

Auburn State Recreation Area
General Plan and
Auburn Project Lands
Resource Management Plan (GP/RMP)

Public and Agency Input on the California
State Parks Proposed Action

For Public Release

September 19, 2018

This public input summary combines input received on the Auburn State Recreation Area General Plan/Resource Management Plan California State Parks Proposed Action. It includes comments provided prior to, during, and after the June 26, 2018 Public Open House and comments submitted electronically through the plan website. Approximately 550 individuals or organizations provided comments. This includes an estimated 150 participants in the June 26 Open House, an estimated 250 commenters who provided input through an online questionnaire, 10 organizations and agencies that submitted comment letters, 71 individuals who submitted emailed or written comments, and 68 signatories to two separate petitions. This summary is organized into the following sections:

Section 1 – Comments Received During the June 26, 2018 Public Open House

Section 2 – Written Comments from Hard Copy Questionnaires

Section 3 - Written Comments from the Online Questionnaire

Section 4 - Written Comments from Agencies

Section 5 - Written Comments from Organizations

Section 6 - Written Comments from Individuals

Section 1

Comments Received During the June 26, 2018 Public Open House

This section presents the written comments received during the public open house on the GP/RMP alternatives. It includes written comments recorded on flip charts at each open house station, as well as other written comments received on sticky notes or in the comment box. Written comments received on hard copy questionnaires are included in section 2.

Auburn State Recreation Area
General Plan/Resource Management Plan

Public Meeting #3

Summary of Public Input

Date: June 26, 2018
Location: Sierra Building (209 Fairgate Road)
Total Attendees: Approximately 150

This document summarizes the public input received at the third public workshop for the Auburn State Recreation Area (ASRA) General Plan and Resource Management Plan (GP/RMP) Public Workshop #3.

Public Comments Received at Workshop Stations (by Station)

Station 1: Welcome

No comments

Station 2: Vision, Purpose, and Zones

- Current fish and wildlife laws for hunting and fishing are all that is needed. No further restrictions for time, seasons, or access should be added
- Like the concept of a pedestrian/equestrian/bike bridge connecting Bureau Road behind Cool Fire station to Auburn side of canyon
- Camping and picnic facilities in the Knickerbocker area a good idea
- Need vehicle access to the Whitewater Park at the Auburn Dam site. This is a tremendous asset, but not accessible currently
- Not in favor of the bridge at China Bar or the proposed development in the area
- Bear River campground has become a security nightmare. Are plans in place to avoid these same issues here?
- Horses and motorbikes are a bad and unsafe mix on our trails
- No motor vehicles
- Remember Santa Rosa
- Happy to have a new MX track
- Can't manage Folsom Lake CG/Confluence area, how can you manage this?
- No more development at Knickerbocker – the trails are not maintained at all! More people = less of a wilderness experience for all. No cars!!!
- Concerns for wildlife and nature, no campgrounds. Look what has happened at Bear River Campgrounds
- Day use, limited vehicles okay. Don't destroy the river/canyon
- More homeless issues with campgrounds, inviting to stay at campgrounds we already have plenty of homeless in Auburn
- Need appropriate level of funding for park staff, maintenance, cleanups, etc
- The purpose is to preserve ASRA, how does building road help with that?
- Need to hire 10 more Rangers to manage high volume customer traffic
- No motor vehicles to preserve what we have! Incompatible with hikers, bikers, and horses!!!
- Olmstead Loop camping is not supported with traffic congestion through canyon

- Camping increases fire hazards, homeless camps, trash, habitat destruction and did I say fire? CalFire is not equipped to handle all our fires in the heat of the summer
- Traffic and parking is already a nightmare with a life on the line every minute. No more vehicle access in our wilderness! Particularly at the Confluence.
- Equestrians use ASRA and enjoy it. Sometimes even hikers want to pet our horses. Please don't "forget" about us

Station 3: Knickerbocker & Auburn Interface Zones

- Need better communication regarding public meeting notices
- Fire protection is essential
 - FMP Enhancement
- Camping is a huge concern
- Are there fires going to be even allowed given current fire danger?
- Maidu Drive traffic increase and fire risk reduction
- Current state of roads (Maidu) not suitable for traffic
- Would not support camping below Maidu
- Safety concerns for one lane road
- Transient people and excess trash and fire danger
- Disruption of cultural resources
- Concerns about larger vehicles (trucks, horsetrainers, raft companies, and buses)
 - Diversion of traffic on SkyRidge?
- Number of campsites? Maximum?
- Are motorhomes allowed?
 - Motorhomes should not be allowed
- Do not add campsites to Maidu
- Camping on South side of the river only with access from Cool
- Need notice for consideration of any LUA or change in use (commercial rafting)
- Opposed to foot bridge at China Bar
- Opposed to Amphitheater
- Reroute Cardiac trail (it's on private property)
- Support Olmstead Loop connection to Folsom Lake SRA
- Support crossings at China Bar and Greenwood at Ponderosa
- Do not open Knickerbocker for additional traffic
- Do not support camping of any kind
- Expansion/coupled with appropriate oversight, financing? What will this look like?
- Approve a trail at Murphy's Gate to Ranger's station – safety concerns
- Provide legal mountain bike trail from Robie area to Confluence
- No camping or car access to anywhere below the Canyon Rim due to high fire danger
- Tear down the building occupied by PCWA and move PCWA to Ophir
- What steps to take to prevent the fires in the first place need the necessary force
- Designate and clearly inform people how to use trails per activity
- Approve a trail at Murphy gate use existing trail
- Must ensure the correct clearing and brush removal
- Timeliness of notification, what if fire starts at midnight? Need evacuation plan
- Connect downtown City of Auburn to Robie Point
- Against any camping and any risk of overnight activities that include fire
- What about the displacement of the wildlife and other native species

- Allow hunting in this area following current CA fish and wildlife regulations (seasons, times, etc). if firearms are an issue, perhaps allowing archery only in this zone
- Minimize impact on Blue Oak Savannah habitat
- Consider emergency vehicle crossing at China Bar trail bridge
- Keep camping close to the 49 corridor (spatially confined)
- Minimize geographic anthropogenic disturbance of “improvements”
- Provide separate trails dividing mountain bikes from hikers/equestrians
- No road, if they want to camp, then can hike
- Olmstead-add arena (equestrian) staging area
- Need additional law enforcement/patrol
- No new development in China Bar/Salt Creek area
- Expand equestrian parking
- Vehicle access to whitewater park from Cool side
- Add camping to Cool side (rocky point)
- Do not allow motorbikes
- Repair Birdsall Road Auburn side
- Add warning sign to prevent truck routing on 49 Confluence Bridge to Cool (Caltrans)
- Maintain equestrian/bike/hiker trails
- Add slalom gates at Whitewater park
- Repair collapsed area near slalom and add spectator seating/steps

Station 4: Lake Clementine & Foresthill Divide Zones

- Trail management plan sooner than later
- Improve Ponderosa Road (Foresthill to North Fork)
- Launch fees for kayakers
 - No, already paying for parking
 - Kayaks can launch wherever they can access water!
- Increasing use with camping and administrative building will have a negative effect on wildlife and also have a negative impact on hunting
- Support new trail connection along Lake Clementine (+bikes for shizzle yo!)
- Provide trail access from FHDL to Long Point. Currently access is blocked by private property and should be rerouted
- Designated marina parking (i.e. existing lake/boating access)!
- Add another kiosk at top of hill for hikers
 - Add parking there for hikers and bikers
- Provide staging area for equestrians
- Improve Upper Lake Clementine road and parking
- Pump track for bikes at new campground
- Trail education/safety signage to remind user groups of norms and responsibilities
- Add water fountain for all users

Station 5: Upper North Fork & Mineral Bar Zones

- Are there plans to include the proposed Placer Co. North Fork Trail?
- Extend trail system to also include multi-uses
 - (should be equestrian/hikers only)
- How would you fit 20 more campsites into the Mineral Bar area?
- Expand access for permitted commercial use to both sides of the river

- Safety issue associated with only allowing one raft company to access the river at a time. Vehicles extending into roadway.
- Add water at trailheads
- More connectivity of trails to other areas, including mountain bikes
- New trail connection along North Fork of American River (+bikes fo shizzle!)
- Add troughs for horses at trailheads and more trailer parking
- Planks across Ponderosa Bridge are unsafe and move around
- Ponderosa Road washed out
- Ponderosa Bridge unsafe for horses unless it's fixed
- More separation of trail users for safety purposes (park-wide)
- No bikes allowed on Tevis Trail (Western States) system, unsafe for horses
- Improve parking at Yankee Jims and Ponderosa Way
- No bikes on Tevis Trail system (Western States trail)
- Being able to connect the trail system by foot would be cool
- Fix Ponderosa Bridge for horses
- Want Western Trail system not connect to with bikes
- Can the planning process include participants who are experts (policymakers/staff) in equestrian activities to make sure policies and plans are feasible/make sense?

Station 6: Confluence & Mammoth Bar Zones

- Confluence – Recognize and provide for clothing optional use
- If clothing optional/nudity prohibited, no enforcement unless an issue
- Restroom facility need at trailhead – Pointed Rocks and Western States TH
 - Restroom and trash facility at this location or gate 131
- Maintain OHV access
- More OHV trails within management zone
- Separate motorized and nonmotorized recreation for safety while maintaining access for both
- Expanded and improved river takeout at upper Mammoth Bar
- New put-location below Murder's Bar from Mammoth Bar
- Improve trail to Murder's Bar Portage Trail
- Happy about OHV downhill trails and new track
- Increase interest in downhill mountain bike riding in Mammoth Bar
- CRAGS partnerships
 - Projects and improvements to erosion at bottom of scale wall
 - Add benches at base of the scale wall
 - More trail improvements (switchbacks, etc) for Upper Quarry Trail
 - Boundary signage needed to distinguish public and private property
 - Open additional climbing areas across river (Confluence Trail)
- Improve parking along 49 at Confluence, for safety
- Safety concerns along 49 and parking
- More mountain bike and equestrian trails using existing OHV trails
- Coordinate with Caltrans to fix safety and parking along 49 at the Confluence
- Enforce appropriate behavior along river at the nudity beach
- Re trails: keep bikes and hikers/equestrians separated for safety
- Reopen Eastside, Kennebeck, Grizzily and Hoosier Bar trails that were closed recently for no apparent reason. These are the only advanced mountain bike trails in the area.
- No mountain bikes on singletrack Robie track for safety

- Restrooms and trash issues at the Confluence TH Cool side of bridge
- Eliminate parking on the Cool side of the bridge!
- Clear access to Clark's Hole from the north side
- No mountain bikes on single track – established equestrian trails – Wendle Robie and Western States
- Drinking water/portable water at Confluence
- More mountain bike trails, variety of experiences
- Re-route portions of trails close to private property to improve access
- Increase access to Hawver for sport caving
- Open road to Mammoth Bar year round
- Build trails that are sustainable and flowy, no more new hill climb trails (OHV too)
- Utilize stakeholder groups to create trail stewardship action groups (building maintenance, policy)
 - Trail planning and design input
- Better signage and maps for mountain bikes, not clear what trails are ok to ride
- Better safety measures and information for people using confluence, goal recreation o mortality
- Dam crosswalks – 2 and signage – pedestrian safety
- Open all trails for multi-use including mountain biking alternating odd/even days
- Charge to park ELDO side/start towing non complaints
- Establish “bikes only” days and “horses only” days from overlook to Confluence bridge, and from Bridge up to Cool Fire Station. You can “go fast and safely” on your day.

