoord	email	I am asking that you please prioritize the expansion of the Prairie City MX practice track. Prairie City is a great place for riding and expansion of this area would be great for the riders in this area.	See Master Response #2.
Cody Foss	email	Please prioritize expansion of the Prairie City MX practice track.	See Master Response #2.
Daniel Baxter	email	'I'm emailing to express interest in prioritizing the MX practice track expansion at Prairie City. A quality track would bring more riders to Prairie City myself included.	See Master Response #2.

Commenter	Source ¹	Comment	Response ²
David Cervizzi, ACC Supervisor ICON Aircraft	email	Please approve and prioritize MX practice track for me and my family!	See Master Response #2.
David D	email	Please expedite expanding the MX practice track at Prairie City OHV.	See Master Response #2.
Eric DuCray	email	I have been a active off road dirt bike enthusiast for more than 35 years. It would be great to use the PC ohv area to continue to enjoy that passion. Please make it a PRIORITY TO EXPAND THE PRAIRIE CITY PRACTICE MOTOCROSS TRACK.	See Master Response #2.
Ezra Greco	email	Please expand the Mx practice track at Prairie city ! Will be totally awesome if you guys do. Thanks !	See Master Response #2.
Houston Saxe	email	Please prioritize expansion of the Prairie City MX practice track.	See Master Response #2.
John Barnhart	email	I support the recommendation to Expand the Motocross Practice Track within the Prairie City SVRA Draft RTMP.	See Master Response #2.
Jon Reed	email	I frequently visit Prairie City to ride the MX practice track.'I'm writing to encourage prioritization of the planned expansions to the MX practice track.	See Master Response #2.
Lindsay Barnhart	email	Please make the expansion of Prairie City MX practice track a priority.	See Master Response #2.
Lindsay Barnhart	email	Please make the expansion of Prairie City MX practice track a priority.	See Master Response #2.
Lindsay Barnhart	email	Please make the expansion of Prairie City MX practice track a priority.	See Master Response #2.
Lindsay Barnhart	email	Please make the expansion of Prairie City MX practice track a priority.	See Master Response #2.
McHenry Carlson	email	Please expand Prairie City Moto track!	See Master Response #2.
McHenry Carlson	email	Prairie city Mx is awesome, please expand	See Master Response #2.

Commenter	Source ¹	Comment	Response ²
Mike Chandler	email	Please prioritize expansion of Prairie City MX practice track. This may seem small and less important than other items on your plate and that is understandable, therefore your attention in this matter is much appreciated.	See Master Response #2.
Rodger McCabe	email	Please prioritize Expanding MX Practice Track, right now it's too short and boring.	See Master Response #2.
Rodger McCabe	email	In regards to the Prairie City MX Track, It could use some help. Please prioritize the MX Practice Track Expansion.	See Master Response #2.
Solomon Taylor	email	Thank you for all you do, just reaching out on behalf of local residences who really appreciate the use of Prairie City. I would like to show my support in the prioritization of the expansion of the Prairie City motocross track as well as removing ROV from areas where dirt bikes ride.	See Master Response #2.
Tom Horgan	email	I am in full support of expanding the existing motocross practice track. I would like to see at least 40 to 50% more motocross practice track length added to the existing track. All of the local motocross practice tracks in the Sacramento area are getting more and more expensive to visit and this is very difficult to afford when I want to take my family to a motocross track for a day. We purchase a season pass every year since my daughter is enjoying her motorcycle more and more all the time. She has spent a little time on the current practice track and wants to ride there more which is thrilling to me.	See Master Response #2.
Tom Horgan	email	I understand that the prioritization of the expansion of the motocross practice track is as a "alternati"e". Please ensure that the motocross practice track expansion is completed as soon as possible by prioritizing it higher tha "alternati"e".	See Master Response #2.
Wayne Marshall	email	I am in favor of the project to expand the MX track at Prairie City.	See Master Response #2.
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	Go bigger	See Master Response #2.

Commenter	Source ¹	Comment	Response ²
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	You need to expand the mx practice track.	See Master Response #2.
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	Motocross tracks are very crowded throughout the state. An expanded motocross track at the OHV park would alleviate some of the density at private motocross tracks, thereby making it safer.	See Master Response #2.
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	Yes please make the track larger like it once was.	See Master Response #2.
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	Fully support this because “he “pro t”ack” prices are insane.	See Master Response #2.
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	MX Practice track is the most heavily used facility in the SVRA. Yes and please expand it.	See Master Response #2.
Separate Different OHV Use Types			
Jon Reed	email	I also support the proposed exclusion of ROVs from many of the trails as I do not believe they belong on the same trails as motorcycles for the safety of motorcyclists.	Thank you for your comment and/or information.
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	One of the most interesting ideas in the RTMP is the proposal to separate different forms of recreation occurring in the same zone by creating different trails systems for high-speed and low-speed OHV recreation. It is a novel concept and could be helpful in reducing conflict among different motorized uses	Thank you for your comment and/or information.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Side by sides should have there own area.	The Draft RTMP proposes an ROV-only track in Zone 4 and ROV-only trails in Zone 6.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Keep 2 wheel vehicles separate from any 4 wheel vehicle.	See Master Response #3.

Commenter	Source ¹	Comment	Response ²
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	It's good to separate side by sides from the smaller vehicles, especially in areas where youth riders may be most likely to recreate.	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	It's best to keep 2 wheel and 4 wheel vehicles separate. 4 wheel vehicles require less skill therefore you tend to have less experienced and more hazardous environments.	See Master Response #3.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	I believe all the land should be open to all types of OHV, however there should be separate motorcycle/dirtbike trails within those zones for rider safety so they don't hit cars or side x sides.	See Master Response #3.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	ROV's and motorcycles should NOT be in the same area. An ROV is essentially a small car and it's dangerous to group them together.	See Master Response #3.
NA	FF Q18 Mountain biking opportunities	Keep a good buffer between motorized vehicles and human powered. I don't want to fight dust and noise while pedaling.	See Master Comment #9.
Funding			
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	CORVA strenuously objects to monies from the OHV Trust Fund being used to fund nonmotorized opportunities. It is unclear who wrote the Prairie City State Vehicular Recreation Area Purpose, or if it was developed through a public process. But it clearly misrepresents the mission of the OHMVR Division and must immediately be corrected.	See Master Response #1. The Prairie City State Vehicular Recreation Area (SVRA) Purpose Statement was reviewed and approved by the California Off-Highway Motor Vehicle Recreation Commission as part of the Prairie City SVRA General Plan process in 2016. The purpose statement was developed through a robust public input process during the general plan process and was then used verbatim in the Prairie City SVRA Draft RTMP. Any changes to the current purpose would require an amendment to the general plan under a separate process from preparation of the RTMP.
NA	FF Q15 Hiking access in the vernal pool management areas	As long as it is not paid for with ohv funds.	See Master Response #1.

Commenter	Source ¹	Comment	Response ²
NA	FF Q15 Hiking access in the vernal pool management areas	The OHV park exists and is paid for by my registration fees for my OHV's...unless you're going to start taxing shoes, all those areas should be riding areas.	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	It's an ohv park. Anything other than ohv use shouldn't have money to support it.	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	Expanded nonmotorized uses are fine but should be paid by those communities. An entry fee or similar charge should be considered, especially if new infrastructure needs to be constructed for those users.	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	NON OHV uses should help fund the SVRA	See Master Response #1.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	All zones should be open to the vehicles that actually pay into ohv. 4x4s do not pay this so they should not have priority.	4x4s do pay into the OHV Trust Fund through fuel taxes, park entrance fees, and special events. Additionally, many 4x4s are Green Sticker registered for OHV use only.
NA	FF Q18 Mountain biking opportunities	Again, unless you're going to start forcing bicyclists to pay registration fees, the entire park is an OHV park.	See Master Response #1.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	I would pay for parking!	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	This is an OHV park that I've gone to and supported since 1997. OHV access is becoming more and more limited to people who pay for and enjoy these parks. I believe mountain bikers should not steal land from OHV that was paid for by ohv.	See Master Response #1.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Mountain biking will have a positive economic impact on the area and if purpose-built activities are made people will pay a use fee	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Hikers and bicyclists should have to buy a day use pass or the annual OHV placard, same as motorized recreational vehicles.	See Master Response #1.

