



FOLSOM AREA STATE PARKS ROAD AND TRAIL MANAGEMENT PLAN

PUBLIC COMMENTS PRIOR TO 2021 RTMP OUTREACH (9.02.21)

Comments received during Focus Groups in 2013 and via recent letters and emails to State Parks are summarized below. This summary is intended to provide a comprehensive list of the comments received while avoiding redundant comments. This summary does not quantify support for various comments.

State Park Management/ Planning Process

- Desire better maintenance and construction of trails by State Parks
- Expressed frustration with lack of movement in opening trails to mountain bike use
- Expressed frustration with how long the RTMP has taken
- Desire for more balance between different recreational uses
- Suggest State Parks looks into updating facilities at places like Granite Bay to accommodate increase in usage
- Recommend developing user education programs and collaboration with user groups to help with multi-use safety concerns
- Suggest allowing volunteers to help with maintenance
- Desire for greater communication of trail closures and special events through voluntary email registration, social media, website notices.

Environmental Concerns

- Question necessity for extensive environmental reviews for trail maintenance
- Critical of environmental damage created by bulldozing jump removal instead of allowing them to remain used
- Brought attention to the littering and destructive behaviors of various types of trail users to park/ trails.

Mountain Biking Specific

- Disappointed in in DPR lack of engagement with mountain bike users
- Suggest DPR provide opportunities for FATRAC and other volunteers with mountain biking experience to help maintain trails
- Desire for more adaptive management of trails
 - Utilize seasonal opportunities and shared use schedule for Ditch Trail/Pioneer Express to complete a Folsom Lake Loop Trail
- Request better communication of trail closures, special events, e.g., through social media
- Request study for areas like Forest Hill Divide Loop to determine popularity and compile bike user comments
- Mountain biking trails not very present in State Parks even though it is one of the fastest growing recreation groups
- Argue that bike jumps are a positive outlet for youth, builds self-esteem, supports physical and mental health, and increases social interaction
- Suggest State Parks consider constructing a bike park or incorporating jumps and berms into trails



- Interested in exploring how the State Parks' Trail Handbook can be modified to incorporate the types of trail features mountain bikers would like to see incorporated into trails
- Bike jumps were illegally created and some in the mountain biking community may have overreacted
- 5/27/2014 Mountain Bike Focus Group Change-in-Use Requests (consensus of participants in request to open the following trails to mountain biking):
 - Existing dirt trails on the northwest side of Lake Natoma, completing a dirt trail loop all the way around the lake, including:
 - Pioneer Express Trail from the American River Bike Trail at Hazel Avenue up to the Lake Overlook and back down to the American River Bike Trail.
 - Shady Trail.
 - Upper and Lower Middle Ridge Trails (the trail along the top of the bluffs and the trail halfway up the bluffs.)
 - Snowberry Creek Trail.
 - Trails connecting the above listed trails to local neighborhoods, including the Snipes/Pershing Ravine Trail.
 - Pioneer Express Trail from the north end of the Snowberry Creek Trail to the truss bridge.
 - Existing dirt trails around Folsom Lake, facilitating the eventual completion of a dirt trail loop all the way around the Lake, including the following:
 - Pioneer Express Trail/Olive Grove Section, from the truss bridge across Lake Natoma to Beal's Point.
 - Pioneer Express Trail-Beal's Point to Dike 4, including the Campground Trail and other marked and unmarked trails between Beal's Point and Cavitt Junior High School.
 - Pioneer Express Trail from Beeks Bight to Auburn State Recreation Area.
 - The existing trail from Browns Ravine to Sweetwater Creek.
 - Los Lagos Trail
 - Multi-use trail connections between FLSRA trails and Auburn SRA trails on both sides of the North Fork.
 - Mormon Islands Wetland Preserve Trail.
- Mountain Bike Focus Group New Trail Construction Requests (consensus of participants in the following requests)
 - Mountain bike skills loop at Granite Bay.
 - Construction of a new trail open to mountain bikes along the east side of the north arm of Folsom Lake, from the proposed bridge over the North Fork to the Peninsula Campground, connecting to the west end of the Darrington/Salmon Falls Trail at the peninsula, with additional trail loops in the Peninsula area.
 - Bridge across the North Fork.
 - Multi-use trail connections between FLSRA trails and Auburn SRA trails on both sides of the North Fork.



- Multi use dirt trail between Folsom Point and Dike 7, with a loop around Folsom Point and connections to paved bike trails.
- If any Change in Use Requests on any existing trails are not approved, construction of parallel trails open to mountain bikes.

Equestrian Specific

- Suggest adding water fountains along trails and making potable water available at different staging areas (Rattlesnake Bar Equestrian Staging Area and Falcon Crest/Old Salmon Falls)
- Suggest more restrooms at additional staging areas: at Rattlesnake Bar Equestrian Staging Area, Snowberry Trailhead and Falcon Crest/Old Salmon Falls
- Concerned about perceived lack of safety presence and sight lines along the trail
- Desire for greater Park Ranger presence/rules enforcement and mountain bike speed control efforts (e.g., speed limits on paved trails, bumps, pinch points, education). Suggest maintenance of certain bridges that are washed out or falling into disrepair
 - Bridge on the main trail around Avery's Pond.
 - Bridge at Snowberry
- Suggest new bridge construction in areas difficult for equestrians to access
 - Auburn to Cool Trail across North Fork – at Oregon Bar connecting to south side of river
- Request for culvert installation after Mormon Ravine Bridge before Thank You sign to Doudens
- Request for better communication about events and trail closures, such as:
 - 24/7 phone line for trail closure/special event updates
 - Optional registration on website for e-blasts about trail closures, etc.
 - Greater use of Park Watch

Road Cycling Specific

- Desire clear identification between types of bike uses permitted and more trails within the park, not just paved roads
- Desire for greater focus on maintenance in RTMP and through use of better coordinated volunteer labor. Suggest more regular maintenance, including asphalt repairs/reconstruction, brushing, trash pick-up. Specific maintenance requests:
 - Repair to the heavily used Sophia Parkway (Mormon Island Cove) to Brown's Ravine trail
 - Reconstruct and maintain north side of Hazel Ave to maintenance yard (Reclamation maintenance yard along trail at Nimbus Dam)
- Advocate for alternate user days and educational programs for user conflicts
- Desire improved accessibility and quality of connections between parking lots.
- Propose new routes connecting existing trails and pulling in user created trails at Mississippi Bar
- Request distribution of trail maps and more wayfinding signage indicating "you are here" display and trail etiquette (especially along Pioneer Express Trail and Los Lagos Trail around riding stable access).
 - Request to replace bicycle Stop signs with Yield signs at American River Parkway, similar to City and County
- Concerned with sustainability of some trails including Hoffman property. Specifically concerned with unsustainability of Hoffman property trails sections coming down to access road, suggest moving fill down to access road.



- Recommend State Parks focus paving trails, especially on the north side as access is easier on the north versus the south. Desire for paving:
 - Path from Beals Point up to Granite Bay
 - Route from Jonny Cash (trail bridge) over to Sophia Parkway
 - Mississippi Bar Service Road, with soft surface shoulder
 - Bike path extension of Mormon Island Wetlands city/county trail into park
 - Extension of Class I through Granite Bay to Rattlesnake Bar or out to Beal's Point
- Advocate for signage at trail heads on how to report trail issues/problems and looking at areas where crossing is dangerous for bikers
 - Note that Twin Rock intersection (presumably referring to trail crossing of Granite Bay Entrance Road near Old County Road) is dangerous because mountain bikers come out and cross on old road (access road)