Station 7: Upper & Lower Middle Fork & Cherokee/Ruck-A-Chucky Zones

- Do not improve Cherokee Bar side
 - The one road in is not to county standards → emergency vehicles have difficulty at best
 - Increase fire danger
 - Road in is already impacted
- Allow hunting access in the lower middle fork area. If firearms are a concern, perhaps allowing archery only?
- Provide trails for bikes separate from hikers and horses
- No hunting, no firearms
- Yes, Greenwood Trail Bridge is a great idea
- Allow mountain bike on WST from Foresthill to Ruck a Chuck Poverty Bar
- Multi-use trails → all user groups should have access (no one groups should hold monopoly)
- Expand trail head access to American Canyon (parking capacity if too limited)
- Open trails up to multiuse (including bikes)
- Alternate days even odd for various user groups

Station 8: Park Wide Issues and Policies

- Concerns about traffic in China Bar area
- Current CA fish and wildlife regulations on hunting and fishing work. No further restrictions on time, seasons, dates, or regulations are needed or should be added
- Increased traffic/ rafting company trucks + overall public through Auburn neighborhoods
- No camping/fires at China Bar
- Increased fire hazards/campsites
- Can a small tool/knife be used when metal detecting?
- Consider pending legislation defining suction dredge
- Add equestrian/pedestrian trail from Upper Clementine to Poverty Bar
- Fix hole in Ponderosa Bridge

- Fire danger is extreme: concern about campfires and more people
- If more campsites are added they should be at existing campgrounds only
- Need new walk-in camping
- Emphasis should be on protection of natural and cultural resources
- Attention should be paid to rerouting sections of trails off of private property
- Remember Yosemite...now trying to undo overdevelopment
- Increase access to the river year round. E.g. – open top gate at China Bar, Mammoth, etc
 - Need access to kayak the river Spring-Fall
- Concerns for fire hazards, homelessness population increasing destruction to environment and wildlife will have to relocate. Too much urbanization will change the community of Auburn
- Day use utilization so people can enjoy but no camping
- Concerns about fire and camping
- If you really want to protect and preserve the park, don't add camping, roads, amenities to the bring the masses – they can go to Disneyland!
- Running trails should connect from Auburn all the way through Upper North Fork
- All efforts should be targeted toward unifying user groups, not separating them. Multi-use trails are the future
- Add more interpretive information throughout ASRA to help visitors connect to and value the region
- Open all trails for multiuse including bikes – alternating even/odd days

Station 9: Comment Tables, Process, and Schedule

No comments

Section 2

Written Comments from Hard Copy Questionnaires

This section presents the narrative comments from the hard copy questionnaires. Comments are organized by management zone and presented verbatim as they were received. Comments are organized in the following order:

1. Comments on Knickerbocker
2. Comments on Auburn Interface
3. Comments on Lake Clementine
4. Comments on Foresthill Divide
5. Comments on Upper Nork Fork
6. Comments on Mineral Bar
7. Comments on the Confluence
8. Comments on Mammoth Bar
9. Comments on Upper Middle Fork
10. Comments on Lower Middle Fork
11. Comments on Cherokee Bar/Ruck-a-Chucky
12. Comments on Park-wide Topics

Comments from hard copy questionnaires

Name (optional)	Comments Received
Knickerbocker Management Zone	
Jesse Warda	<p>No camping, unless for special events otherwise day use only. Add water fountains. No more equestrian parking!!!</p>
	<p>In response to the proposed 50 campsites and alternative camping options such as cabins or yurts, and 3 group camps:</p> <ul style="list-style-type: none"> • RVs? Hook ups? Flush toilets? Shaded sites? Seasonal? What comparable park units in the Oakwood Lands would the SP model this installation after? • What budget amount would be necessary for: development and on-going maintenance? • Would this be cost effective?
	<p>Always consider safety: trails should be designated and enforced – keep bikes on their own system. Single trails ought not be multi use Please be safe and sane; horses, runners, seniors, kids need trails without the fear and arrogance of mountains bikers Please consider all users and be safe</p>
Martin Sevgo	<p>Point one of the proposed action: new trail connection from Olmstead Loop to Folsom SRA = Proposed bridge connecting Cool to Auburn. How much would this cost? Has someone donated funds to build this? I'm against this bridge as it would flood the Cool side with too much foot traffic and affect wildlife. Point 2: Is this specifically adding parking @ Rocky Island Bar? I am against parking and vehicle access to Rocky Island Bar. Point 3: I'm for 20-30 campsites max. 50 sounds too many.</p>
	<p>Concerned about more residential traffic on Maidu Drive to get to this area especially if foot bridge was to be built</p>
	<p>Main concerns: 1) fire prevention, especially around campsites. This is a BIG DEAL, and local residents like us will press for prevention and containment facilities on site. 2) traffic, especially vehicles that explore local residents' neighborhood, perhaps with criminal intent Cal-fire comments?</p>
Stephen Liles	<p>Open access to Knickerbocker (without Play Park) from Cool Add camping to Rocky Island (Knickerbocker)</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<p>Improve access from Foresthill Road to NF via Ponderosa Rd ... and create turnouts</p> <p>Expand commercial rafting/kayaking put-in options @ Mineral Bar (Iowa Hill Road) to include the Southside of the river (above campground)</p> <p>Do not build a new Greenwood Bridge</p> <p>Create a raft/kayak put-in below Murder's Bar – to facilitate a longer "Confluence" run.</p>
	<p>In favor of new trail connection as long as it's open to bikes. 25 campsites sounds more reasonable for this area.</p>
Dannan Stamper	<p>Expand equestrian parking (parking in general) at main trailhead (fire station)</p> <p>No fires at all and no camping (or at least no fires at camp sites)</p> <p>Yes on bridge over river at China Bar – to include equestrian crossing</p> <p>Parking for equestrian at China Bar area</p>
	<p>Support opening road to China Bar year around.</p>
	<p>Great ideas</p> <p>Olmstead Loop area is underutilized, we need to open access by letting 'visitors' drive from Cod along Knickerbocker Road</p> <p>We need facilities (bathrooms, picnic areas) near the river on the Cod side.</p> <p>Yes, camping should be made available in the Knickerbocker zone, but even if public protest stops camping, we still need to open up vehicular access to that side of the river!!!</p>
Dan Beever	<p>Support trail connection to other management zones and Folsom Lake SRA and allow bike access to any new trails</p>
Nick Zagaris	<p>Allow hunting in this area. If firearms are a concern, perhaps allow archery only in this zone?</p>
Brandon Scott	<p>Glad to hear about camping. Like road access for cars.</p>
Alex Wolfgram	<p>This zone is great. Please create the road to the play park.</p> <p>Amazing mountain lion habitat. Please protect them. Offer camping. A frisbee gold course.</p>
Danny Murphy	<p>Absolutely connect Olmstead to Folsom!!!</p> <p>Fewer campsites please. Try to locate them such as to hide from view from Auburn if possible.</p>
Julie Monroe	<p>Concerns:</p> <ul style="list-style-type: none"> • Fire hazards • Increase homeless population – attracts to area • Destroy nature and relocates wildlife to other areas • Increased traffic

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<ul style="list-style-type: none"> • Increased crime <p>Homeless will have access to free bathrooms</p>
	<p>Desperately needed to alleviate congestion at the Confluence Put slalom gates at the Whitewater Park! Improve road to Whitewater Park on both sides of river This has the potential to be a West Coast Olympic kayak training site!</p>
Corey Tucker	<p>This would create a fantastic staging area for multi-day equestrian adventures. My family will use this access improvement. Improve road to river.</p>
	<ul style="list-style-type: none"> • Additional traffic • Fire hazard that could involve both sides of the canyon • Noise • Garbage/pollution • Law enforcement?
William Wauters	<p>This is the very best camping area and could even be expanded if possible. Being close to the horse trailer parking and rafting is a fine place to camp. All good ideas. Obviously real fire safe layout will have to be in place.</p>
Zach S.	<ol style="list-style-type: none"> 1) Keep the overnight use facilities as private as possible away from road. 2) Locate restrooms near picnic sites that flush and are well maintained
	<p>A bridge across the river at or near China Bar</p>
Steve Sheldon	<ul style="list-style-type: none"> • Increase multi-use trails and bike access • Allow auto access to river from Cool • Do not allow camping at river – fire hazard, over use, environmental damage, etc
	<p>Would love to see a trail connecting Folsom Lake SRA to the Olmstead Loop especially if it was multi-use</p>
Alex	<p>Any lower fire risk area for campground There is no oversight now Campgrounds need oversight Do you have the budget for that? A simple example – VERY HIGH FIRE RISK area would need to be patrolled for illegal campfires One ill-advised campfire = Cool gone. Auburn Lake trails gone. Nearest campground = Dru Barner – drug use. Theft rampant.</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
Jeff Dunkle	Open Olmstead Loop to Folsom Lake SRA to all users including mountain bikes on odd/even days
	<p>Love the new trail connection from the Olmstead Loop to Folsom Lake SRA At least up to 50 additional parking spaces More than 50 campsites needed The land out behind Cool is perfect for scenic low-elevation camping that can be used year around. There is a tremendous shortage of campsites in the foothills that can be used year around as opposed to the National Forest campgrounds that are snowed in and the Delta campgrounds that are exposed and windblown. Consider using crushed limestone vehicle access so that dry earth areas are not created in tree root zones.</p>
	<p>The proposed trail connection (previously promised) is necessary. Additional parking, additional trailer parking is necessary. Additional restrooms – especially at Knickerbocker Road and Clementine trail entrance would be helpful (service the parts or rails there), garbage cans near the ponds is necessary – the fishermen are watching for littering/ Proposed camping is a HORRIBLE idea. Fire safety? Emergency vehicle access? Traffic impact? Sharing a trail used by equestrian, cyclists, runners, dog walkers, baby strollers, and cars!!?? No – the roads and traffic besides these campsites will prove very costly for what they are proposed to gain. Very bad idea!</p>
	I do not want any overnight camping
Kim Bryant	<p>50 additional parking spots may be too many, start with less Maybe start with 15-20 campsites and increase if possible later Consider starting with fewer parking spaces and campsites with the option to expand as funds permit. River access from Cool via Knickerbocker would be great from the communities on that side of river.</p>
Lori Stewart	I doubt access to the river via Knickerbocker will have the desired effect of relieving pressure at the Confluence unless parking is free which it should not be. Plus flatlanders are averse to our winding roads & gravel roads.
Jill Katie Yaronon	1. Keep all trails SLOW – (5 mph) if you add connection to Folsom SRA

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<p>2. Additional day use on minimal scale only</p> <p>3. No camping unless all additional fire risk increase is mitigated (through heavy staffing increase, fire marshal approved plan) etc</p> <p>Do not open Knickerbocker Road to any vehicle traffic – this is unsafe and not compatible with heavy pedestrian, equestrian, and recreational cyclists who frequent these trails, there is NO WAY to control speed of vehicles, and this intersecting road has multiple trail crossings (across Knickerbocker Rd)</p> <p>*Note unless there is enormous and costly road improvement to Hwy 49 w/Confluence road, existing road can not safely handle additional vehicle traffic</p>
Auburn Interface Management Zone	
Jesse Warda	<p>No camping unless for special events. Day use only.</p> <p>Any bridge must include bike access.</p>
	<p>The river runs east/west, would the expanded day-use facilities be on the North or South side of the river? Clarify</p> <p>This is the same proposal for the Knickerbocker MA, is this just a throw in?</p> <p>Nice options!</p>
	<ul style="list-style-type: none"> • Wildlife destruction and interruption (danger to people) • Fire hazards near homes and school • Homeless population potential • Locals enjoy this area because it is NOT built up like the other towns • Unstaffed camping grounds is dangerous to campers • We can enjoy the canyon’s beauty without these proposed changes!
	<p>Against proposed action within the Auburn Interface Management Zone and against additional trailhead and parking facilities within the Birdsall, China and Oregon Bar Activity Node</p> <p>Within the Rocky Point/Salt Creek Activity Node, modify to less campsites</p>
	<ul style="list-style-type: none"> • Existing roads/Maidu are currently insufficient for current traffic – roads are falling apart – cannot handle additional traffic!!! • Traffic exists because of PCWA + schools + public. • Increased vehicle traffic through Auburn neighborhoods as from general public rafting co’s. • Increased fire hazard from public using sites • Using Maidu as China Access – rafting, day-use, etc

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<ul style="list-style-type: none"> • There is only one way-in- one way out – if there is a fire hazard – dangerous situation • Parking is not currently sufficient at China access
	<p>Fire danger from use Increased residential traffic on Maidu and neighborhoods. At present roads have deteriorated with no planned fix to pot holes on Maidu and most other area roads Rafting trucks up and down Maidu and in town of Auburn Noise, noise, noise</p>
	<p>One concern is access to the proposed bridges access from Maidu be very congested My primary concern is fire. Campfires in this lone-dry area could be very dangerous.</p>
	<p>Main concerns: 1) Fire prevention especially around campsites this is a BIG DEAL for local residents. We must press for prevention and containment facilities on site. 2) Traffic, especially vehicles that explore local residents' neighborhoods, perhaps with criminal intent. Cal-fire comments?</p>
Stephen Liles	<ul style="list-style-type: none"> • Allow camping at Rocky Point • Allow river access from Cool
	<p>Build the bridge and open it to all users. Big fan of additional trails for mountain bikes. Not a fan of the 50 campsites.</p>
Dannan Stamper	<p>Yes to bridge to include multi-use equestrians included If road opened to campers – is there a plan for equestrian (new) trails – not on road In general – let the mountain bikers have access to Foresthill Road area and let equestrians keep established single track trails bike free, too dangerous</p>
	<p>Support bridge from Auburn to Cool</p>
	<p>Yes we need the China Bar bridge – it would be a wonderful addition</p>
Dan Beever	<p>Support trail bridge and mountain bike trails, drinking water source would be great.</p>
Brandon Scott	<p>A trail bridge would be cool. More mountain bike trails are great. Camping is great.</p>
	<ul style="list-style-type: none"> • What about the day traffic from the school and family owners on Maidu. How would you resolve the problem with that if you are wanting to use that area for day use