Commenter	Source ¹	Comment	Response ²
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Nonmotorized use of SVRA needs contributing funds.	See Master Response #1.
Keith Mundy	FF Q22 Other comments on the Draft RTMP	I sincerely appreciate the efforts of the State to further develop Prairie City SVRA. PC is a wonderful resource for our state and our local communities. My only concern is that we keep Prairie City SVRA for it's intended, and funded, purpose - Vehicle Recreation.	See Master Response #1.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	Full Access for motorized to all areas. This part was donated for this use.	See Master Response #1.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	We pay registration fees for expanded riding, that never expands. Spend our money to expand riding areas	See Master Response #1.
OHV Funding			
NA	FF Q18 Mountain biking opportunities	Again, it's an ohv park. Get those area open to ohv use. Don't spend ohv money in groups that doing pay green sticker fees	See Master Response #1.
NA	FF Q18 Mountain biking opportunities	NON OHV uses of SVRA need to provide funding	See Master Response #1.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	My OHV registration fees, my OHV park.	See Master Response #1.
Consultation/Cooperation/Partnership			
Michael Anzalone Executive Director California Mountain Biking Coalition	email	Consultation/Cooperation/Partnership with the Local Trail Stewardship Organizations. To ensure that the these nonmotorized trails and features meet the needs of the local community, and to ensure they are kept to the original design standards, we believe it is imperative for the park and district to formally engage in a stewardship partnership with FATRAC, so that their staff and yours can best leverage each others' respective talents and resources	State Parks is open to partnering with all user groups and stewardship organizations to provide effective planning, design, and operations of recreational experiences.

Commenter	Source ¹	Comment	Response ²
Matt Wetter, President Folsom Auburn Trail Riders Action Coalition	email	We thank State Parks for considering this pivotal enhancement to Prairie City SVRA. FATRAC looks forward to contributing to this project and assisting in any way possible to realize the vision of a more inclusive and diverse recreational environment	Thank you for your comment and/or information.
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	CORVA has been involved with the Prairie City Road and Trail Management Plan since the initial planning session and has already submitted substantive comments through the series of public meetings. However, we would like to add the following comments in response to the draft plan released to the public in January of 2024. We further understand that the draft Road and Trail Management Plan is an umbrella or visionary document, which will still require site specific analysis to enact the proposed recommendations.	Thank you for your comment and/or information.
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	CORVA will continue to be involved with the Prairie City Road and Trail Management Plan into the future, and we look forward to continued collaboration with the staff at the SVRA.	Thank you for your comment and/or information.
Suggestions for Operations			
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	Piping to help water the track on dry, dusty trails and, have it maintained on a regular basis, 2 to 3 times a week. This would help keep riders safe.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Physical barriers must be in place to prevent vehicles where they are not permitted though. Folsom Lake SRA at Granite Bay has mountain bike trails that have been absolutely ruined by vehicles driving on them. Additionally the frequency that I see electric motorbikes where they aren't allowed is also rising.	See Master Response #7. The Draft RTMP does not propose mixing nonmotorized and motorized recreation. The intent would be to separate bike and motorized recreation uses in Zones 5 and 6 through the use of signs, barriers, and user education.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	During popular use times for nonmotorized use, streamlining the entrance process is important.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q22 Other comments on the Draft RTMP	Designate one day a week for non- motorized use of entire park. This has already been established with the Prairie City MTB Race Series. Allows nonmotorized users to enjoy the region without OHV's. Decreases environmental impact and would allow park employees and possibly volunteer groups to conduct trail maintenance.	See Master Response #10.
No Reduction to OHV Riding Areas			
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	Expansion should not reduce open riding area.	Thank you for your comment. No distributed OHV recreation use areas are proposed to be changed within the Draft RTMP.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Please do not limit access to what little acreage that we have to ride!	Per the approved Prairie City SVRA General Plan portions of Zones 2, 3, and 4 are designated Route and Trail System Use Areas based on site constraints (e.g., existing environmental resources and property easements) and input from the public, stakeholders, regulatory agencies, and SVRA staff. OHV riding locations in these zones will need to be evaluated to determine which routes to keep and which to remove in order to meet this goal. Although the implementation of trail-only riding areas may reduce some motorized riding areas, the Draft RTMP proposes opening two new zones (Zones 5 and 6) to motorized use, which overall will create a net gain in riding areas.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Riding opportunities should not be reduced to make space for camping.	See Master Response #9.
Evaluating Non-System Routes			
NA	FF Q11 Factors to consider when evaluating non-system routes	Connection of areas would be good flow	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Please do not remove route or areas for ohv.	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	None	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q11 Factors to consider when evaluating non-system routes	Let the Polka Dots or Dirt Diggers set up the trail system. There courses are always fun.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Work with SACPITS (Jack Wheeler or Dan King) to help identify any impact if a route declared as a non-system route would affect an existing Trials Area that has been approved in the past for special events.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	separation from OHV traffic, access to camping areas, incorporation of trails into existing foliage and terrain features, sharing or splitting route use between biking and hiking	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Have it as part of a marked directional system to avoid head on collisions.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Environmental impact.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Mostly terrain.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Overcrowding, safety for all users	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	trail water and damage.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Add MTB only trails.	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	Demand for connectivity	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	sustainability/likely maintenance levels	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q11 Factors to consider when evaluating non-system routes	users (less impactful users avoiding high-traffic areas)	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Dust and speed restrictions where bicycles share spaces	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	creating biking trails that are optimized for mountain biking would potentially greatly expand the use of Prairie City SVRA	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	separating hiking and biking trails, depending on the elevation changes would be important to reduce trail conflict.	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	a successful mountain biking trail network would also include a vocal and well-funded group of users to advocate for Prairie City SVRA	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	I would like to see more Jeep, mountain bike and hiking trails, and fewer motorcycle and ATV trails. Those uses are loud, polluting and tear up the trail.	See Master Response #5. The Draft RTMP proposes allowed uses for these zones to include 4x4, motorcycle, and ATV trails.
NA	FF Q11 Factors to consider when evaluating non-system routes	Drainage and long term maintenance	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Erosion	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Utilize the ones that furthest away from new camping areas.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Please separate, dirt bikes, side by sides and mountain bikes and hikers to their own designated als...	The Draft RTMP recommends separated use areas per designated zones.
NA	FF Q11 Factors to consider when evaluating non-system routes	erosion issues	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q11 Factors to consider when evaluating non-system routes	popularity	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Leave it all open to motorized	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	1 way trails in certain areas	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	ability to meet unmet user needs, FUN, popularity	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	environmental sustainability with or without modifications	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Leave all trails open.	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	User experience, trail difficulty and effects, if any, on local ecosystems	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Whether non-system trails could be used for mountain biking before decommission.	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	Keep this area open riding, but eliminate ROV's.	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	Are they fun? If yes then tweak them to be more sustainable.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Consult FATRAC	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	Environmental and safety	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q11 Factors to consider when evaluating non-system routes	Maybe they would make good mountain bike or hiking trails	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	Access and safety	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Increase MTB and eMTB trails	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	Safety and sustainability	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Trails are fine as long as they are maintained	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	More freedom More public access	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Tell people to keep dogs on their leashes	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Just that eventually due to weather and use non-sanctioned trails will pop up. Keep it safe and easy to navigate!	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Open to mountain biking	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	Consider the environmental impact	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	necessity, connectivity value	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	sustainability	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q11 Factors to consider when evaluating non-system routes	Keep the park open for open riding. No designated trails	See Master Response #5.
NA	FF Q11 Factors to consider when evaluating non-system routes	Safety, first and foremost.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Deciding if they will be Easy, intermediate and expert trails and making them fun!	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Trials bikes do not recreate on trails. Depending on the definition of the trails, trials riders will be losing part of the area that we now use. Could we add a few designated trials areas in sections 2 or 3 or at least perform maintenance on the designated sections in Zone 1 as they are greatly deteriorated. Sacramento PITS is available to help in either area.	See Master Response #4.
NA	FF Q11 Factors to consider when evaluating non-system routes	Limiting/restricting access to the what little acreage we have to ride is a terrible idea! I absolutely do not support any restrictions to the very limited available area that we have to ride.	Per the approved Prairie City SVRA General Plan portions of Zones 2, 3, and 4 are designated Route and Trail System Use Areas based on site constraints (e.g., existing environmental resources and property easements) and input from the public, stakeholders, regulatory agencies, and SVRA staff. OHV riding locations in these zones will need to be evaluated to determine which routes to keep and which to remove in order to meet this goal. Additional public input will be needed during this process.
NA	FF Q11 Factors to consider when evaluating non-system routes	One way trails/specific trails is a terrible idea. Please do not do that.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	Do they provide a unique experience, difficulty level or serve a class/type of user that has limited opportunities in other parts of the park.	Thank you for your comment and/or information.
NA	FF Q11 Factors to consider when evaluating non-system routes	These zones contain areas frequently used by trials riders. These should be incorporated into the plan so the opportunities are not eliminated. SAC PITS can help with this.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q11 Factors to consider when evaluating non-system routes	No opinion	Thank you for your comment and/or information.
Safety			
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Safety should be the forefront of design	Thank you for your comment and/or information.
NA	FF Q15 Hiking access in the vernal pool management areas	Not safe for hiking.	State Parks would require more information to justify why hiking may not be safe in the Vernal Pool Management Zones in order to respond.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	I support bike access but it must be safe considering the high speeds on White Rock road from cars	Any attempts to implement access from White Rock Road will require extensive coordination to ensure safe ingress and egress can be accomplished. Implementation of the RTMP will include coordination with Sacramento County and Capital Southeast Connector Joint Powers Authority to improve vehicular traffic circulation along White Rock Road and the main park entrance, and to provide nonmotorized trail connectivity between the park and surrounding recreation, conservation, and residential areas.
Environment and Sustainability			
NA	FF Q15 Hiking access in the vernal pool management areas	Protect the vernal pools	Protection of sensitive natural resources, including vernal pools, is a goal of the Draft RTMP. The Draft RTMP is following the guidance of the Prairie City SVRA General Plan and applicable state and federal requirements in protecting the vernal pools.
NA	FF Q21 Non-motorized recreation access locations throughout the park	Need for more healthy and environmental choices	Protection of sensitive natural resources, including vernal pools, is a goal of the Draft RTMP. The Draft RTMP is following the guidance of the Prairie City SVRA General Plan and applicable state and federal requirements in protecting the vernal pools.