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<ul style="list-style-type: none"> Is the state going to give more money for the Auburn police to give more security to homeowners. Ex: are they going to patrol more for speeding people. Are they going to enforce the people camping, to not come into the neighborhoods
Alex Wolfgram	<p>Please allow slalom gates to be installed at the Whitewater Park Please help facilitate more whitewater events here A campground will be an amazing addition The bridge should go over the whitewater park in order to increase public awareness and participation in river based recreation The trail bridge being built here will allow for the greater good of the community due to access and location near houses and the Maidu road community</p>
Danny Murphy	Please no cabins/yurts. Permanent ugly "improvements"
Andrew Castellanes	<p>As a rafter, I am for all of these projects. Many believe that we are trash and leave a mess behind. Not true, we are lovers of our rivers and outdoor communities. If you look at the Auburn River Festival which just passed on June 9th, the place was cleaner than when we arrived. It is a great idea to build the bridge, open the gate on the Cool side for everyone to enjoy. The campsites are a wonderful idea as well. Bridge should go over the whitewater park. There needs to be bathrooms at whitewater park area is great for rock climbing, mountain biking, hiking, backpacking, horseback riding, rafting, kayaking, swimming, inner tubing, etc. picnics and day use. All of this extra money brought in can go forwards keeping our rivers free flowing. Improve the road to the river, Olmstead Loop gate 155 ol is it Knickerbocker</p>
	More bike trails
Julie Monroe	<ul style="list-style-type: none"> Concerns for fire, increased homelessness Difficulty with access to files due to steep terrain – hard for crews to put out More drugs and alcohol – safety issues, crime in the neighborhoods, driving – late night speeding
Kevin Christensen	<p>In favor of bridge connecting Auburn to Cool. This would unite and be good for both communities in an economic sense. Camping in East of the river would be positive for recreation with no impact but its already flattened out and manicured. I suggest improvements to the road leading to the whitewater park off of paved road from Gate 155. This area in general should be accessible for recreational use.</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
Corey Tucker	Whitewater enthusiasts have been experienced at controlling problems with trouble makers on their local spots to recreate. This demographic of persons are likely the more responsible and successful people in our community. Bridge over whitewater park. Employ original contractor to make new features flow study in order to determine best flows/
	<ul style="list-style-type: none"> • Noise • Traffic • Fire • Pollution • Demand for parking in excess of capacity creating traffic jams/illegal parking • Trash • Law enforcement? • Public safety
William Wauters	<ul style="list-style-type: none"> • Again – fire safety will have to be designed into any facilities. Those NIMBYs should not be allowed to kill the possibilities of pleasure for the rest of the state • Camping is a good idea here • The trail bridge is long overdue. It should be just big enough to drive mid-size state vehicles or ambulances over
Zach S.	<p>Keep this trail definitely for hikers but have access for fire safety equipment - ones in canyon are hard to control</p> <p>Same comment for 50 campsites under Knickerbocker area</p> <p>Shuttle service is good i.e. Hidden Falls – and a highly used recreation area needs shuttle services to reduce traffic – ARA should operate the shuttle service</p>
Steve Sheldon	<ul style="list-style-type: none"> • Consider multi-use (bikes) trail network from Auburn to Cool across Mt. Quarries bridge in-lieu of costly bridge • Bridge would be nice if funded in my life • Additional technical mountain bike trails and access to existing trail networks • No camping please • Allow bikes on Pioneer Express Trail to Rattlesnake Bar and Beyond
	<ul style="list-style-type: none"> • Would love to see existing trails opened to mountain bikes and be able to ride from Auburn to Folsom with a dirt trail • A bridge (trail) crossing the old dam site would be outstanding
	Why a bridge – ridiculousness!

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<p>More traffic on Maidu Drive. Who needs it! Who will maintain the facility? Home for homeless! Why do we need it? More places for the homeless and dopes.</p>
	<p>What can be accomplished to remove PCWA from the buildings they occupy on Maidu Drive in Auburn. I feel it would be in the taxpayers best interest to have a real income from these facilities 5 year \$1 per year is ridiculous. This use by PCWA creates so much noise and traffic demand. Approximately 350 vehicles, some very large and very noisy going through a quiet neighborhood such as Maidu Drive is terrible.</p>
Jeff Dunkle	<p>Definitely a trail bridge connecting Auburn to Cool. Open to mountain bikes odd/even days. Please add more mountain bike trails</p>
	<ul style="list-style-type: none"> • Love trail bridge connecting Auburn to Cool • Widen connection trail between segments of the old Mountain Quarries Railroad bed so there is plenty of room for bicycles, pedestrians and equestrians • Blast a path across the dam footing to connect separate portions of the old railroad bed. Expanding practice could be used quietly and safely.
	<p>I do not want any overnight camping. I do not want any boater shuttles or river rafting company trucks and busses I do not want any expanded day-use facilities</p>
Kim Bryant	<p>I strongly support all of these proposals. The connecting trail bridge for Auburn-Cool would benefit both communities and help take some pressure off of the over-crowded Confluence area. Improved river launch and landing sites would increase rafting and kayaking opportunities. Boater shuttle service would encourage more river exploration. Start with a smaller number of camping sites and alternatives.</p>
Lori Stewart	<p>No – camping opportunities including up to 50 campsites and alternative camping options, such as cabins or yurts on the east side of the river.</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
	Expect push back from Nimby's. A state park belongs to all people, not just the surrounding neighborhood. Residents have lost sight of the reality.
Jill Katie Yaranon	<ol style="list-style-type: none"> 1. Keep the river wild. Limit all access to bikers and equestrians. Keep technical cyclist trails separate from pedestrian/equestrian routes. 2. If you add additional day use facilities you must also add enforcement personnel (no self register systems) and daily maintenance <p>Self monitoring camp sites have become an opportunity for homeless encampments, drug use, and criminal activity (Le Dru Barner campground and Peninsula) See what law enforcement will be responsible to monitor this problem before you allow camping.</p>
Lake Clementine Management Zone	
Jesse Warda	A new trail connecting to Ponderosa as planned 10 years (or more) ago. Add water fountains.
Martin Sevgo	I'm against these initiatives as it would increase traffic, increase trash, and increase fire risk.
	Sounds good but will there be enough parking. Bathrooms will be great.
	<p>Provide marina tenant only parking. Parking for hikers and bikers at top of Foresthill and Lake Clementine Road Provide more workable restrooms at all campsites including group sites Provide kayak parking only area out of boat/trailer/vehicle parking area Work with current marina owners, and help pay for marina repairs More law enforcement on lake daily all day</p>
	In favor of all of the above. Please add new trail connection and open it to all user groups
Dannan Stamper	Develop an equestrian/ped connector trail from Upper Clementine to Western States trail
	Strongly support all of the above
	<p>Yes to all of these plans – I hope improvement of the access road to Upper Clementine means paving it!! Yes we need something similar to Lake Natoma at the marina – rentals of watercraft, snack bar, paddleboards etc etc Lake Clementine needs to be much more accessible</p>
Dan Beaver	<p>Support trail along Lake Clementine and allow bike access to new trail Connect to the other management zone trails</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
Alex Wolfram	More trails and drinking water, limit motorized watercraft on Lake Clementine. Support more paddle based events like rowing. Lake Natomas is a world wide destination because they banned motor boats. Do the same @ Clem.
	Love new Clementine trail please make it mountain bike legal
	Expand and improve parking at Upper Lake Clem
Kevin Christensen	A new trail connection along Lake Clementine would be positive improvement to Upper Lake Clementine is needed. With restrooms w/ as many public people.
Corey Tucker	Yes please improve this as potential launch site for commercial kayak lessons
William Wauters	Upper Lake Clem is the most family friendly, safe day area we have in ASRA Study a fish ladder for North Fork Dam and Folsom Dam for future of salmon and steelhead
Zach S.	Consider removing North Fork Dam and work on Folsom Lake Rim Dam to get salmon spawning in North Fork area west of Srevia what they did before 1850's. Salmon must be enabled to get over Folsom Lake Dam and North Fork Dam – removal in belts harsher
Mary Stevens	The only concern is that the hiking trail from the Confluence to Clementine can be almost dangerous due to bikers – could there be an alternate trail for bikers?
Steve Sheldon	<ul style="list-style-type: none"> • Renovating marina w/o expansion • Add kiosk parking or do something to reduce hiker parking and huge numbers of pedestrians on one-lane road • Not opposed to boat rental, but parking cannot support existing demand for boating and influx of hikers
	A separate dirt trail option from North Fork Dam access to Confluence trail without riding on the road
Dennis Cavallo	Why not restrict power boats during the winter months? After the boat camps close and the boats in the marina are removed, set a speed limit of 5 mph 3-4 days/week. Just like Mammoth Bar and bikes and motorcycles, this would be advertised and kayakers from Sacramento etc would use the area more and bring in money. Also encourage people camping in boat camps to not wash their dishes in the lake. There is always soap on the surface of the lake around the camps. Make them dump soapy water on the ground and not the Lake.
Jeff Dunkle	<ul style="list-style-type: none"> • No rentals • Yes, new trails please! • Yes please fix Clem road for boats/traffic

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<p>Do not pave or overly develop Upper Lake Clem road. Many of the issues seen on Lower Lake Rd will become issues on this road (speeding, reckless driving, pedestrian/biker endangerment). Paved roads give users the impression the road is safer and, therefore, can drive on it however they please. LLC is a perfect example of a road with reckless driving and endangerment of other individuals using the road (near collisions, driving off the road, near pedestrian/animal strikes)</p> <p>Boat rental and concessionaire: will this be park run or an outside business? Where would they be located? Allow Auburn Boat Club to run this?</p>
	<p>Marina should be expanded</p> <p>It appears that some additional campsites could be installed near the toilet on the south banks.</p>
	<ol style="list-style-type: none"> 1. A new trail along Clementine is a great idea – but not within mark parking 2. Rentals etc would require expansion in the marina area – CSP will not allow – maybe @ Upper Lake 3. The lower Lake Clem parking is overrun by hikers. Suggestion: Kiosk @ top of Foresthill Road turnoff for hikers/bikers only (maybe) make to trail for hiking to new Lake Clem trail. Designate current lake/marina parking to only non-motorized and motorized only. Currently, there are only 15 public parking spaces for boaters and the hikers take them up.
	<p>More effort to make the trail multi-use; is parking for horse trailer</p>
Kim Bryant	<p>I support these proposals for Lake Clementine Management Zone.</p>
Lori Stewart	<p>Gravel not pavement for improvement of the access road to upper Lake Clementine</p>
<p>Foresthill Divide Management Zone</p>	
Jesse Warda	<p>No camping day use only. Add water fountains not equestrian parking!!!</p>
	<p>Fire is a concern. How will fire trucks access the are. Tankers are expensive.</p>
	<p>No campsites needed in this area</p>
Dannan Stamper	<p>Keep single tract. Establish equestrian trails. No wheeled bikes</p>
	<p>support above</p>
	<p>Add more than 20 campsites, this is an ideal area for camping.</p>
Dan Beever	<p>Drinking water at Drivers Flat</p>
Nick Zagaris	<p>No new campsites. This will have a huge negative effect on wildlife and hunting in this area.</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
Alex Wolfgram	Please provide water and more signage on Foresthill Road to let motorists be aware of access
Danny Murphy	Connect Foresthill Divide trail at North end to new trails in Upper North Fork Zone Pump track at campground
Julie Monroe	No campsites! Day use for people to enjoy the beauty. Who will regulate and supervise campgrounds if they have them. Security is a concern
Corey Tucker	For state park administration fees, fresh water should be in every park \$10
	<ul style="list-style-type: none"> • Fire • congestion
William Wauters	Wonderful additions – 20 camping sites great
Zach S.	Whatever park service can do to return anadromous fish sites to these parts of American River, do it.
Steve Sheldon	<ul style="list-style-type: none"> • more cycling trails/multi-use • connect trails w/ Clementine • no campgrounds please.
Jeff Dunkle	No campsite please – fire risk
	20 campsites is not enough. There are so many good locations for campsites on the Divide. Need trail access from Meadow Vista and Applegate to Western States trail that is closed to bicycles or wide enough for bicycles and horses to coexist. Current access is adequate down the Long Point Trail to Upper Clementine ford and up the Upper Clementine Road to Foresthill Road. From there, a new bicycle – excluded trail needs constructing to Poverty Bar.
	<p>Yes – a trail bridge connecting Auburn to Cool</p> <p>Yes – additional technical mountain bike trails; and horse trails!!!</p> <p>Pass – expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals</p> <p>Camping at Salt Creek – absolutely not. Hurting the structural environment, reasons WHY WE LOVE THIS TRAIL</p> <p>NO CAMPING ON/NEAR OLMSTEAD OR KNICKERBOCKER!!!</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
	Fire hazard, trash, noise, disregards the sanctuary of the trail by turning it into a "for profit: disaster.
	Large, designated trailer parking for equestrians. Trail connects at parking areas for LEO use and to deter
Kim Bryant	I support these proposals for Foresthill Divide Management Zone Start with maybe 10-12 campsites.
Upper North Fork Management Zone	
Jesse Warda	Add trails please!!! Leave it wild and beautiful the it is love it now!!!
Martin Sengo	I'm for (yes) development of this area. I agree with all initiatives.
	Fire concerns. The access here should be a little better than the Knickerbocker area.
Stephen Liles	Do - - - add parking @ Shirttail / Yankee Jims and Ponderosa Way.
	Always in favor of new trails as long as they are multi-use and allow bikes
Dannan Stamper	Establish horse/bike trails that are separate
	Support all above
	Excellent proposals – expansion of what we have is a good idea – we need more restrooms, parking, picnic sites at all 3 – Mineral Bar, Ponderosa, and Shirttail
Dan Beever	Support new trails and proposed trail connection Allow mountain bike access to new trails and more access to existing trails
Brandon Scott	New trails are dope. More parking is good. Love the roads the way they are.
Danny Murphy	Provide trail connection along the entire length. Connect to Foresthill Divide Trail. Nobody is going to drive to the new trail connections. Provide trail access from Clementine/Foresthill Divide Trail.
	Improve Ponderosa Way road on both sides of the river
Corey Tucker	Please improve all with running water
William Wauters	I strongly support the 9A/9B proposal: additional parking spaces, picnic sites, and restrooms within the Shirttail Canyon/Yankee Jims Activity Node
Zach S.	Sounds good
	Where parking spaces doesn't seem to be a problem, I say no new parking spots
Steve Sheldon	New multi-use trails
Jeff Dunkle	Yes new trail connections for mountain bikes as well. Water fountains please

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<p>I used to camp at these (Ponderosa and Shirrtail) sand and gravel bars, along the North Fork. While I'm not encouraging developed campsites, I advocate that all-night parking and primitive camping be allowed by permit.</p> <p>Install a trail connection from Ponderosa Way to Long Point Trail (dirt road) on the North Bank of the river</p>
	<p>Yes – new trail connections along the North Fork of the American River</p> <p>Additional parking for horse trailers</p> <p>H2O available at parking areas (potable)</p>
Kim Bryant	<p>I support these proposals for Upper North Fork Management Zone.</p> <p>Road conditions are terrible on both sides of the North Fork for Ponderosa Road. Deep, deep ruts and/or holes are major hazards. Exposed rocks are also serious hazards for some vehicles.</p> <p>Parking zones are not enforced (or seem to not be enforced) at both Ponderosa and Yankee Jims day use areas.</p> <p>A random periodic ranger presence might help.</p>
Mineral Bar Management Zone	
Martin Sengo	Yes, add campsites here.
	Fires
	Could be good.
	<p>Main concern: fire prevention. What prevention and containment facilities are available in vicinity, close enough to be mobilized quickly and effectively?</p> <p>Cal – fire comments?</p>
	<p>Please maintain the practice of allowing nude bathing downstream from the Confluence. I am a new member of the naturalist group River Dippers which has been using the beach for more than 50 years. Please don't take away this lovely opportunity.</p>
Stephen Liles	<p>Allow commercial outfitters to use the Mineral Bar put-in to alleviate congestion on river right all address traffic back-ups on Iowa Hill Rd.</p> <p>Add restrooms</p>
	In favor of the items listed.

Comments from hard copy questionnaires

Name (optional)	Comments Received
Dannan Stamper	Trails for equestrian w/ safe parking
Dan Beaver	New trails and access to this zone
Nick Zagaris	No new campsites. This will have a negative effect on wildlife.
Alex Wolfgram	Add water.
Corey Tucker	Please improve this area with running water for drinking
William Wauters	I strongly support all these proposals
Zach S.	Great material to create overnight campsites
Jeff Dunkle	No more campsites please – fire risk
	Improve trail on the North Bank (Pennyweight Trail) to improve access to the excellent sand and gravel bars up-river for day recreation and primitive camping. Extend pennyweight trail up-stream to connect with Stevens Trail near river.
	More camping impacts traffic and garbage – and it adds costs to monitor and use SRA LEO's for enforcement
Kim Bryant	I support these proposed actions for Mineral Bar Management Zone. Start with maybe 6-8 new campsites Improved river access/put-in points would be good. Additional parking is needed
Lori Stewart	Unless staffing at ASRA allows frequent patrols this area is too remote to expand Fire danger is very high.
Confluence Management Zone	
Jesse Warda	Allow multi use mountain bikes on all trails alternate days for different uses.
	Anticipate the need to install significant restroom facilities. You will want flush toilets! Your parking issues will only grow. Remote parking! Signage indicating no parking based on sensors in parking areas. Park hours?
Martin Sengo	Yes, I would like guided tours of mountain quarries mine.
	Not enough parking
	Sounds good. Restrooms are always appreciated.

Comments from hard copy questionnaires

Name (optional)	Comments Received
Stephen Liles	Agree will all of the above with the added request to allow rafting all kayak put-ins at the Quarry or @ the downstream of Murderer's Bar (from Mammoth Bar)
	<p>If it is against written regulations to be nude in state parks, I would like a confrontation of fare practice of not enforcing unless there are complaints. This has been the practice for many years.</p> <p>Nude users of the beach downstream from the Confluence have a practice of carrying out trash left by others. This area is almost always freed trash. It would be nice to have a trash barred and port-a-potty where the trail from Highway 49 (#131) meets the RR right-of-way (Western States Trail)</p> <p>Place a sign visible to boaters below the Confluence, but not visible from the road "Notice: Beyond this point, you may experience nude bathers"</p>
	Interested in the mine tours and improving river trails
	<p>Strongly support guided tours of the Mountain Quarries Mine and additional rock climbing areas</p> <p>Support all above</p>
	<p>With all the social media inspired traffic on the North Fork/Clementine trail the access trail connection should be a priority.</p> <p>And of course more parking at the Confluence, "real" restroom at the no-hands bridge area. Potable water in the Confluence area</p>
	Would the transit or shuttle service have a fee associated with it?
Dan Beever	<p>Drinking water at Confluence parking/restroom area</p> <p>More bike access on south side of Middle Fork.</p> <p>Trail connection/bike access to Knickerbocker.</p>
Brandon Scott	More rock climbing is good. Cave tours are great. Restrooms are good.
Alex Wolfgram	Please add water.
	More single-track bike trails
Kevin Christensen	Yes to areas for climbing. Yes to trailheads and restrooms.
Corey Tucker	<p>River recreation allow for commercial put in / take out.</p> <p>Add portage trail around Murderer's Bar</p>
William Wauters	<p>*** As a 20+ year canyon keeper, I have been one of the docents already preparing tour guide routes and information for guests. We have had great enthusiasm and thanks from all who were able to tour with us! I strongly support all of these ideas.</p> <p>--Shuttles will be needed --</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
Zach S.	Shuttle service should be generated by ASRA. Anymore guided mine tours to attract visitors.
	Yes to guided tours of the Mountain Quarries Mine A trail from downtown Auburn to Murphy's Gate More free parking – especially on busy summer days Trash clean-up at present parking area
Mary Stevens	Additional parking is needed as everyone knows – Guided tours of mine and even Hawren Cave would be good – Would the shuttles be free and from where to where would the shuttle be? Would there be paid parking connected to the shuttle? Improved trails to the river would be good -
Steve Sheldon	<ul style="list-style-type: none"> • additional climbing opportunities • allow cycling on Quarry and Robie trails
Jeff Dunkle	<p>Yes – improved river access trails, boat put-ins and portage trails</p> <p>Yes – additional areas for rock climbing</p> <p>No – transit or shuttle service</p> <p>Sure – formalized guided tours of the Mountain Quarries Mine; additional rock climbing areas</p> <p>Sure – guided tours of the Mountain Quarries Mine; additional rock climbing areas</p> <p>? – restrooms and interpretive information near the existing rock climbing area</p> <p>Sure – a small overlook and interpretive facility near the Foresthill Bridge</p> <ul style="list-style-type: none"> • water fountains at Confluence • open Western States trail to all users including mountain bikes on odd/even days
	<ul style="list-style-type: none"> • no nudity in the immediate Confluence area, encourage use of the existing area • a watering station would be beneficial for users at the area. It would decrease water bottle litter and provide for hikers that did not bring enough water • who would run the shuttle service if there was one? What seasons would it operate during? Will it cost? • Improved safety signage around the Confluence & Clark's Hole • Install more life jacket stations (Clark's Hole)
	Teichert should be moved back out of public land as soon as possible, and made to take the dirt with them that they dumped on public land.

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<p>The Teichert pit should be added to the park for climbing when they are done with it. This will save Teichert the cost of rehabilitating their mine. Therefore, it should be a property donation to the parl. This should be put into the long-term plan for the ASRA.</p> <p>The limestone cliff on the North side of the river should be open for climbing because of demand increasing, and because the Cave Valley Climbing area is often so cold in winter that the frost never melts in the day. We need the south-facing cliffs on the north side of the river for the colder months, especially.</p>
	<p>No – transit or shuttle service Yes – additional trailheads and restrooms Guided tours of Mountain Quarries Mine – already available Good – a small overlook and interpretative facility near the Foresthill Bridge</p> <p>Traffic at Hwy 49 and Aub. Foresthill Rd is HORRIBLE!!! Where are these parking areas coming from???</p> <p>Little? No – as a local who has to deal with this traffic nightmare all week and on weekends + holidays – NO NO NO</p> <p>Have any of the ASRA people picked up TRASH on the trail of all these people? Have any ASRA people tried to ride a horse/bike through the congestion or people? What, more people is better?</p>
Kim Bryant	<p>I support these proposals for Confluence Management Zone</p> <p>Improved river access trails and boat put-ins are needed. Current trails and put-ins are rocky & uneven surfaces.</p> <p>Transit/shuttle service would help relieve congestion.</p>
Lori Stewart	<p>Make the parking fee based. Do this by putting an entry kiosk inside the ASRA gate nearest No Hands Bridge.</p> <p>Lobby Cal Trans to build a pedestrian bridge. Catalevered off the existing bridge. Safety!!</p>
Jill Katie Yaranon	<p>As a Pilot Hill resident I drive the Confluence Road 3-5x a week. I assume people want to use the river and hike small distances. Develop Confluence area and river access, focus management, money, and enforcement there.</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
	Evacuation in an emergency (ie wildfire flooding) is a constant worry as the road is just not able to safely handle current traffic congestion.
Mammoth Bar Management Zone	
Jesse Warda	No camping unless special events. Add more mountain bike trails Alternate days for various users.
	Improve river access Fine take out of river boating crowd
	Not something I could use.
Stephen Liles	<ul style="list-style-type: none"> • Expand and improve river take-out • Develop a put-in for rafts and kayaks below Murderer's Bar
Mark Gibson	I have been riding in the Mammoth Bar OHV park since I was 10 years old I am now 63. I see the OHV community losing more and more trails with no return. It has been 2 years since the park was closed after seeing all the downhill trails closed it looks like we are losing more. Moving the motocross track is acceptable and would be nice to have it done in a reasonable time along with re-opening the rest of the park. My children and grandchildren have learned to ride there as this is an asset to the Auburn community.
	Yes yes yes to all of the above. Especially the mountain bike trails
Dannan Stamper	Develop a safe equestrian parking area. Safe and separate equestrian/bike trails
	Support additional technical downhill mountain biking trails and other active recreation facilities; and allow OHV use up to 6 days a week
Dan Beever	Support mountain bike tech trails in this area (and other areas, not limited to Mammoth)
Brandon Scott	New motocross track is awesome. More MTB trails are awesome
Alex Wolfgram	Please facilitate a portage trail around Murderer's Bar rapid. Boaters just explore and mess stuff up while portaging. Please keep this road open thru the winter so that there is a MF take out that is not the Confluence. Please blow up that one rock in Murderer's that inhibits navigation. Make the American more awesome.
Danny Murphy	No OHV in summer.
	Build tracks to Forest Service or IMBA standards. No more 1880 hike climbs
Julie Monroe	Concerns for camping, safety, crime, fire hazard. Increase in homelessness in the area. Free bathrooms. <ul style="list-style-type: none"> • Pollution to the river • Wildlife will have to relocate destruction to area