Commenter	Source ¹	Comment	Response ²
Support for Draft RTMP			
NA	FF Q21 Nonmotorized recreation access locations throughout the park	This is a really great plan!	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	good use of existing, underutilized land to provide recreation opportunities as suburban footprint of area expands	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	None at this time.	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	good use of existing, underutilized land to provide recreation opportunities as suburban footprint of area expands	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	None at this time.	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	Strong work!!	Thank you for your comment and/or information.
Connectivity to Areas Outside of the SVRA			
NA	FF Q15 Hiking access in the vernal pool management areas	Because there will be a new paved bike path coming in along Prairie City Road, and there is a light at that intersection, consider a frontage path along White Rock so that people on bikes and on foot can cross at that intersection and access the other areas of the park.	A frontage path along the south side of White Rock Road would be within Sacramento County jurisdiction. Ultimately, State Parks cannot control what is constructed outside State Parks' land so this is outside the scope of the Draft RTMP. However, implementation of the RTMP will include coordination with Sacramento County and Capital Southeast Connector Joint Powers Authority to improve vehicular traffic circulation to include park access along White Rock Road, and to provide nonmotorized trail connectivity between the park and surrounding recreation, conservation, and residential areas.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Need trails or access from Folsom area.	Although outside the direct scope of the Draft RTMP, State Parks agrees that trails access to surrounding communities is a benefit.

Commenter	Source ¹	Comment	Response ²
NA	FF Q21 Nonmotorized recreation access locations throughout the park	While specifics related to access points are very much dependent on yet to be built facilities, FATRAC strongly suggests safe bike access be provided from new neighboring housing developments that considers traffic (especially crossing) of White Rock Road. Access must be reasonably close to future various "on-Prairie City" bike park/skill loops from each direction. Future access should also consider pedestrian/bike easements to Deer Creek Hills area and surrounding communities.	Ultimately, State Parks cannot control what is constructed outside State Parks' land so this is outside the scope of the RTMP. However, implementation of the RTMP will include coordination with Sacramento County and Capital Southeast Connector Joint Powers Authority to improve vehicular traffic circulation along White Rock Road and the main park entrance, and to provide nonmotorized trail connectivity between the park and surrounding recreation, conservation, and residential areas.
Support for Trials Motorcycle Use			
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	Trials motorcycle use should be added to Zone 5.	The Draft RTMP proposes allowing 4x4s and ATVs in Zone 5. Separating trials motorcycle use from the previously mentioned use types will allow for improved safety in this Zone.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Trials riders would like to be able to ride in the pit.	See Master Response #4.
Stricter Enforcement of Operational Rules			
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	Would like to see stricter enforcement of speed, noise, drinking rules.	Laws will continue to be enforced by Ranger staff and allow for officer discretion.
NA	FF Q22 Other comments on the Draft RTMP	As users increase with expansion, please increase park rangers and strict enforcement of the rules.	Staffing decisions are made by Headquarters and District staff. All regulations or laws are addressed as needed by Rangers.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	No alcohol	There is no excessive level of alcohol violations that exist to indicate that a ban would be needed. Alcohol violations tend to increase only during special events, not day operations.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Please consider how to control for excessive drinking and late night noise. Keep it family friendly.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Fines for those that don't cleanup	Littering within the park is monitored by maintenance staff, Ranger staff, and event promoters.
Campground Design			
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Reservations for camping	See Master Response #9.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Keep certain camping zones for off grid or more primitive type camping. Design so that campers who want to be away from large RV's and trailers with generators, lights etc. can do so. You can achieve this by making certain camp zones only accessible by motorcycle, or bicycle, or compact vehicles.	See Master Response #9.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Designating motorized camping separate from hike/bike-in camping spots would be nice.	See Master Response #9.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Look at Carnegie, it's a great example	Thank you for your comment and/or information.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Each group would be able to camp in their respective zones, or not, instead of having to ride far from camp in roads, or trails, they aren't comfortable with.	See Master Response #9.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Love the idea of overnight camping at PC! But, we obviously can't have people camping all over the place. The park acreage is very limited and the main focus should always be to preserve as much riding area as possible.	See Master Response #9.
Michael Anzalone Executive Director California Mountain Biking Coalition	email	Camping & Restroom Facilities. Assuming that the property will be available for 3rd-party special events, such as NorCal Interscholastic Cycling League races, we are delighted to see the addition of camping and restroom facilities. We think the nonmotorized community make most use of these during multi-day events rather than one-off camping reservations. We ask that the further design and planning for camping include the ability to serve group camping and provide showers facilities.	See Master Response #9.