Comments from hard copy questionnaires

Name (optional)	Comments Received
	OHV park needs to be moved! Add portage trail around Murderer's Bar!
Kevin Christensen	Add drinking water facilities
Corey Tucker	All these improvements are good plus add drinking fountain
William Wauters	Relocating the OHV track is a huge improvement – really needs to be done!!! Off of river! This is a great place to have camping again. 50 fine here. Handicapped access? I support all of these improvements River take out needs to be open 7 days.
Zach S.	Add more parking stalls What trail does trailhead connect with? Relocating off road track off the river must be done. Make campsites attractive to aged visitors – old people and handicapped love the outdoors.
Steve Sheldon	<ul style="list-style-type: none"> • Allow OHV 6-days per week • Allow construction of mountain bike trails • Build and maintain OHV track
	<p>*yes – additional technical downhill mountain biking trails and other active recreation facilities</p> <p>Sure – allow OHV use up to six days a week</p> <p>Yes – relocation of the OHV track farther from the river if it is substantially damaged by flooding</p> <p>No – add camping and day use facilities near the river if the OHV track is relocated → fire hazard</p> <ul style="list-style-type: none"> • Move OHV track please • Open more HOV days
	<p>Yes - additional technical downhill mountain biking trails and other active recreation facilities</p> <p>Allow OHV use up to six days a week → seems fair, although I would say 5 days/week</p> <p>Good - add camping and day use facilities near the river if the OHV track is relocated</p> <p>All three of these gravel bars going upriver were used for camping before the ASRA came into being.</p> <p>There are 3 gravel bars that are linked by dirt roads. Either Mammoth Bar or the farthest upriver bar should be reserved for camping.</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<p>Dirt bikes are obnoxious because of the noise. I suggest that the ASRA lead the way into the future by requiring mufflers that keep them quiet as passenger car</p> <p>I would like to see the motorbike given plenty of trails challenge on the side of the canyon, and the gravel bars preserved for camping and river recreation. Before there was an ASRA, all 3 gravel bars were used for camping and river recreation. I'd like to see that come back, which is reasonable if the motorbikes were heavily muffled and given plenty of play area on the canyon side.</p>
	<p>Yes – additional technical downhill mountain biking trails and other active recreation facilities</p> <p>Yes – allow OHV use up to six days a week</p> <p>Yes – investigation of the potential to relocate the OHV track to an upland location near Castle Rock, which would include parking, restrooms, and picnic sites</p> <p>Give Mammoth Bar bikes/motorcycles more trails and access to that side of the river</p>
Kim Bryant	<p>Allow OHV use up to six days a week > IF demand warrants</p> <p>I support these proposals for Mammoth Bar Management Zone</p> <p>OHV track relocation to higher ground makes sense.</p>
Lori Stewart	<p>If OHV days aren't expanded them promote Mammoth Bar to mountain hikers on the off days.</p>
Upper Middle Fork Management Zone	
	<p>Any restrooms planned?</p>
Stephen Liles	<ul style="list-style-type: none"> • Build a raft ramp @ Oxbow (suggested for 20 years) • Widen the existing ramp
	<p>Our family lives on Sligermine Road and would support any improvements to our area and we support the downstream improvements also</p>
	<p>Agree with item listed</p>
	<p>yes</p>
	<ul style="list-style-type: none"> • Is there an existing MOU with the F.S. at the put-in at Oxbow/Indian bar? • Would PCWA be part of this agreement as well?
Dan Beaver	<p>Bike access to trails in this area and/or new trails to connect Drivers Flat to town of Foresthill</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
Alex Wolfgram	More overnight permits for the public.
Danny Murphy	Good.
	The state should take care of the bathrooms at the put in.
	Better access for overnight camping for private boaters.
Kevin Christensen	Yes – a management agreement with the US Forest Service for the whitewater put-in at Oxbow/Indian Bat.
Corey Tucker	All agreements fulfilled
William Wauters	This is a great rafting area
Zach S.	Whatever can be done to improve rafting access please do Add 100 campsites to draw public to ASRA
	I suggest a trail connection on the North Bank from Ruck-a-Chucky to the North Middle Fork trail that goes upstream from the Mosquito Ridge Road Bridge. This would use the Western States Trail until it starts ascending to Foresthill at Dardanelles Creek, at which point a new trail would be constructed, winding gradually downhill and up-canyon to the bridge over the North Middle Fork American River.
	No comment
Kim Bryant	I support this proposal for Upper Middle Fork Management Zone.
Lower Middle Fork Management Zone	
	What about restrooms?
Stephen Liles	Yes – improved trail access to the river; more formal trailheads including parking areas, trash receptacles and signs; and interpretive signs and materials to describe the area’s mining history
	Please open more trails to bikes
	Support
Dan Beever	More bike access to existing trails in this area and/or new trails to improve bike access
Nick Zagaris	No use of mechanical equipment for mining.
Alex Wolfgram	Overnight permits area
Danny Murphy	Good.
	Allow overnight camping for private boaters along the river (pack-in/pack-out)
Kevin Christensen	Yes – more formal trailheads including parking area, trash receptacles and signs; and interpretive signs and materials to describe the area’s mining history

Comments from hard copy questionnaires

Name (optional)	Comments Received
	No brainer to improve access for public. The history of area will improve people's respect to area
Corey Tucker	Improve whitewater river access
	More parking/signs/trash toilets needed
Zach S.	Good thoughts here
Steve Sheldon	Include cycling access to Western States trail
Jeff Dunkle	Yes – improved trail access to the river; more formal trailheads including parking areas, trash receptacles and signs; and interpretive signs and materials to describe the area's mining history
	Install / construct separate and roughly parallel trail for bicycles and horses so that both groups can enjoy the same areas. Bicycle stop signs at trail intersections that require walking across intersections should be enough to overt incidents.
	<p>Yes – improved trail access to the river; more formal trailheads including parking areas, trash receptacles and signs; and interpretative signs and materials to describe the area's mining history</p> <p>Make sure the parking has DESIGNATED TRAILER PARKING!!! It's unfair that equestrian are out-put of trail use because people won't respect parking signs. How many times do equestrian users have to change their plans or most rides because dollar area, construct w/adequate parking????</p>
Kim Bryant	<p>I support these proposals for Lower Middle Fork Management Zone.</p> <p>Improved river access is good.</p>
Lori Stewart	Increasing traffic on the Slinger Mine Road side won't be feasible until the local roads are widened. Safety!!
Cherokee Bar/Ruck-a-Chucky Management Zone	
Jesse Warda	Open Western States Foresthill to Auburn to bikes alternate days for various user groups
	<p>On Cherokee Bar side:</p> <ul style="list-style-type: none"> • The one road in is Slinger Mine Road • This road does not meet County standards and would have to have the existing 3 miles of paved road widened - * • And the 2 miles of dirt road in INSANE to think of more traffic plus emergency vehicles – very steep, rutted and always has downed trees

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<ul style="list-style-type: none"> • There is only one road in – needs an emergency road out • There is a huge fire danger – at the irrigation lake nearby – there are small fires built by kids, tourists, etc – they are all out of hand!! • There is an inordinate amount of crime – we have had murders on our road. • How will you monitor tourists, people unfamiliar with the area??? • *already difficult for passing vehicles
	Maintain existing multi-use trails. Provide connections to trails as necessary
	<ol style="list-style-type: none"> 1. McKeon Ponderosa is a private road – County abandoned it. Road is not wide enough for cars to pass. 2. Fire danger, emergency access is limited and should there be an issue a blocked road would prohibit emergency services 3. Where would people park or be checked in to access the park? 4. How would the area be supervised?
	<p>I'd probably never use it but it could be good for others. What about restrooms? They are always needed.</p>
	<p>Main concern – fire prevention. What prevention and suppression facility (-ies) are nearby and can they be mobilized quickly and effectively if needed? Cal-fire comments?</p>
Stephen Liles	<ul style="list-style-type: none"> • All of the above • Expand parking on river left (R.C. side) • Pave Driver's Flat Road
	All sounds fine. Please open more trails to bikes.
	Support above
	<p>Open Driver's Flat Road year round!! A trail bridge here would be wonderful.</p>
Dan Beever	Allow more bike access to trails in this zone. Currently only allowed on dirt roads.
Nick Zagaris	No new added campsites. This will have a negative impact on wildlife.
Danny Murphy	No new vehicle access, please.
Julie Monroe	<p>No campsites – concerns for safety, fires, crime, homelessness Wildlife will be relocated. Area will be destroyed and you cannot bring it back.</p>
	Open gate to Ruck-a-Chucky, improve road and add parking lot.

Comments from hard copy questionnaires

Name (optional)	Comments Received
Kevin Christensen	Yes, to improvements Driver's Flat Road, water fountain. Yes, to portage road @ Ruck-a-Chucky rapid. More overnight campsites. Yes, to trail bridge.
Corey Tucker	Create improvements to support river recreation.
William Wauters	Replacing the old bridge should have been done decades ago. This bridge must accommodate heavy fire trucks as well as other emergency vehicles. All great park additions for recreation and fire safety – both needed now!
Zach S.	Build hiking trail bridge enough for so fire equipment can use it also. Keep in mind fire safety at each addition
Steve Sheldon	<ul style="list-style-type: none"> • Create multi-use trails • Allow bike access to Western States trail – all section and Foresthill to Ruck-a-Chucky • Any bridge construction should be multi-use and include bike access across bridge, and access to existing or new trail network
Jeff Dunkle	Sure – additional access to the river by opening McKeon-Ponderosa Road Sure – improvements to the existing Drivers Flat Road No – up to 10 additional campsites Yes – a trail bridge on the Western States Trail across the Middle Fork of the American River No – a new campground at Cherokee Bar with up to 20 campsites <ul style="list-style-type: none"> • No new campsites due to fire hazard • Add drinking fountains
	<ul style="list-style-type: none"> • Where would the proposed campsites go? • Need to be above flood line of River • More trash cans
	It's crazy to continue prohibiting camping at Cherokee Bar. The upriver gravel bar across from the powerhouse, and the sandbars that go on for a half mile above that would make wonderful campsites if vehicle access were provided. A good graded road would work just fine, with pullouts for passing.
	Up to 10 additional campsites – NOT a good idea Multi – use bridge We used to be able to park at White Oak Flat, having that back would be great. Horse trailer parking DESIGNATED

Comments from hard copy questionnaires

Name (optional)	Comments Received
	I'd decrease camping – too costly and it'll never repay state for the expenses and problems it will bring (fire, garbage, emergency services, etc)
Kim Bryant	I support these proposals for Cherokee Bar/Ruck-a-Chucky Management Zone.
Lori Stewart	Additional access to the river by opening McKeon-Ponderosa Road to vehicles → No too expensive, fails the cost/benefit test Coordination with El Dorado County to improve Sliger Mine Road → No – too expensive for county to widen local access roads Up to 10 additional campsites → No A new campground at Cherokee Bar with up to 20 campsites → No
Park-wide Topics	
Jesse Warda	Open all trails to multi use alternate days for various user groups.
	Studies of geographic area of users? 2040 build out, 2060 build out, 2080 build out must be in the plan Part of the 30,000 A should be placed in some kind of preservation category
	Maintain multi-use trails throughout. Provide all constructions to trails as proposed. Add new trails as proposed.
	<ul style="list-style-type: none"> • Increased fire/safety concerns with camping • Increased fire hazard from greater number of people using new facilities • Less camping – overall plan! • Less impact to current city Auburn residents!
Dan Sedgley	I used to swim at Clark's Hole on the North Fork just past the Foresthill Bridge. I tried getting up there with my grandkids but the access has become overgrown. At the kiosk they said walk up the Clementine Trail and climb down the steep hill and swim over. It would be great if they could clear the access on the North Side like it used to be for more river access.
	Will new roads need to be built? Will they be adequate for the number of people?
	See subunit pages Common concerns: **fire prevention especially around campsites. What facilities are near enough to each proposed campsite installation that could be mobilized quickly and effectively? Does it make sense to increase burden on Cal-Fire? Have they weighed in on these plans??

Comments from hard copy questionnaires

Name (optional)	Comments Received
Stephen Liles	ASRA is paid to manage Bureau of Rec lands; however, the area access from Cool has been locked from public use (by vehicle). The lands deserve to be enjoyed by a wider population.
Ted Jamper	<p>Metal detecting What tools can be used for metal detecting? Knife? Small shovel? How to recover buried targets?</p> <p>Mineral prospecting: What effect if 2019 dredging is redefined to not include recreational tools such as shovel, knife or service? Will they be allowed.</p> <p>Dredging tools now includes hand non-powered device, this may be changed by pending legislation.</p>
	Please open more trails to bikes or offer alternating use days. A bit pf the congestion in certain areas of the park could be helped this way.
	<p>Yes. The plan is great – more access! – more trails, more parking, more camping!</p> <p>It’s not a case of “if you build it they will come” – they’re already here and we are trying to build the infrastructure for all of these visitors.</p>
Dan Beever	<p>Differentiate in the plan which trails allow which types of access. All the current exhibits only show motorized vs. non-motorized where the majority of trails outside of the Confluence/Foresthill/Knickerbocker zones disallow biking.</p> <p>Overall, add more trails connection of separate trail systems, allow bike on more existing and new trails and add drinking water stations where possible</p>
Nick Zagaris	<ul style="list-style-type: none"> • The added campsite administrative building on the Foresthill Divide will have a negative impact on deer migration and hunting • Allow hunting in the Knickerbocker area. If firearms are a concern, have this area be archery only • Use current CA Fish & Wildlife regulations for time, seasons, species, etc no further regulations or restrictions should be added • No new added administrative building and renovate the current one on HWY 49. Have a section dedicated to wildlife education. As an example, Idaho Fish and Game has an excellent facility.
Brandon Scott	Don’t listen to the haters 😊

Comments from hard copy questionnaires

Name (optional)	Comments Received
Danny Murphy	All parts of the SRA should be connected by hiking (running) trails.
	More mountain bike trails of all skill level and pump track at campground
Kevin Christensen	With respect to increases and access with population increases in Auburn, Placer County, El Dorado County it is wise to create, maintain, and build public access because outsiders will try to access areas they should not and impact the environment negatively.
Corey Tucker	My family and I support all water sport and equestrian and bicycle and pedestrian improvements.
	<p>What are the “wildlife prevention strategies” referenced above? Specifically?</p> <p>What are the “public safety strategies” – specifically?</p> <p>What/when/why/where/how is the fire management plan – separate planning process?</p> <p>Where is the funding coming from?</p>
William Wauters	These proposals show a lot of thought and I am very supportive of all of these in the designated state recreation area.
Steve Sheldon	<ul style="list-style-type: none"> • Increase parking, recreation, and multi-use trails • Do not add or increase campgrounds • Fire hazard and recreation demand too high as it is
	<p>In my participation in this and several other State Parks trails/planning open houses I am struck by the overriding pessimism of locals to sharing a public resource. So much negativity about no more traffic, no camping, citing health and safety concerns.</p> <p>Very disturbing selfishness and myopic perspective (NIMBY)</p>
Jeff Dunkle	<p>Sure – to provide more alternatives to the overcrowded confluence area, increase parking capacity by about 25% in other suitable areas, and provide additional day use facilities such as picnic sites and toilets</p> <p>No – to address the California State Parks system-wide shortage of camping opportunities, increase camping capacity by up to 245 individual campsites and alternative camping facilities and 5 group sites while incorporating wildfire prevention strategies</p> <p>Sure – to increase access to the American River, improve several roads and trails to the river for boating, fishing, picnicking and water play, while incorporating public safety improvements</p>

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<ul style="list-style-type: none"> • Please open all trails to mountain biking in an odd/even day basis • Thank you!!
	<ul style="list-style-type: none"> • More rangers are needed to monitor the park and improvements proposed • Urge public to vote for measures/initiatives that will fend the plan • Propose discount for Poppy Pass for low income families (perhaps they can't pay the cost upfront at one time = reason they won't buy it)
	<p>The wild creatures seem to have no trouble adapting to our presence, as long as they have plenty of islands and corridors of cover. The ASRA has to be opened up a lot to accommodate much more trail and river corridor recreation. There is an extreme demand for camping at scenic, treed location at this low, all-year elevation, and Auburn is exactly the place to do it. Parallel trails to separate bikes and horses need to be built so both groups can enjoy the same areas.</p>
	<ul style="list-style-type: none"> • Bridge at Aub Cool trail and connection to Cardiac <p>Comprehensive trail map: Repair the following:</p> <ul style="list-style-type: none"> • Oregon Bar trail to Rattlesnake (FS-Goldfields SRA) • Maine Bar from river road to ALT • Goat Hill from Brown's Bar to WST at Upper Quarry • Cut-off trail from American Canyon to End Gate • Short cut trail from Upper Quarry Hwy 49 to WST below Pointed Rocks • Pointed Rocks WST and turn off from Olmstead • Aub-Cool trail (washouts)
Kim Bryant	<p>The proposed trail bridge for Auburn to Cool is strongly supported and needed to ease Confluence congestion and increase river and trail access and use by both committees</p> <p>Ponderosa road access from both sides of the North Fork is extremely hazardous. Consider emergency access also.</p> <p>A limited/occasional ranger presence @ Ponderosa and Yankee Jim's might be a good idea for safety.</p>
Lori Stewart	<ul style="list-style-type: none"> • Cost/benefit for both ASRA and surrounding infrastructure is critical. • Safety and sustainability drives all decisions and therefore policy

Comments from hard copy questionnaires

Name (optional)	Comments Received
	<ul style="list-style-type: none"> <li data-bbox="569 237 1598 297">• Please wrap this process up! It has gone on far too long. ASRA leadership looks like a revolving door with too many new employees to educate every year.
Jill Katie Yaranon	<p data-bbox="516 313 1608 474">In any medium or high intensity recreation use areas please plan for adequate enforcement or rules/laws and mitigation or all fire risks increased activity (ie camping) would bring. As a long time area resident and frequent trail user I know this area well. Access roads both in and out, are unsafe and inadequate for heavy vehicle travel. The canyons and surrounding lands are a firefighting nightmare.</p>

Section 3

Written Comments from the Online Questionnaire

This section presents the narrative comments from the online questionnaire. Comments are organized by management zone and presented verbatim as they were received. Comments are organized in the following order:

1. Comments on Park-wide Topics
2. Comments on Knickerbocker
3. Comments on Auburn Interface
4. Comments on the Confluence
5. Comments on Mammoth Bar
6. Comments on Lake Clementine
7. Comments on Foresthill Divide
8. Comments on Lower Middle Fork
9. Comments on Cherokee Bar/Ruck-a-Chucky
10. Comments on Upper Middle Fork
11. Comments on Upper North Fork
12. Comments on Mineral Bar

Comments on Park-wide Topics

Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan? What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.
1	<p>Increased use of the public's ASRA resources is a positive development as long as necessary investments in the area are made. A macroscopic assessment on overall impacts should be regularly taken to make sure that natural and cultural resources are maintained. Wilderness and opportunities for experiencing nature untrammled should continue to be the defining characteristics of the ASRA.</p>
2	<p>I generally support the ASRA General Plan's proposal for increased recreation and resource management. My additional comments are as follows:</p> <ol style="list-style-type: none"> 1) The General Plan should generally seek to increase singletrack trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW singletrack trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding. 2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in the ASRA. 3) I support changes in use of current trails to bicycling to improve trail connections, user capacity, and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal singletrack trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.
3	<p>I generally support the ASRA General Plan's proposal for increased recreation and resource management. My additional comments are as follows:</p> <ol style="list-style-type: none"> 1) The General Plan should generally seek to increase singletrack trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW singletrack trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding. 2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in the ASRA. 3) I support changes in use of current trails to bicycling to improve trail connections, user capacity, and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal singletrack trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and

Comments on Park-wide Topics

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Trails Management Plan.

4) Many trails are nearing a state of disrepair. Rather than waiting until minor issues become major, expensive problems, Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.

4

I oppose this proposal based on the following concerns:

- 1.. This area is already maxed out with traffic going through the canyon and will have a negative impact on the environment.
- '2. We do not have the water for this proposed expansion.
3. The campground will max out the park capacity with excessive traffic and garbage based on other state parks visited.
4. Other state parks are not managed correctly and this government service does not have the resources to properly manage the park that is in place.
5. Do not have a hospital or medical emergency facility to support this expansion.
6. Local law enforcement is already stretch thin and not capable of managing the expansion plans.
7. Impact on the environment will reduce wildlife and other natural resources.
8. This area does not have infrastructure to support the proposed campsite with services like food.
9. Fire control is a major concern in this area and building campsites will add to the fire concern. Already pay extra tax for fire protection and this agency is already not capable of managing the extra traffic in this community.

Comments on Park-wide Topics

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10. The traffic and parking at the American River confluence is already a safety concern and the proposed expansion will make this impossible to manage.

11. State is already overspent with record taxes versus other states like Nevada. We do not have the money to expand this park without raising local taxes which is unacceptable by this agency.

You need to have multiple public hearings on this proposal to better understand the issues. This is typical California government spending tax payer monies we don't have. Look at the American River Bridge in Coloma which has been under construction for two years and way over budget. The state needs to take expand highway 49 through the canyon but does not have the money for this project. Welcome to California politics.

5

1.A. (related to #16 of Summary pdf): There should be an emphasis on trail safety and etiquette education for all user groups, that would include: manuals, signage, rules publication, outreach to local trail clubs, and trail patrols for enforcement.

1.B. (#18, #24, #91, #163 of Summary pdf): There is a need to create more trail options to accommodate the growth of mountain bike users, in particular between the Confluence and Cool. Either new trail construction, or multi-use of existing trails was suggested (odd-even day usage, one way trails, etc.). i.e.: http://www.auburnendurancecapital.com/wp-content/uploads/2013/08/TrailEtiquetteManual.rev_.1.17.2017.pdf

6

As an equestrian, my concerns are focused on keeping our horse trails protected and safe. A lot of this has to do with limiting speeds for ALL users and also recognizing and enforcing that single track trails and historic trails not appropriate for all users (i.e., cyclists). This is a key concern. We recognize that many of our region's trails were carved out by explorers, Native Americans, miners and horseback riders. And the great majority exist in their "native" state. As such, they are not appropriate for bicycles and/or motorized vehicles. Imagine if you were on horseback on a trail of this type and encountered a cyclist(s), or worse, a motorized vehicle. It could easily spell disaster for the rider and the horse. Please please please keep these considerations in mind!

I thought there was a survey to take? I am having difficulty finding it.

So, let me express another thing. I am TOTALLY and COMPLETELY against putting in additional campgrounds in this and other ASRA areas. In the WUI, campgrounds are a KNOWN RISK to starting FIRES, and especially when campfires are allowed. Many of the big fires our state suffers in the WUI are a result of HUMAN negligence. In fact, a recent study published in the Proceedings of the National Academy of Sciences <http://www.pnas.org/content/114/11/2946> (Feb 2017) found that 84% of wildfires are caused by humans, and human activity TRIPLED the length

Comments on Park-wide Topics

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of the fire season. OH MY GOODNESS! It take just one error, intentional or not, and we have a disaster on our hands. Day use may be OK, but I am completely against overnight use. We are in a NO BURN time of year and have been for at least a month now. Why would we allow people to come into our lovely, and drought-stricken area and build camp fires? That doesn't make sense to me at all! It is simply asking for trouble! And I do not understand how "including fire prevention strategies" is supposed to help prevent fires! A fire prevention strategy is NOT TO INCREASE THE NUMBER OF CAMPSITES!! I am anxious about fire every day the air temp reaches 90-degrees (more) and especially when we have breeze. And our fire season is virtually year round now. Why do we trust just anyone with fire? Inviting more vehicles and more humans into this lovely area and then giving them carte blanche to use fire does not make sense.

7

I generally support the ASRA General Plan’s proposal for increased recreation and resource management. My additional comments are as follows:

- 1) The General Plan should generally seek to increase trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.
- 2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in ASRA.
- 3) I support changes in use of current trails to bicycling to improve trail connections and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.

8

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- 1) The General Plan should generally seek to increase trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park)

Comments on Park-wide Topics

Comment Number	What else should be addressed in the Auburn SRA General Plan/Resource Management Plan? What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.
	<p>to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p> <p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities.</p> <p>3) I support changes in use of current trails to bicycling to improve trail connections and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.</p>
9	<p>In general I feel that development of trails that allow mountain bikes have been on the back burner for DECADES even though they are one of (maybe even the largest?) user groups in the Auburn recreation area. This area could be on par with many other bike friendly parks in the nation, but red-tape and user conflict brings things to a halt many times. The ability of a few loud and vocal users SHOULD NOT override the voices of the MANY. Please keep the CHANGING demographics and changes in user group size when making your decisions.</p>
10	<p>I agree and support the goal of adding more camp sites, we do need more. They can be primitive sites - maybe just bathrooms and trash cans. Historically this area was accessed by OHV'ers and Gold panners and they were able make do with no improvements. This is also prime hunting and fishing habitat. State parks also has a lack of hunting opportunities on public lands and there is alot of area within this unit that can be open to hunting - increasing use at times of year when many hikers or camper will not be there. And open OHV vehicle and mountain bike use except where prohibited should be the rule, not the other way around.</p>
11	<p>By increasing the traffic flow into rural areas it will destroy the natural environment. With an increase of human activity comes an increase of fire and trash. So I respectfully ask that we not do any further development.</p>
12	<p>I generally support the ASRA General Plan's proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase singletrack trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW singletrack trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p>

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	<p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in the ASRA.</p> <p>3) I support changes in use of current trails to bicycling to improve trail connections, user capacity, and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal singletrack trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.</p>
13	<p>Please be very selective with where mt bikes are allowed. Trails that will not be destroyed, (widened, rutted) basically made more dangerous for others & cause more erosion. Penalties for mt. bikers that use off limits trails, or make their own. In my opinion, mt bikes are such a problem for wildlife, other trail users, trail damage. I've never had a problem in parks until mt bikes came on the scene. Now, I'm on guard, constantly, frustrated constantly, seeing dead, or maimed wildlife from mt. bike collision, and aware of erosion & deal with the difficulty in some spots of what the bikes have done to trails.</p>
14	<p>I strongly support any expanded opportunities for OHV use and technical mountain biking.</p> <p>I do not support expanded camping opportunities. We already have a lot of campgrounds that are poorly maintained. Improve QUALITY before quantity.</p>
15	<p>I generally support the ASRA General Plan's proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p>

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16	<p>I generally support the ASRA General Plans proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase singletrack trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW singletrack trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p> <p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in the ASRA.</p> <p>3) I support changes in use of current trails to bicycling to improve trail connections, user capacity, and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal singletrack trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.</p>
17	<p>I generally support the ASRA General Plan’s proposal for increased recreation and resource management.</p>

Comments on Park-wide Topics

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This should in particular include increased singletrack open to mountain bikes. They should address multiple skill levels of users, both beginner and advanced. This includes both multi-use and bike primary trails. This can be accomplished both with change of use and new trails. And it can be accomplished in partnership with adjacent land managers and, importantly, local volunteers such as FATRAC.

Thank you for working on improving our parks,

Matthew Blain

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The CSP proposed action allows/requires too much motor vehicle access within the ASRA. Statements about "anticipated" increases in use will be self-fulfilling if new parking, roads, camping, and other such facilities are constructed. The RME Alternative is much closer to this ASRA user's vision for a General Plan and Resource Management Plan. Parking anywhere within the ASRA, including along Highway 49, Foresthill Road, and Old Foresthill Road, should be on a fee basis (or state park pass). Please work with Caltrans and other appropriate transportation agencies to implement this.