Commenter	Source ¹	Comment	Response ²
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	New overnight camping is proposed in different zones, including Zones 1, 4, 5 and 6. These new camping opportunities could serve families and visitors to the park very well, especially on weekends. However, the park would be well-advised to review implementation methodology to ensure the camping areas would primarily serve OHV users and the greater motorized community, and not be reserved by casual visitors from outside the park. Also, review and determine the number of tents, campers or motorhomes that may be accommodated in the smaller proposed camping areas. Please consider making one of the new proposed camping areas a group area available by reservation to clubs and families.	See Master Response #9.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Questions about camping- how many sites? How many can they accommodate? Locations of camping important in zones 5 and 6if Motor bikers want to use and not be too noisy/dusty. How do you address the noise issue with camping-generators, adjacent uses, etc.	See Master Response #9.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	People have different expectations when camping. Personally, I prefer a more natural experience with shade trees, quiet, etc. Others are quite loud with a party atmosphere. You may want to look at providing discrete experiences and promoting them as such.	See Master Response #9.
Support for Overnight Camping			
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	good addition to the park to attract non-local users	Thank you for your comment and/or information.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Great way to allow friends and families to spend time together close to the surrounding areas.	Thank you for your comment and/or information.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Overnight camping is long over due	Thank you for your comment and/or information.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	Camping at this facility would be a very popular option and makes sense to be included in the management plan.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
Separate Motorized and Nonmotorized Uses			
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	I think 5 and 6 should either be all motorized or all bicycle but both is just asking for conflict	See Master Comment #5.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Allowing both MTB and motorized access may be difficult, as trails for biking usually are damaged by motorized access	See Master Comment #5.
NA	FF Q18 Mountain biking opportunities	Mixing motorized, MTB and hiking trails is not fun and can be dangerous.	See Master Comment #5.
NA	FF Q18 Mountain biking opportunities	Yes as long as the areas are monitored. Bicycles should not be on the OHV trails but it will become a concern.	See Master Comment #5.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Again, keep a buffer between motorized and non. Non motorized users do not and should not have to contend with excessive dust and noise from motorized users.	See Master Comment #5.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	I'd love to see mtb only trails to prevent issues with hikers or other users.	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	I would encourage well balanced planning/consideration for all types of recreational use, motorized, nonmotorized (MTB, Gravel, Hiking) in all areas while striving to maintain appropriate separation of the desired recreational activity type for safety and environmental concerns.	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	There are many opportunities for non motorized activity in the valley yet few for ORV use. Allowing both uses in the same general area will lead to conflict.	See Master Response #1 and Master Response #7. The Draft RTMP does not propose mixing motorized and nonmotorized uses.
Support for Motorized and Nonmotorized Recreation			
NA	FF Q18 Mountain biking opportunities	As long as they do not close off 4x4 areas	See Master Response #1. The Draft RTMP proposes adding 4x4 use to Zone 5 when the area is opened, thus increasing 4x4 use areas in the park.
NA	FF Q18 Mountain biking opportunities	I support any expansion of more places to ride mountain biking as well as off-road opportunities.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q21 Nonmotorized recreation access locations throughout the park	As previously stated, with camping and MTB trails, PC would be a great venue for a NICA Norcal Highschool MTB race-once a year.	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	Prairie City has a great opportunity to become a welcoming spot for mountain bikers and other nonmotorized uses while giving motorized riders their OHV opportunities. Please consider expanding the concept of shared use for this resource.	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	It is encouraging to see increased motorized opportunity while also expanding opportunities for nonmotorized visitors, especially given the proximity to the growing communities of Folsom and Rancho Cordova. This park needs to remain focused on OHV recreation, but also would be well served to provide other opportunities for the general public where appropriate.	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	Places like Prairie City should accommodate motorized recreation but should also encourage and provide opportunities for alternatives like hiking and cycling.	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	I encourage outdoor recreation, and although I'm a cyclist I think adding to everyone's enjoyment is crucial to keep funding, etc.	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	It would be great to see more motorized opportunity throughout the facility, especially given its history as an OHV Park. Other uses are welcome but should not be prioritized over motorized access.	See Master Response #1.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	Overall supportive of mix of uses within park and education options. Overflow parking is an issues-dropping kids off helps. Cart track self contained during events which plus/minus-want full support/permission from park. Cart track/ Kid camp users/ proponents/ CAMTB. Light rail exit on white rock road-future plans available online?	Thank you for your comment and/or information.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	If camping is allowed, PC could host weekend mountain bike races-especially for NICA Norcal High School leagues-just once a year. I know it bicycles, but why not?	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
Opposition to Mountain Bikes in Prairie City SVRA			
NA	FF Q18 Mountain biking opportunities	Mountain bikes have thousands of miles accessible to them within a 30 mile range of Sacramento, why do they need to steal land away from ohv? I ride both, prairie city is not good for mtb anyways, you would have to put a TON of resources into making any good type of trails for mtb. I believe those resources should be used for OHV since this an OHV park. In fact, why can't they ride on the current trails? Why do they need special trails?	See Master Response #1. It is recognized that there are many miles of trail open to mountain bikes in the region. It is reasonable to assume that recent and anticipated residential and commercial growth in the immediate proximity of Prairie City SVRA will likely create an increased demand for the type of mountain biking experiences recommended in the draft plan, which focuses on technical skills development. To date, public feedback suggests that both motorized and nonmotorized users prefer separate trails for improved safety and experiences, and to better address the specific maintenance needs associated with these different uses. Funding and resources for proposed mountain bike experiences could come from many different sources outside of those used for OHV recreation.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	No mountain bikes at all in the park.	See Master Response #1. It is unclear from the comment as to the reasoning for not allowing mountain bikes as part of the Prairie City SVRA Draft RTMP recommendations.
Support for Nonmotorized Recreation			
Michael Anzalone Executive Director California Mountain Biking Coalition	email	Echoing the comments made by FATRAC in its "Prairie City SVRA DRAFT Road and Trail Management Plan Public Comments" letter, dated February 8, 2024, we support the proposed recommendations to provide purpose-built progressive trails and features for mountain bikes in the Prairie City SVRA, and we encourage CA State Parks to expand this offering to other SVRA's in the State	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
Michael Anzalone Executive Director California Mountain Biking Coalition	email	<p>We believe this type of terrain park and purpose built trail [for mountain bikes] will provide a number of benefits in the park and regionally including:</p> <ul style="list-style-type: none"> ▪ Promoting healthy, active lifestyles and fostering a deeper connection with nature ▪ Providing a safe entry point into mountain biking for beginners as well as an opportunity to help intermediate riders become advanced, and in time, expert riders. ▪ Alleviating some of the illegal trail building happening in the region by addressing unmet experiences ▪ Improving the experience and safety on trails for users in the region. A more experienced bike handler is a safer bike handler. ▪ Bolstering local economies by attracting tourists and outdoor enthusiasts 	Thank you for your comment and/or information.
Matt Wetter, President Folsom Auburn Trail Riders Action Coalition	email	<p>As advocates for the expansion and improvement of recreational trails, Folsom Auburn Trail Riders Action Coalition (FATRAC) strongly supports the introduction of mountain biking access and purpose-built facilities at Prairie City SVRA. The initiatives presented in the Draft RTMP represent a significant step forward in diversifying the recreational offerings and enhancing the park's accessibility to a broader audience. Such offerings are also likely to help facilitate community acceptance for the park in general, especially considering the large number of new homes currently being built in the immediate area. In general, FATRAC supports the Draft RTMP as presented.</p>	Thank you for your comment and/or information.
Matt Wetter, President Folsom Auburn Trail Riders Action Coalition	email	<p>The addition of mountain biking trails will not only serve the biking community but also bolster local economies by attracting tourists and outdoor enthusiasts. This development aligns with FATRAC's goals of promoting healthy, active lifestyles and fostering a connection with nature.</p>	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	I would like for the mountain bikes to be allowed in all the zones.	See Master Response #1.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Motorcycles, ROVs and ATVs seem to be the least responsible users at Prairie City. I would like fewer of them, not more.	Thank you for your comment and/or information.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Areas 5 and 6 should be off limits for motorized use.	Zones 5 and 6 will be opened to motorized use as Prairie City State Vehicular Recreation Area is funded by the Off-Highway Vehicle Trust Fund, which is funded through a combination of fuel taxes, Red/Green Sticker vehicle registration, day-use and camping fees, OHV special events, concessions, and other off-highway vehicle specific funding sources. The park was purchased and is funded by OHV Trust Fund money. Displacing OHV recreation for the purpose of non-OHV recreation is not an option. The nonmotorized recreation areas presented in the Prairie City SVRA Draft RTMP are in locations either designated by the Prairie City SVRA General Plan as not allowing motorized recreation for the protection of sensitive resources or are in buffer locations where motorized recreation uses are excluded for the purposes of meeting county noise ordinance standards. The Prairie City SVRA Draft RTMP does not propose replacing motorized recreation with nonmotorized recreation. All proposed nonmotorized activities are in areas restricted to motorized use.
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Allow mt bike days opposite to motorized days	See Master Response #10.

Commenter	Source ¹	Comment	Response ²
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	Open to mountain bikes	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	As the Folsom Ranch area gets built out having local nonmotorized recreation opportunities provides incredible value. Also it can bring greater support to PCSRVRA by people who are not as enthusiastic about the vehicular part of it.	Thank you for your comment and/or information.
NA	FF Q15 Hiking access in the vernal pool management areas	This is fantastic. I may not use it in that way, but I appreciate the area to be developed for more users than just OHV'ers. Great Job!!!	Thank you for your comment and/or information.
NA	FF Q15 Hiking access in the vernal pool management areas	Opening opportunities to non motorized, hiking and human powered vehicles is a great idea.	Thank you for your comment and/or information.
NA	FF Q15 Hiking access in the vernal pool management areas	I would like access to be allowed not only to hikers but to nonmotorized vehicles.	See Master Response #8.
NA	FF Q15 Hiking access in the vernal pool management areas	Allow MTB on this trail by creating a mixed use trail or by using alternate days for separate hiking and biking use.	See Master Response #8.
NA	FF Q15 Hiking access in the vernal pool management areas	I support construction of a bike park	Thank you for your comment and/or information.
NA	FF Q15 Hiking access in the vernal pool management areas	Please allow other nonmotorized users (off-road bicycles) to use these routes as lower traffic connections through the park, particularly for access to/from Gate 5.	See Master Response #8.
NA	FF Q15 Hiking access in the vernal pool management areas	I support more hiking and biking opportunities at Prairie City.	Thank you for your comment and/or information.
NA	FF Q15 Hiking access in the vernal pool management areas	If you do allow hiking, you should also include mountain bike access	See Master Response #8.