More effective management of mountain bike use within the ASRA is required. Mountain bikers continue to use trails not open to them and to cut new trails and damage existing trails by cutting corners and widening trails. The modification of the Culvert Trail, a tidy single track until the mountain bikers tore it up, produced a monument to bad behavior. It says, "Just keep breaking the rules, year in and year out, for decades if you have to. Eventually, the land managers will acquiesce and rebuild this place in your image."

In general, I would oppose any effort to increase overnight camping anywhere in the ASRA. In a world were even past skeptics acknowledge we will be paying the price to adapt to a changing climate, fire risks will be increasing even without adding new sources of ignition, i.e., humans and their proclivity to play with fire. Camping should be specifically prohibited at any point in the ASRA below the Confluence. No matter the restrictions, camping will mean camp fires. The additional fire risk to the City of Auburn seems a very high price to pay to allow a few more people to camp below a busy highway.

Comments on Park-wide Topics

Comment Number **What else should be addressed in the Auburn SRA General Plan/Resource Management Plan? What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.**

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Each year we spend millions of dollars fighting wild fires and we loose countless homes due to the fires. I don't think we should increase the risk to our neighborhood with the proposed campground. We have already seen what a fast pasted fire can due in Auburn so why add to the risk. The parks department does not have enough funds to keep the existing parks maintained, so why add to the deficit? Our neighborhood had a close call years ago when the canyon caught on fire, we were lucky that we did not loose any homes. A campground in this area of the river would add to the fire risk and this is a risk we should not take. My neighbors and I oppose any camping in this area of the river.

20

I'm completely against the expansion of camping in the area due to risk of fire first and foremost. There's no way that the service can mitigate the fire risk with camping. A fire was just started last year with a cigarette butt which thankfully was quickly put out. Just add more camping and that risk will only exponentially increase (no matter what you do to mitigate it). I just watch a women last weekend standing on the side of the trail with a lit cigarette where she casually hung it over the dry brush/grass. Unless you plan to search ever person coming into the area preventing them from bringing in cigarettes or any other device that could cause a fire you can't mitigate this risk.

Second I live in Auburn near the canyon edge and use the park regularly and I can tell you that currently the park service can't even maintain the area now with the current use. If expanding this use and marketing it to more people this will only get worse. The amount of trash that remains in the area is ridiculous, I see it every weekend as I run or ride through the confluence area. I've been riding my bike, hiking, and running in this area for 30 years now and I have never seen so much litter and trash before. This is a nature area not a neighborhood park, with flush toilets with hundreds of people BBQing, beer, partying, etc.. On that point the stink from the pit toilets can be detected for some distance as you approach them. A nature area like this should be a place where people can get out and enjoy nature.

Another good example of poor management is the perfectly healthy tree the park cut down just a couple years ago after heavy rains washed out adjacent to the tree. I get there may have been some concern that the tree root system may have been compromised but they could have back filled in the area and added the necessary drainage rather than cut down the tree. That and even if the tree would have fallen the way the tree was leaning it would have fallen away from the road down a slope and area no one is using. As far as one could see there was no serious undermining to the tree, someone simply got chainsaw happy. If anything the tree was holding the road and hillside together. No drainage management was put in place and the road was only repaired because of the bulldozer attempting to contain the fire had to repair it to get through (a poor job was done at that). It is just a matter of time before the road washes out now. This is the type of poor management that I'm speaking of which is not in sync with a nature area and shows the lack of ability to manage the use area now.

Do not make this the likes of Yosemite Land. To many people will destroy such a beautiful area and exponentially increase the chance of a fire (like the annual fires in the Yosemite area burning right now), which will likely destroy homes and lives in the Auburn area not to mention destroy the beauty of the region for a generation or more (Oak trees don't just pop up overnight).

Adding more access, marketing the area to bring more people to the area for any purpose including camping will only make all the points I made above worse. History has shown that in doing this has made the confluence a zoo (overly populated with visitors now) as noted and increasing

Comments on Park-wide Topics

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	access and people will just increase the damage already done by destroy the beauty of the area for those that love nature and only make it for those that love crowds of people.
21	I am concerned about fire safety and privacy of my home which is on the canyon. Also, want to have trails be multi-purpose, so not any one group has control of area.
22	There is absolutely no need to increase camping accommodations or build more new campsites. 80+% of the public responses stated that the available camping was sufficient and did NOT want more campsites. Do Not build more campsites. The ASRA needs more trails NOT campsites and you are wantonly and blatantly disregarding the needs of the public by failing to provide more multi-use trails for hiking, mountain biking, and horseback riding and by failing to open the existing trails to all user groups in a safe and effective manner (many options have already been presented and blatantly ignored). Failing to acknowledge and accommodate the overwhelming public interest will only hurt the state park and its users. User conflict will increase as more people are squeezed onto fewer miles of trail and people continue to go outside the law and take matters into their own hands in order to have an enjoyable outdoor recreation experience. Do your jobs, listen to the public, and build more trails, or step down and leave someone else in charge who respects and honors the democratic process and public opinion... it's really that simple.
23	I am a resident of Cool. My biggest concerns are the traffic congestion, fire hazard, and mostly unfriendly to the equestrians of the area that all of these proposals would impact. I grew up in Auburn & have seen what all the development has done to the once quaint gold country town. These proposals would bring even more people to the area & the development to all of these areas would impact the environment. I am against the developments of these areas.
24	<p>I generally support the ASRA General Plans proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p> <p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in ASRA.</p>

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	<p>3) I support changes in use of current trails to bicycling to improve trail connections and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan and to accommodate delays in the approval of the RTMP.</p>
25	<p>I am in favor of all proposals. I like all the additional opportunities for recreation in this gem of an area. The current overcrowding is more than enough justification to support these changes to promote adequate space and facilities to accommodate the public desire to spend time and money here</p>
26	<p>I generally support the ASRA General Plan's proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase singletrack trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW singletrack trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p> <p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in the ASRA.</p> <p>3) I support changes in use of current trails to bicycling to improve trail connections, user capacity, and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal singletrack trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.</p>
27	<p>More rangers needed for enforcement.</p>

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	<p>Continue with no bikes and hiking and equestrian only trails.</p> <p>Not sure how to increase parking in the confluence area - especially weekends and holidays there are way too many people down there.</p>
28	<p>More rangers are needed for enforcement. Many people know they can break the law: dogs off lease, bikes on no-bike trails, etc. because there aren't enough rangers to do anything about it. Parking at the Confluence is a nightmare. No facilities should be added until that problem has been corrected.</p>
29	<p>After an extensive effort by the community to engage in this process and provide input, we find that our efforts continue to be ignored. A huge majority wanted no additional camping yet that seems to be one of the only concrete changes that has been proposed. I am glad to see you are addressing the connection between Cool and Auburn and I hope that finally addresses that one overwhelming issue for cyclists. But the dramatically inequitable distribution of resources away from one of the majority trail use groups (cyclists) toward a small minority use group (equestrians) continues to be ignored despite a massive and unrelentingly output of public involvement and volunteerism by the cycling community. The state park system is clearly not a representative example of democracy in our state. When did California state parks become an oligarchy?</p>
30	<p>I feel the proposals will go a long way to improve access and usability to this valuable asset</p>
31	<p>CAMPING:</p> <ol style="list-style-type: none"> 1. In order to retain and protect wildlife areas most new camping facilities should be low impact camping such as walk in, tent only or environmental camping. There are many examples of this increasingly popular type of camping, such as Willow Creek and Porno Camp on the Sonoma Coast, throughout the State Parks system. 2. Consider temporary special event camping when tent and car camping is needed for large special events held within the Auburn SRA. 3. Consider a total campfire ban in the park except during rainy season.

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INTERPRETIVE/EDUCATIONAL:

1. Hire an interpretive specialist to provide important educational link between park visitors, volunteers and natural and cultural resources in the Auburn SRA. This is especially important as the number of park visitors and special events expands to protect the wildlife, (flora and fauna), and cultural elements in the park.

2. Organize educational events with the help of Canyon Keepers, PARC, Audubon, Sierra Club etc. to educate the public to safely and respectfully recreate in the park.

3. Protect sensitive species.

TRAILS AND ROADS:

1. Hire a trails manager. The exceptionally abundant network of trails are one of the most important assets of the park. With the help of volunteers, trails could be much better maintained.

2. Dedicate equipment and train staff to operate the equipment and better maintain the park access roads.

VOLUNTEERS:

Comments on Park-wide Topics

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1. Train and better educate ASRA staff to work with volunteers. One of the biggest complaints we hear are that people love the park and want to be involved in taking better care of it on all levels but are excluded because staff are not trained or allowed to work with volunteers.

32 A new trail connection from Olmstead Loop to Folsom Lake SRA is desirable.

33 More Equine friendly facility would be great and parking

34 I generally support the ASRA General Plan’s proposal for increased recreation and resource management. My additional comments are as follows:

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2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in the ASRA.

3) I support changes in use of current trails to bicycling to improve trail connections, user capacity, and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal singletrack trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.

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37	<p>Major concern is that adequate care is taken to preserve and maintain horse access and trails.</p>
38	<p>I generally support the ASRA General Plan’s proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase singletrack trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW singletrack trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p> <p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in the ASRA.</p> <p>3) I support changes in use of current trails to bicycling to improve trail connections, user capacity, and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal singletrack trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.</p>
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4) The general plan should provide single track access to bike adjacent to Auburn areas, especially south auburn area around Overlook Park and Maidu staging areas. This should include cycling access to the Pioneer trail to Lake Folsom.

5) The plans should NOT include any camp sites in the Knickerbocker and Auburn Interface zones. The fire hazard is too great a risk for the recreation areas and south auburn residents. Park resources should be focused on expanding day use facilities to provide recreation to residents in the region, limited park resources should no be spent to create and manage camping facilities applicable to park users from out of the area.

40

Increasing access to more areas is great-so long as thought is put into the surrounding impacts of others rights. Rural areas are becoming closed in due to people moving in and blocking access.

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41	ASRA is a great resource for all outdoor activities but the amount of restricted trails for bikes is disappointing. Please consider building more trails that allow mtn. bikes and open the existing trails that don't allow bikes currently.
42	Please do not make all horse trails avail to mountain bike riding. It is a dangerous combo for equestrians.
43	I do not agree with additional camp sites and opening up the Confluence and ASRA to more people. It is crowded already every weekend and the roads in and out cannot take more traffic without additional wear and tear and increased accidents. This greatly impacts the quality of life for folks in Cool, and putting camp sites along Olmsted will increase the possibility of fires, and environmental destruction. Where will the bears, mountain lions, bobcats and other wildlife move to? If anything, better maintenance of our current trails (plus improved signage) and an increase in ranger presence (which I've noticed this summer), will make the area even more beautiful for everyone that visits. Please don't destruct any more of this beautiful land for the sake of making more room for people.
44	Would like to see more improvements for equestrian activities, ie, trails and parking areas designated equestrian and accommodating trailers, more signage advising of equestrian use and trail right-of-ways.
45	Keeping parks accessible to horses and riders.
46	We need to keep as much land as possible for recreational use and not let corporations use them as they please. Thanks
47	I would love to have more flow trails down the canyon it might be asking for to much but it would make the canyon more desirable and take all kinds of mountain bikers and put them down in the canyon. A lot of people love flow trails and they would bring a different aspect to riding
48	What provisions have been made regarding additional rangers and/or police needed to supervise the additional traffic/people these changes will bring? What traffic improvements will be made due to the increase in the number of vehicles?
49	The focus on recreation is appropriate. Getting people out of their cars and more active is paramount. Increasing the amount of multi-use trails and working toward trail equality for all user groups is the way to achieve these goals.
50	1) I urge ASRA to add more bike-legal trails to the General Plan. Your draft plan seems to have left some major connections for bikers off the plan, specifically bike-legal trails from Auburn to the Confluence, from Confluence to Cool, and from Confluence or Cool to Foresthill. If these are not added, an EIR cannot be done. I have no faith that the Road and Trails Management Plan will result in any change in use of Western States Trail or other possible trail connections due to some entrenched equestrian groups who falsely believe Western States belongs to them (as if a public trail is a private commodity). Even if the local Roads and Trails Planning process does lead to change in use, these entrenched equestrian groups will instead plead to elected officials to make their case, thus thwarting the will of the majority of the public. We've seen this happen for years in this area and in areas such as Marin. Which is why I'd like to see the General Plan add NEW bike-legal trails added so that an EIR can be done. That way, if the Road and Trail Management Plan is unsuccessful in making changes to trail use, ASRA and cyclists have a back up plan.