Commenter	Source ¹	Comment	Response ²
NA	FF Q15 Hiking access in the vernal pool management areas	activities such as mountain and ebiking that have the same impact as hiking should be considered for being allowed	See Master Response #8.
NA	FF Q15 Hiking access in the vernal pool management areas	More Hiking and Mountain trails.	See Master Response #8.
NA	FF Q18 Mountain biking opportunities	Expand entire area of 5,6 to hiking and MTB with OHV off limits.	See Master Response #1.
NA	FF Q18 Mountain biking opportunities	I support continued use for mountain bike racing events.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	This is a great use of the land!	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	From my perspective Prairie City SVRA is under-utilized and providing mountain biking facilities would make the park much more useful to me.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Pleas build MTB trails	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	MTB parks are booming! I think it is a great idea. I enjoy racing on Weds too.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	More Trails more smiles	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Very excited by the prospect of legal mountain biking closer to where I live	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	I like Prairie City. I spent a good amount of time racing there many seasons of MTB fun. I have always been curious about the other areas of P City that were closed to the public. This proposal would make me want to go and explore on my own without racing. I hope this proposal will be realized sooner than latter.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	The areas suggested are pretty small. Linking the mountain biking areas somehow would greatly increase the attractiveness	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q18 Mountain biking opportunities	I support providing more opportunities to cycling and hiking as healthy outdoor activities, and as an alternative to loud and pollution activities like motorcycles and ATVs.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	I think having mountain bike specific trails will be a great thing for Prairie City!	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Mountain biking is booming and access is always an issue. This would be a huge improvement for area mountain bikers.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Bike park type activities are a great idea and will provide positive outlets for local pre-teens and teens. 80% of pre-teens and teens will have exited team sports and bike parks are one of the few positive outlets they have available to them. It is our duty to offer pre-teens and teens alternatives to screens to engage in a healthy lifestyle.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Would love more MTB opportunities	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Really like the mountain biking option!	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Adding new and varied mountain bike features to Prairie City is consistent with the management goals of state recreation areas and would help State Parks keep pace with the explosive growth of mountain biking in the past few years. I would definitely use such trails and features and would bring my kids to ride them as well.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	This areas will support two types of users: nonmotorized/bicyclists, as well as motorized users with bicycles. A win-win!	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	STRONGLY approve and will use	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	These will be amazing for the various high school and middle school mountain biking teams. And an opportunity for those of us who do not participate in motor sports to use this excellent land. As a Folsom resident, I'd love to be able to visit and bike on this land.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q18 Mountain biking opportunities	Absolutely in support of more Mtn. Biking opportunities at Prairie City!	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	This park and surroundings offer great opportunities for mountain biking separated from OHVs that should be explored. High priority.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	As an avid mountain biker I would definitely support more trails. The mountain bike community has proven to be a great source of volunteer labor (trail work/maintenance) and a boost for any local economy	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	More mtb trails shd be accessible on days there are no motocross, atv, or off road vehicles.	See Master Response #10.
NA	FF Q18 Mountain biking opportunities	More hiking and MTB only trails.	See Master Response #1.
NA	FF Q18 Mountain biking opportunities	Mountain biking should be allowed in all areas with rules in place to facilitate multi-use activities. Just as bicycles are allowed on the road they should be allowed on off-road trails.	See Master Response #1. Although mountain bike trails and OHV trails may share some commonalities, there are differences in user speed, trail sustainability, noise, and dust that need to be considered if motorized and nonmotorized uses were to be allowed on the same trails or in the same areas. This is particularly true for Prairie City SVRA, which has a relatively small land base and potentially dense trail use. Public input suggests that most users prefer separation of motorized and nonmotorized recreation and attempts have been made to address this desire in the Draft RTMP.
NA	FF Q18 Mountain biking opportunities	With the explosion of population in the area we need more MTB Trails!	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	It will be nice to have a mountain biking specific recreation area that we can expect won't get bulldozed	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	This would be an amazing opportunity for the large and active local mountain biking community.	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	This would be awesome	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	This is definitely needed. Mountain biking is a huge community activity and we need more public space.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q18 Mountain biking opportunities	well needed!	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Great idea!	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	I am definitely in support of MTB access and would use this welcome access. However I am concerned about the language of limiting MTB activities only to areas not suitable for OHV use.	See Master Response #1
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Can't wait for more mountain bike access	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	Thank you for considering expanding public areas available to mountain biking in this region. Demand far exceeds supply in the Folsom District.	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	More bicycle access please!!	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	No opinion on adding more motorized use, but would like to see more mountain bike trails.	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	I support the establishing dedicated mountain bike/e-bike and hiking trails in Zones 5 and 6.	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	Please add mountain bike trails to your plans	Mountain biking experiences are currently part of the Draft RTMP.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	We only want mountain biking trails in Zones 5 and 6.	See Master Response #1
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	It would be better to use them for healthier and more environmental use such as Mtb and eMTB	See Master Response #1. The Draft RTMP proposes mountain biking experiences in designated areas of Zones 5 and 6 separated from motorized uses in these zones.

Commenter	Source ¹	Comment	Response ²
Trail Design for Nonmotorized Uses			
Michael Anzalone Executive Director California Mountain Biking Coalition	email	Mountain Bike Park Facilities (Zone 5) Mountain Bike Trails (Zone 6). By incorporating features that are properly engineered and constructed, and by appropriately scaling these features much in the way a ski area offers beginner (green), intermediate (blue), advanced (black), and expert (double black) trails, riders of all abilities will feel welcome and encouraged to utilize these facilities and improve their riding abilities over time	Thank you for your comment and/or information.
Michael Anzalone Executive Director California Mountain Biking Coalition	email	Design, Construction, and Staff Training. For the nonmotorized portions of the RTMP to be executed successfully, we believe the design and construction of the mountain bike trails and features should be done by a 3rd-party entity, which has proven experience in this arena. IMBA Trail Solutions is an example that can also provide certified training to CA State Parks Staff, so that this type of project can be executed by CA State Parks staff in the future.	State Parks is open to working with third party entities for the design and operations of proposed mountain biking experiences and facilities.
Matt Wetter, President Folsom Auburn Trail Riders Action Coalition	email	We endorse the proposed plan to integrate mountain biking into portions of Prairie City Zones 5 and 6; and encourage Parks to explore opportunities to add similar opportunities into Zone 7 where the most prominent topography in the SVRA resides. Adding features such as a pump track, jump lines, a drop-zone, depending on topography would help meet an unmet demand in the area for mountain bike specific facilities and features. By developing terrain suited for all skill levels, from beginners to advanced riders, and incorporating features that cater to the mountain biking community, Prairie City can become a benchmark for outdoor recreation and conservation. Dual slalom would likely be best catered to Zone 7.	See Master Response #6.

Commenter	Source ¹	Comment	Response ²
Matt Wetter, President Folsom Auburn Trail Riders Action Coalition	email	It is imperative that all MTB facilities in the park be reasonably connected via trails in order for them to be successfully utilized, it is not clear from the RTMP that this is specifically incorporated and it should be. Given the limited space available, FATRAC suggests focusing efforts on feature-heavy bike facilities and connecting them to each other rather than a more cross country loop that would be difficult to develop in a way that would be more appealing than other nearby resources.	The Draft RTMP has been modified to further support a mountain bike corridor connecting mountain bike opportunities in Zones 5 and 6. The Draft RTMP is recommending feature heavy bike facilities.
NA	FF Q15 Hiking access in the vernal pool management areas	Hiking trails and Mtn biking can co-exist as multi use trails and should be evaluated if they haven't already.	See Master Response #8.
NA	FF Q15 Hiking access in the vernal pool management areas	Access from main staging areas would be nice for families that may be out supporting a rider, that would like to take a nice hike as well.	The Draft RTMP does not propose adding any pedestrian trails in Zone 1. Currently there are dirt/gravel access routes connecting the main staging area to the vernal pool management areas. Some of the routes also have posted 15mph speed limits and do not restrict pedestrians. We do have people walk or jog on these routes now.
NA	FF Q15 Hiking access in the vernal pool management areas	Yes-In a limited way. Consult Sac Splash and Carol Witham for input, if constructed attempt to connect to other surrounding preserves.	Thank you for your comment and/or information. As for connecting to surrounding preserves, ultimately, State Parks cannot control what is constructed outside State Park land so this is outside the scope of the RTMP. However, the Draft RTMP has been updated to plan for coordination with Sacramento County and Capital Southeast Connector Joint Powers Authority to improve vehicular traffic circulation along White Rock Road and the main park entrance, and to provide nonmotorized trail connectivity between the park and surrounding recreation, conservation, and residential areas.
NA	FF Q18 Mountain biking opportunities	Having bike features beyond cross country trails meets an underserved need in the area. Bike park especially useful to offer skills focused course to serve growing youth mountain bike programs in the area. Nighttime bike park setup (lights?) would allow local organizations to use bike park for teaching on a regular basis	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q18 Mountain biking opportunities	Bike park and skills course along with some nice trails would be welcomed	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	Skills building zones are popular with kids and adults alike. Please provide progression, a viewing area, and the ability to host competitions (dual slalom, jump jams, observed trials, etc.)	The Draft RTMP has been modified to add additional options for these types of experiences and facilities.
NA	FF Q18 Mountain biking opportunities	FATRAC strongly supports construction of a bike park and or "feature heavy" skills loop in the buffer zones. If such nonmotorized facilities are to be constructed over two zones, some kind of MTB corridor should also be created to allow access.	The Draft RTMP has been modified to further support a mountain bike corridor connecting mountain bike opportunities in Zones 5 and 6.
NA	FF Q18 Mountain biking opportunities	There does not appear to be enough area available to make a more cross country oriented loop terribly beneficial.	This plan recognizes that Prairie City SVRA does not offer enough land base to make cross country mountain bike experiences appealing. Therefore, shorter technical /competitive skills building mountain bike experiences are being proposed.
NA	FF Q18 Mountain biking opportunities	More technical, advanced trails please.	The Draft RTMP proposes both beginning and advanced technical mountain biking experiences.
NA	FF Q18 Mountain biking opportunities	We need more MTB/eMTB trails, specially with fun features such as jumps, berms, drops...	The Draft RTMP proposes these experiences.
NA	FF Q18 Mountain biking opportunities	Please provide connectivity between the two designated MTB areas and think about how folks will get into the park given that White Rock Road is a busy, high speed road.	The Draft RTMP has been modified to further support a mountain bike corridor connecting mountain bike opportunities in Zones 5 and 6. Any attempts to implement access from White Rock Road will require extensive coordination to ensure safe ingress and egress can be accomplished. Implementation of the RTMP will include coordination with Sacramento County and Capital Southeast Connector Joint Powers Authority to improve vehicular traffic circulation along White Rock Road and the main park entrance, and to provide nonmotorized trail connectivity between the park and surrounding recreation, conservation, and residential areas.

Commenter	Source ¹	Comment	Response ²
NA	FF Q18 Mountain biking opportunities	Would love to see more trails that are designated downhill bike use. Would definitely support and help.	Given the limited topographic change at most locations within Prairie City SVRA, downhill mountain biking experiences would be very limited.
NA	FF Q18 Mountain biking opportunities	Dual slalom trucks, Jump lines or other features for MTB very supp. (CAMTB)High school cycling racing-would need robust camping. (Example: NorCal Inter Cycling existing group that moves site to site and hosts races.) Staging, etc. -have a lot of vehicles, 1000 families max. Perimeter trail-would like if there is a buffer in each area. A cycle loop in Zone 6 could accommodate more riders than a 'lollipop' continuous loop, multiple trails coming in.	State Parks did consider a nonmotorized trail loop around the perimeter of the park. Prairie City State Vehicular Recreation Area (Prairie City SVRA) is a State Vehicle Recreation Area (SVRA) and California State Parks is prioritizing off-highway (OHV)/motorized recreation as part of the RTMP process. In order to create a loop around the park existing OHV use areas in Zones 1, 2, 3, and 4 would be impacted by the addition of a nonmotorized trail corridor around the perimeter of the park. Unlike the newly added Zones 5 and 6 these existing zones do not require noise or dust buffers along their perimeters. The intent of the RTMP is to maximize OHV recreational opportunities and not to reduce them to make room for nonmotorized recreation (see Master Response #1). State Parks also considered a loop around Zone 6 but similarly did not want to sacrifice space proposed for OHV recreation outside the buffer area to accommodate this feature. This plan recognizes that Prairie City SVRA does not offer enough land base to make cross country mountain bike experiences appealing. Therefore, shorter technical/competitive skills building mountain bike experiences are being proposed. Although camping facilities are being proposed it is unlikely these proposals could accommodate space for a thousand families without significantly reducing both motorized and nonmotorized recreation opportunities.

Commenter	Source ¹	Comment	Response ²
NA	FF Q18 Mountain biking opportunities	Would need to have about 5 miles of trail minimum to be usable. Try to limit with other area trails-Prairie City road will be a key crossing for bikes. Consider a bike access trail on N edge of north vernal pool area. FATRAC would likely assist with trail construction. Also assist with regional trail connecting American river Parkway to Deer Creek Hills.	Ultimately, State Parks does not control what is constructed outside State Parks' jurisdiction, so this is outside the scope of the RTMP. However, implementation of the RTMP will include coordination with Sacramento County and Capital Southeast Connector Joint Powers Authority to improve vehicular traffic circulation along White Rock Road and the main park entrance, and to provide nonmotorized trail connectivity between the park and surrounding recreation, conservation, and residential areas.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Nonmotorized trails are easier to build and maintain	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	I believe providing some limitations on certain trails while providing something for all classes will allow all to enjoy the experience.	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Cross sport utilization of this area will enhance growth opportunities of all different sports involved.	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	Ideally tie as many nonmotorized trails together so that users can ride/hike on nonmotorized trails to access other nonmotorized trails. Don't create islands of nonmotorized trails.	This concept was considered when developing recommendations for nonmotorized trails.

Commenter	Source ¹	Comment	Response ²
NA	FF Q22 Other comments on the Draft RTMP	Another form of bicycle based recreation is Gravel Cycling. This form of cycling has become hugely popular with cyclists across the country. This uses a traditional 'drop bar' bicycle but with wider tires with tread more suited less traveled gravel roads, non-paved fire access/maintenance roads as well as less technical 'single-track' trails. I would encourage the consideration of opening fire/maintenance roads with single or double track connectors to these types of cyclists as well. Many traditional road cyclist are moving to gravel cycling in response to the increasingly high mortality and injury rates of cycling associated with vehicle vs. bike collisions on traditional paved roads. Areas like OHV parks and other State Parks, preserves and Federal owned lands provide a wealth of much safer opportunities for this type cycling... it is not just about "Mountain Biking" when considering off road cycling opportunities any longer.	State Parks recognizes other forms of cycling, aside from mountain biking, to include gravel cycling and will consider these in future statewide planning. However, Prairie City SVRA does not have a large enough land base, availability of controlled access service roads, or cross-country bike trails to provide the necessary mileage to make this a worthwhile and desired experience.
Allow Class 1 e-bikes with Mountain Biking Opportunities			
NA	FF Q18 Mountain biking opportunities	Allow class 1 e-bikes	Class 1 e-bikes would be allowed in any locations proposed for mountain bike use.
NA	FF Q18 Mountain biking opportunities	If possible please include Class 1 E-bike use. Pedal assist only and no throttle. These bikes do not out run traditional bikes in a downhill situation however do open up opportunities for those who a physically disabled or potentially advanced age. I am not in either class but I do love the extended riding time it allows me. They also allow groups of riders of all abilities to stay closer together by changing the setting they ride in.	Class 1 e-bikes would be allowed in any locations proposed for mountain bike use. Class 2 and 3 e-bikes would also be considered during future planning and design efforts to implement planning recommendations.
Prairie City SVRA Should Prioritize OHV Not Hiking			
NA	FF Q15 Hiking access in the vernal pool management areas	Not a hiking park. Hikers will only complain about the motorized Vehicles. Folsom is full of non motorized hiking and biking trails already.	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	Plenty of hiking in CA, use land for motorsports.	See Master Response #1.

Commenter	Source ¹	Comment	Response ²
NA	FF Q15 Hiking access in the vernal pool management areas	Keep this park for OHV use only!	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	There are many hiking options in the state	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	I don't particularly think it should be a focus as the area is loud and our funds and attention should go towards the OHV areas and maintenance.	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	This is an ohv park.. not a hiking park	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	This is an OHV park – not a nature area. I love and value nature, but this is a designated, and specifically funded park, for off road riding. There are millions of acres in California for people to enjoy nature. This is an designated OHV park and should be kept that way.	See Master Response #1.
NA	FF Q15 Hiking access in the vernal pool management areas	The valley has many opportunities for hiking and few for ORV use. Some hikers have negative feelings about ORV use so adding hiking trails would likely prove negative for ORV use.	See Master Response #1.
Support Hiking Access			
NA	FF Q15 Hiking access in the vernal pool management areas	good expansion of recreation opportunities as nearby area is suburbanized	Thank you for your comment and/or information.
NA	FF Q15 Hiking access in the vernal pool management areas	strongly support	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
Draft RTMP Revisions			
<p>Steve Schweigerdt, Acquisition Specialist Sacramento Valley Conservancy</p>	<p>email</p>	<p>Hi Mckenzie, we have some additions and corrections we would like made to page 3-34 of the plan where adjacent and nearby opportunities are referenced: Please see the suggested text below and let me know if you have any questions. Depending on what that Barton Ranch easement says it may be worth referencing that if it allows for a trail. Page 3-34</p> <p>The White Rock Preserve is located east of Prairie City SVRA across Scott Road and is a 191 acre preserve containing vernal pools and sensitive wetland habitats. Sacramento Valley Conservancy holds a conservation easement over the property which limits uses of the property to grazing and low-impact recreational use.</p> <p>The Deer Creek Hills Preserve is a 4,552-acre preserve of grassland, oak woodland, and seasonal creeks, located approximately six miles south of Prairie City SVRA. This preserve is managed jointly by the Sacramento Valley Conservancy and Sacramento County. Areas open to the public feature recreational activities that include mountain biking, hiking, bird watching, interpretive activities, nature study, and horseback riding. State Parks owns approximately 668 acres in the northwest portion of the Deer Creek Hills Preserve, which is bordered by Scott Road on the west and Michigan Bar Road on the east. State Parks has a lease agreement with Sacramento Valley Conservancy to provide for the preservation, operation, and maintenance of the property. Allowable uses of the preserve include seasonal cattle-grazing and low-impact recreational use.</p>	<p>Thank you for your comment. The information on White Rock Preserve will be added. The information related to Deer Creek Hills Preserve will be corrected.</p> <p>We assume the Barton Ranch easement references the Resource Conservation Area described on page 2-1 of the General Plan, "Portions of the General Agriculture land use designation to the northeast and southeast of Prairie City SVRA have a Resource Conservation Area combining designation that identifies areas with special resource management needs. Such needs may include vernal pool management, wetland creation, waterfowl management, peat soil conservation, and blue oak woodland harvesting (Sacramento County Community Planning & Development Department 2011a:1)." While this conservation area is not mentioned in the Draft RTMP, the Draft RTMP proposes to coordinate with Sacramento County and Capital Southeast Connector Joint Powers Authority to improve vehicular traffic circulation along White Rock Road and the main park entrance and to provide nonmotorized trail connectivity between the park and surrounding recreation, conservation, and residential areas.</p>

Commenter	Source ¹	Comment	Response ²
<p>Dan King Sacramento Pacific International Trials Society (SACPITS) Member</p>	<p>FF Q22 Other comments on the Draft RTMP</p>	<p>RTMP revision</p> <p>Pg 3-9. Zone 3. CHANGE 1st sentence from "... for motorcycles, ATVs, ..." to "... for motorcycles, trials motorcycles, ATVs, ..." RATIONALE: There is a distinction between the two throughout the document and therefore one could imply that you are eliminating "trials motorcycles" from this area.</p> <p>Pg 3-10. Zone 4. CHANGE in the two bullets from "... trials bikes ..." to "...trials motorcycles...". RATIONALE: clarification and consistency throughout the document. There does exist a Trials Bicycle, so we don't want that to be confused with your intent.</p> <p>I want to thank you all for all this hard work and working with all the different users of the park.</p>	<p>Thank you for your comment. Changes will be made to these pages to improve consistency throughout the document.</p>
<p>Miscellaneous Topics</p>			
<p>NA</p>	<p>FF Q21 Nonmotorized recreation access locations throughout the park</p>	<p>Topic: Internal park access</p> <p>Glad you are thinking about access. It appears that the only traffic signal will be at White Rock/Prairie City. Need people to be able to access the rest of the park after crossing there.</p>	<p>Ultimately, State Parks does not control what is constructed outside State Parks' jurisdiction so this suggestion is outside the scope of the RTMP. However, implementation of the RTMP will include coordination with Sacramento County and Capital Southeast Connector Joint Powers Authority to improve vehicular traffic circulation along White Rock Road and the main park entrance, and to provide nonmotorized trail connectivity between the park and surrounding recreation, conservation, and residential areas. The Draft RTMP proposes coordination with Sacramento County to design and construct nonmotorized access improvements to provide bicycle and pedestrian connectivity from the proposed Class 1 multi-use trail along the north side of White Rock Road into Zone 5 at Gate 3 at the main park entrance.</p>

Commenter	Source ¹	Comment	Response ²
NA	FF Q15 Hiking access in the vernal pool management areas	<p>Topic: Opposition to hiking in Prairie City SVRA</p> <p>I do not think anyone would use it. Money could be used elsewhere.</p>	See Master Response #1. It is reasonable to assume that recent and anticipated residential and commercial growth in the immediate proximity of Prairie City SVRA will likely create an increased demand for trail opportunities, including hiking. The seasonal wetlands and associated vernal pools would provide a unique plant and wildlife viewing and educational opportunity for school groups, organizations, and the general public. Funding and resources for proposed hiking trails could come from many different sources outside of those used for OHV recreation.
NA	FF Q18 Mountain biking opportunities	<p>Topic: Support for the Draft RTMP</p> <p>I am an avid Dirt bike rider, MTB rider and E-bike rider. Please move forward with this project!!</p>	Thank you for your comment and/or information.
Kirstin Barnhart	email	<p>Topic: Supports expansion of Prairie City SVRA and trail system</p> <p>I support the expansion of the Prairie City SVRA. My family goes dirt biking and would love to see the expansion of the Prairie City MX practice track. We would also use the expanded trail system. This project is a great way to expand an outdoor recreation area that is nearby our homes.</p>	Thank you for your comment and/or information.
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	<p>Topic: Support future bike trails in Zone 7</p> <p>Zone 7 represents an opportunity for the park that may take time to be realized. It is understood that there are existing obstacles to the utilization of the Barton Tract, but barriers to access could be overcome at a point in the future, this area could be used for bicycle trails.</p>	See Master Response #6.

Commenter	Source ¹	Comment	Response ²
<p>Amy Granat Managing Director California Off-Road Vehicle Association, CORVA</p>	<p>email</p>	<p>Topic: Support for OHV riding in The Pit One of the most important and unique uses in this plan is the use of ‘The Pit’ created solely for the use of ROV or SidexSide in the newly defined Zone 4. The popularity of ROV’s has grown exponentially in recent years and shows no sign of abating. ROV’s themselves have evolved in a similar trajectory, resulting in powerful machines capable of great speed. The Pit would allow drivers of ROV’s to safely explore the abilities of their vehicles with no risk to others.</p>	<p>Thank you for your comment and/or information.</p>
<p>Phillip Lamb</p>	<p>email</p>	<p>Topic: Support for adding RC car facilities I wanted to add a suggestion for the upcoming park changes. I am part of a local group who are remote control car enthusiasts particularly racing on offroad tracks. Sacramento has had a course of some type for more than 30yrs but the remaining off road facility unfortunately closed in 2023, and at this time the RC community has to travel well over an hour to engage in the hobby and compete in races. In addition to scale off road racing, larger scale rc cars an ‘rock crawli’g’ ‘C’s have grown significantly in recent years while available open spaces to use them has shrunk.</p> <ul style="list-style-type: none"> ▪ a new permanent track to accommodate regular practices and events requiring 1’0’ x1’0’ usable area for a course. ▪ Next we would need an elevated viewing area, with ramp access to accommodate up to 20 drivers. ▪ Power for an announcers tower and multiple power ports to allow the use of battery chargers ▪ Available parking adjacent to the driving area. ▪ pit area to include some covered benches ▪ an additional 1’0’ x 1’0’ open area for larger remote control cars used for tricks and large jumps ▪ additional space to allow the creation of scale off road trails utilizing repurposed rocks, logs, dirt etc 	<p>Although park staff recognizes that remote control car use is increasing in popularity, it is also true that remote control (RC) cars are not off-highway vehicles as defined in the California Vehicle Code nor does it fall within the nonmotorized recreation proposed in the Draft RTMP. See Master Response #1 for a discussion on why the proposed types of nonmotorized were included in the Draft RTMP. There is currently a kart track and quarter midget track within the park that would fall into a similar category as a RC facility if they were proposed today. These facilities existed before the land was owned by State Parks and the facilities and use are grandfathered into park operations. An alternative to a permanent RC facility is a special event permit. Since 2010, the park has issued at least three special event permits for RC car activities at the park. Requests for special event permits are considered on a case-by-case basis. If a permit is approved, the permittee would be required to pay permit fees and also provide an insurance certificate so that the State is protected from any potential liability. As with most special events, temporary course construction would require approval by State Parks and would need to be torn down at the conclusion of the event.</p>

Commenter	Source ¹	Comment	Response ²
John Barnhart	email	<p>Topic: Public outreach</p> <p>The RTMP is misleading in that it says 141 survey responses were received prior to preparation of the RTMP. There was also a Petition with 275 signatures submitted to Prairie City SVRA staff requesting expansion of the motocross practice track.</p> <p>This Petition was not mentioned in the survey results.</p>	<p>The 275-signature petition received by Prairie City SVRA staff requesting expansion of the motocross practice track was not part of the official RTMP public outreach process and thus was not mentioned in the Draft RTMP. By way of this public comment, State Parks recognizes this petition was received. The Draft RTMP does propose expansion of the MX practice track, as requested by the petition.</p>
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	<p>Topic: Expand opportunities for motorcycles</p> <p>we need more practice trails and feature areas for motorcycles in general</p>	<p>The draft plan proposes adding new motorcycle use trails in Zone 6 and evaluating existing trails and features in Zones 2 and 3.</p>
NA	FF Q13 Other comments related to proposed change of uses in motorized recreation zones	<p>Topics:</p> <p>(1) Support for motorcycles uses</p> <p>(2) Trail design</p> <p>Make trails directional and allow motorcycles anywhere. They are the least impact on any environmental concerns</p>	<p>The Draft RTMP does propose directional trails in Zones 5 and 6 and the revised draft will include a recommendation for directional trails in parkwide on a case-by-case basis. Through public comment, there was determined a desire to separate higher speed vehicles from motorcycle use areas due to safety concerns. The Draft RTMP recommends separating different use types where appropriate to improve safety and reduce user conflicts. For this reason, there are some areas where motorcycle use is not recommended.</p>
NA	FF Q21 Nonmotorized recreation access locations throughout the park	<p>Topic: Support for additional vehicle access points for nonmotorized recreations</p> <p>expanded park use opportunities require new access and entry points for vehicles</p>	<p>The Draft RTMP recommends additional entry points for both motorized and nonmotorized users.</p>
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	<p>Topic: Support for motorcycle use in Zones 5 and 6</p> <p>Make zones 5 & 6 motorcycle accessible.</p>	<p>The Draft RTMP has many recommendations benefiting motorcycle users. The Draft RTMP proposes new motorcycle trails in Zone 6. The Draft RTMP proposes directional, slower speed trail opportunities and experiences for 4x4 and ATV users in Zone 5. These slower speed opportunities would not be conducive to higher speed motorcycle use. Separating motorcycle use from Zone 5 will allow for improved safety and user experience for slower user groups.</p>

Commenter	Source ¹	Comment	Response ²
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	<p>Topic: Support for camping</p> <p>More opportunity for camping would be great.</p>	Thank you for your comment and/or information.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	<p>Topic: Develop Zones 5 and 6 only for nonmotorized uses</p> <p>It should be developed as none motorized use part of the property</p>	See Master Response #1. Because this is a SVRA, the primary goal of the RTMP is to provide OHV recreational experiences, to the extent feasible, while protecting natural and cultural resources, and maintaining compliance with applicable laws and regulations. Zones 5 and 6 will be opened to motorized use as Prairie City SVRA is funded by the Off-Highway Vehicle Trust Fund, which is funded through a combination of fuel taxes, Red/Green Sticker vehicle registration, day use and camping fees, OHV special events, concessions, and other off-highway vehicle specific funding sources. The park was purchased and is funded by OHV Trust Fund money. Displacing OHV recreation for the purpose of non-OHV recreation is not an option.
NA	FF Q4 Opportunities for motorized recreation in Zones 5 and 6	<p>Topics:</p> <p>(1) Trail design</p> <p>(2) Separate different OHV use types</p> <p>Please do not make one way trails! This will negatively impact the amount of trails available to ride. PC is not big enough to support one way trails.</p> <p>Please keep the side by sides (essentially fast cars) out of the motorcycle areas!</p>	The Draft RTMP proposes directional trails in Zones 5 and 6 to address safety concerns associated with high-speed riding and mixed user types. The revised Draft RTMP will recommend considering directional trails parkwide where appropriate on a case-by-case basis in order to ensure trail safety. With the addition of Zones 5 and 6, the available trails to ride within the park will increase. Please see Master Response #3 regarding separate use areas for ROVs (i.e., side by sides).

Commenter	Source ¹	Comment	Response ²
Not Relevant to the RTMP (no comment, background info, closing statement, survey comment, etc.)			
<p>Michael Anzalone Executive Director California Mountain Biking Coalition</p>	<p>email</p>	<p>On behalf of the California Mountain Biking Coalition (CAMTB), I am submitting this Comment Letter regarding the Draft Prairie City Road and Trail Management Plan, which was released in January of 2024.</p> <p>CAMTB is a state and federally-recognized nonprofit consisting of 30+ bike-friendly trail stewardship organizations across California, including the Folsom Auburn Trail Riders Action Coalition (FATRAC), which preserves, protects, and rehabilitates trails and watersheds in the Sacramento, Folsom, Auburn, and surrounding areas, including the Goldfields District.</p> <p>Our statewide coalition collectively maintains an audience of 250,000+ riders of all ages, shapes, sizes, and disciplines. Our community of stewardship organizations, which steward over 3,000 miles of trails in California, is keenly interested in the Prairie City RTMP given the potential impact and influence it could have on nonmotorized access and recreational experiences in this particular park unit and across California’s public lands.</p>	<p>Thank you for your comment and/or information.</p>
<p>Michael Anzalone Executive Director California Mountain Biking Coalition</p>	<p>email</p>	<p>As is evident by the proliferation of non-system trails and features across California, including locally at Folsom Lake State Recreation Area where over 50% of the recently inventoried trails were non-system, there is an unmet demand for progressive, singletrack riding experiences that also help user become a more accomplished and safer rider over time.</p> <p>The confined footprint of Prairie City SVRA, along with its unit classification, which lowers natural resource protection thresholds compared to a State Park, make it an optimal choice for high-density, high-intensity, high-volume, progressive skate-park like experiences for bikes in the park’s nonmotorized zones. There are currently NO legal trails or features of this nature for mountain bikes in the entire CA State Parks system, despite their being demonstrated need and proven models elsewhere in the State. See the Stafford Lake Bike Park in Marin County Open Space for a prime example.</p>	<p>Thank you for your comment and/or information.</p>

Commenter	Source ¹	Comment	Response ²
Michael Anzalone Executive Director California Mountain Biking Coalition	email	We thank you for your time and effort drafting the Prairie RTMP, and we ask that you incorporate the comments and suggestions made above into the final version.	Thank you for your comment and/or information.
Matt Wetter, President Folsom Auburn Trail Riders Action Coalition	email	FATRAC is a non-profit, volunteer-based trail advocacy organization, founded in 1988, representing the Sacramento, Folsom, Auburn, and surrounding areas that include portions of Placer, El Dorado, and Yolo Counties. FATRAC members have donated thousands of hours of volunteer services in the State Parks system and have raised hundreds of thousands of dollars in donations and grants since inception. FATRAC often works with State Parks in the Auburn State Recreation Area (ASRA) and Folsom Lake State Recreation Area (FLSRA) and has extensive experience maintaining, improving, and building multi-use trails enjoyed every year by thousands of hikers, mountain bikers, runners, and equestrians. For instance, FATRAC was instrumental in much of the planning and construction for the “Connector” and “Foresthill Divide Loop” Trails in ASRA, and the “Sweetw’er” in FLSRA among others, and we continue to maintain these trails to the extent authorized by Parks management. FATRAC also built and designed approximately five miles of multi-use trails on American River Conservancy land adjacent to FLSRA.	Thank you for your comment and/or information.
Matt Wetter, President Folsom Auburn Trail Riders Action Coalition	email	If you have any questions or wish to discuss any aspect of our requests further please contact me at matt@fatrac.org.	Thank you for your comment and/or information.
Amy Granat Managing Director California Off-Road Vehicle Association, CORVA	email	For over 53 years, the California Off-Road Vehicle Association, CORVA, has advocated to preserve, promote and protect off-road and motorized recreation opportunities throughout the state of California. We represent thousands of off-highway vehicles (OHV) and street legal 4-wheel drive enthusiasts who use California’s State Vehicular Recreation Areas and depend on the well-managed system of roads, trails and areas offered in these parks to enjoy motorized recreation.	Thank you for your comment and/or information.

Commenter	Source ¹	Comment	Response ²
NA	FF Q10 Motocross practice track expansion at Prairie City SVRA	NA	Thank you for your comment and/or information.
NA	FF Q18 Mountain biking opportunities	A maybe button would be nice for the question noted above.	Thank you for your comment and/or information.
NA	FF Q21 Nonmotorized recreation access locations throughout the park	I don't understand what is being proposed related to this section of the survey.	Thank you for your comment and/or information.
NA	FF Q22 Other comments on the Draft RTMP	Thanks for the public process.	Thank you for your comment and/or information.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	I won't be camping overnight, don't base your decision on me	Thank you for your comment and/or information.
NA	FF Q7 Allowing overnight camping at Prairie City SVRA	None.	Thank you for your comment and/or information.

Note: NA = not available.

¹ Sources include email or feedback form (FF)

² Some of the responses include references to master responses. Those master responses are included in the main body of this document.