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	<p>2) Improved trail access for youth: Youth are one of the largest demographic of bike riders yet there are few areas in Auburn where youth can ride their bike safely. Auburn and our surrounding area lack paved trails and many neighborhoods lack sidewalks. We want and need to get our kids outside, exercising, and appreciating nature! I urge the ASRA General Plan to include some "flow" trails (not just "technical" mountain bike trails) that can be ridden by kids of all ages. The Hoot Trail in Nevada County (maintained by the USFS) is an excellent example of such a trail.</p> <p>3) I also wish to respond to the negative comments I've seen to this survey question submitted by some equestrians regarding mountain bikes. Their claims of "danger" and that bikes harming equestrians are greatly exaggerated. One study conducted by CA State Parks noted specifically, "Analysis of the data collected shows that the primary management concern on multi-use trails is conflict based on users' perceptions and behaviors, and that actual accidents involving different user types were rare." http://www.parks.ca.gov/pages/980/files/app_c_trailuseconflictstudy_chginuse_draft.pdf Some entrenched equestrians simply refuse to train themselves, and their horses, for what they may encounter on the trail. Horses will spook at anything - a squirrel, the wind, etc. The reality is that anything can happen on a trail with ANY user group - we all assume the risk, within reason. There are a number of strategies to minimize these risks, and education is the most important strategy. Shared use is possible with everyone taking responsibility. Other strategies include trail maintenance for clearer lines of sight, improved signage to note that the trail is shared-use, a bell program for cyclists, odd/even use days, etc.</p>
51	<p>Please work on cleaning up what we already have . There are so many downed trees , excessive brush and non usable trails especially in the winter months on the Olmstead Loop and Knickerbocker ranch area . Focus on what you already have and improving the assess ability of it . There is also no need for overnight camping in that area , the Rattle Snake Bar camp site is already under used . Your rationale for doing these changes do not match up with facts . There has not been an outcry for camping in the Auburn area or the Cool side . With camping comes fires , noise and impact on wild life . Already residents have to deal with loud speed boats and music that echo up the Canyon, party boats and pole dancing , I'm wondering if there is a surplus in the budget from overtaxing California€™s that needs to get spent because this is not what we are asking for .</p>
52	<p>I support the park-wide initiatives with the exception of the amount of camping proposed. I think that some additional camping should be provided, but not as extensive as proposed. I think that some of the proposed zones for camping would be best suited to "low impact" tent only camping or "walk-in" campsites. Limited camping for RVs, trailers, etc. with no hookups should be provided in just a few locations.</p>
53	<p>The parking on the Cool side of Hwy. 49 is a safety hazard for all involved. As a 20 year resident of the divide, I have watched the dangerous traffic congestion in this area increase rapidly. It is past due to address the public safety issue of the no-fee parking in this area. If the park does not want to close this area to parking, at least begin charging fees which could fund additional parking off the main highway. I hope it does not take a injury/death of a pedestrian and/or drivers to make this public safety hazard a priority.</p>

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54 I don't know why this area needs to feel responsible to fill "a state wide camping shortage?" Increase management of day use facilities, better trail connectors, and parking in some areas. There are so many camping areas that do not get fully used in ASRA area that are already in place. Focus on those areas first.

55 My major concern is that Highway 49 cannot handle any more traffic. It is over used and very dangerous as it is. When big rigs get stuck on the curves, no emergency vehicles can get thru.

I generally support the ASRA proposed plan alternative for increased recreation and resource management. My additional comments are as follows;

1) China Bar: I have concerns with expanding vehicle access to China Bar. Many people use the ROAD to walk/hike, etc. because the trails are uneven, rocky, narrow and sometimes wet/slippery. ASRA would have to greatly widen the road to accommodate a safe (and wide) lane for foot/bike/horse traffic. But the other problem is that the existing trails intersect in many places along the paved roads - which may pose a safety issue. I urge ASRA to put together a working group of those of us who live in the Maidu and surrounding neighborhood and who regularly visit China Bar area to give input into the best way to develop this area.

2) Joint management agreement: I believe ASRA should enter into a join management agreement with ARD and the City of Auburn to make some decisions around the use/growth/expansion of recreational activities, sporting events, and preservation of resources, for the portions of ASRA that are nearest to Auburn, and in particular, Overlook Park. We are the "Endurance Capital of the World" and we should encourage visitors to Overlook Park to begin their hiking/biking excursions there (connecting with Western States trailhead adjacent).

3) I urge ASRA to add more bike-legal trails to the General Plan. Your draft plan seems to have left some major connections for bikers off the plan, specifically bike-legal trails from Auburn to the Confluence, from Confluence to Cool, and from Confluence or Cool to Foresthill. If these are not added, an EIR cannot be done. I have no faith that the Road and Trails Management Plan will result in any change in use of Western States Trail or other possible trail connections due to some entrenched equestrian groups who falsely believe Western States belongs to them (as if a public trail is a private commodity). Even if the local Roads and Trails Planning process does lead to change in use, these entrenched equestrian groups will instead plead to elected officials to make their case, thus thwarting the will of the majority of the public. We've seen this happen for years in this area and in areas such as Marin. Which is why I'd like to see the General Plan add NEW bike-legal trails added so that an EIR can be done. That way,

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if the Road and Trail Management Plan is unsuccessful in making changes to trail use, ASRA and cyclists have a back up plan.

4) Improved trail access for youth: Youth are one of the largest demographic of bike riders yet there are few areas in Auburn where youth can ride their bike safely. Auburn and our surrounding area lack paved trails and many neighborhoods lack sidewalks. We want and need to get our kids outside, exercising, and appreciating nature! I urge the ASRA General Plan to include some "flow" trails (not just "technical" mountain bike trails) that can be ridden by kids of all ages. The Hoot Trail in Nevada County (maintained by the USFS) is an excellent example of such a trail.

5) I also wish to respond to the negative comments I've seen to this survey question submitted by some equestrians regarding mountain bikes. Their claims of "danger" and that bikes harming equestrians are greatly exaggerated. One study conducted by CA State Parks noted specifically, "Analysis of the data collected shows that the primary management concern on multi-use trails is conflict based on users' perceptions and behaviors, and that actual accidents involving different user types were rare."

http://www.parks.ca.gov/pages/980/files/app_c_trailuseconflictstudy_chginuse_draft.pdf Some entrenched equestrians simply refuse to train themselves, and their horses, for what they may encounter on the trail. Horses will spook at anything - a squirrel, the wind, etc. The reality is that anything can happen on a trail with ANY user group - we all assume the risk, within reason. There are a number of strategies to minimize these risks, and education is the most important strategy. Shared use is possible with everyone taking responsibility. Other strategies include trail maintenance for clearer lines of sight, improved signage to note that the trail is shared-use, a bell program for cyclists, odd/even use days, etc.

The ASRA General Plan should take into consideration the relative percentages of individuals using the trails and accommodate for those uses. A review of the approximately 175 miles of ASRA trails shows that about 140 miles are open to equestrians while only 75 miles are open to bikes. Yet, according to the Outdoor Foundation report for 2017 (https://outdoorindustry.org/wp-content/uploads/2017/05/2017-Outdoor-Recreation-Participation-Report_FINAL.pdf) trail running, hiking and mountain biking/bmx/cycling top the list for adults with bicycling being the top activity for children age 6-17. Horse riding doesn't appear in the top 5 categories and it's a very small percentage who participate in this sport, even within ASRA. Equestrians already enjoy many places to ride in and near ASRA and no one wants to take that away from them - not even cyclists - because we value that heritage. In some places like Cronan Ranch, Olmsted and Hidden Falls, trails are shared by horses and cyclists largely without incident. Local equestrians also have Granite Bay and Auburn Lakes Trail System (just outside of ASRA). It's time for ASRA to balance trail access commensurate with the numbers of individuals using the trails and ignore the hatred from those equestrians who are not willing to be proactive and work in a true spirit of partnership with other trail user groups.

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57	We do not have the capability to handle the traffic flow or do we want our recreation area catching on fire. When is enough enough? There is no room in the roads, we have wildlife that will be affected due to uneducated people.
58	Fire breaks, brush removed, camping areas all brush removed and fire breaks, all dry grass removed.
59	I support making more and better trails from the use trails that we've been dealing with for so long (Pennyweight, Indian Creek/Windy Point, and others. I know this isn't popular but more people do need to access the beautiful river apart from the Confluence area. Most places really need parking; and everything should take into consideration bike vs vehicle issues with speed control in the plans. We need more hiking trails too!
60	The suggestions that have been made for some of the areas involved do not respect the idea of "increased resource management and protection." The Knickerbocker Management Area for one is NOT a "previously disturbed area". Creating 50 new campsites would literally be butchering that area. Look how many people do NOT use Rattlesnake Bar campground near Pilot Hill. That campground is never full. Why should new campgrounds be built when the existing ones are not even used? It would just be a waste of the state's money to do all of these proposed projects. Also, it is doubtful that one can establish an effective Fire Management Plan and or incorporate "Wildfire Prevention Strategies" in these proposed areas. With the legalization of marijuana comes the risk of more people smoking and becoming careless and or oblivious and potentially starting fires. How is this going to be regulated at the campsites? The state has far more important things it can spend it's money on than most of the proposed projects mentioned in all the areas involved in the ASRA. There is no way to determine if the areas which are already over-crowded, such as the Confluence, would benefit from adding parking spaces. There is only so much room in the canyon to accommodate a certain number of vehicles. When that number is met then all other vehicles should be turned away like they do at Folsom Lake. Reaching capacity is an end point and that is just how it is when only so much room is available. Ripping into a mountainside to create more parking space is not the answer. Just like when a hospital increases it's size to accommodate more sick people, there is NEVER enough room for them all no matter how big you make it. Same with the parking at the proposed areas. There will NEVER be enough parking in some areas. You can't make everyone happy. "Those that try to make everyone happy end up making nobody happy, not even themselves." You just can't accommodate everybody!
61	This general plan is a waste of time an our tax dollars. Could you have designed a more time consuming survey method. The entire plan does not take in to consider residents, traffic and added fire and rescue personnel because you can't fix stupid. Why bother to ask when you will do what ever the hell you want
62	Traffic, congestion, accidents. No parking on HWY 49. Provide paid parking lots not on HWY 49. Keep visitors & vehicles off HWY 49.
63	We need more mountain biking trails especially those specifically designed for this use.
64	Growth is inevitable. Please do this in such a way as to improve existing traffic conditions and rest rooms. Currently too many people block roads, leave trash and cause a nuisance to our community. Add to that, we do not get much of the financial benefits because people do not drive any further for supplies. Traffic is congested daily and people are not following existing rules, increased presence will on amplify this situation. Improve what we have first then build on that.

Comments on Park-wide Topics

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65	allow mt biking park wide, better law and enforcement would be great bridge across river near play park and access to play park on both sides please
66	Cost
67	My name is Chris Reams. I am the President of the Board of Directors of the Foresthill Fire Prevention District. I want to know specifically what your plans are for the Foresthill area. The "Rucky Chuck(sp?) " area is within our jurisdiction. Since we have had fires in the campgrounds in that area, we are concerned about expanding camping in that area. I want to be involved with planning. I also want to see the Environmental plan. You can contact me at apds1@ftcnet.net. Thank You Chris Reams
68	More multi use designation on ALL trails. We should be able to travel by bike from the eastern side of the park all the way to Folsom park. Specifically, the Western States Trail and Pioneer Express trails need to be designated full multi use.
69	My concern is the ridiculous fear that we have to pay anytime we want to park near any of our Natural Parks and Rec areas. It's ridiculous we pay enough in our taxes shouldn't have to pay to park alongside the road of rivers. And I also think Park Rangers need to start giving tickets to people who Park in the equestrian sites when those spaces are so limited. Time and time again ICP Park parking there and the park ranger just drives by like oops they shouldn't be parking there even when you say something.
70	FIRES. So many houses back these parks. We need to keep fires away from the forest. Not bring them right to it. Not to mention the wildlife that lives and thrives there.
71	STOP all of this planning, and BUILD A DAM. We need the water, the government continues to allow expansion in this area and surrounding areas. However, no reservoirs are built, what are you planners thinking?!
72	I want to have places for clothing-optional recreation.
73	The amount of new camp sites you intend is too much. Camping should be no fires or charcoal BBQ, gas only, if at all. Toilets should be flush (on sewer) to prevent pollution to the river. Most importantly, you need to increase the amount of employees to supervise and maintain the area. With improvements we are going to see abuse and will need to have constant on site supervision. All areas are extreme fire areas and must be treated as such.
74	Has anyone considered all the trash along the road, vehicle accidents caused by drunk drivers, let alone the hot and dry conditions causing the chance of forest fires to multiply by the hundreds. This area has very steep terrain and a forest fire would fly up these canyons that it would be impossible to control. There are many residents living on both sides of the canyon that would lose everything in one afternoon caused by careless

Comments on Park-wide Topics

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	campers. And believe me, there are many careless campers. Just look at the trash they leave behind. They decided not to put a lake there, so for the same reasons, do not put campgrounds there. The new traffic on already dangerous roads will make it much more dangerous. I really think the sate should reconsider the choice. Wade Webb
75	I don't understand why you are pushing camping in areas that are generally day use areas. Too much fire danger & bringing in criminal element. I think improving areas by adding more picnic areas, restrooms, improving trail access are good ideas
76	SP is trying to cram a ton of camping into this area that will not generate enough money to pay for itself causing increase in taxes and an the risk to a high fire threat area. The increase in additional parking spaces is also a major concern as the zoo of people and cars at the confluence speaks volumes to the over crowding and super poor judgement on people who walk in the road to cross without even looking to see if vehicle coming, pulling out into traffic causing accidents, traffic jams as they sit on the road waiting for someone to pull out of a parking space, and the trash! SP does not have enough staff currently to handle the overload of people on the system.
77	Strongly oppose opening St. Florian Ct. to routine traffic (it's fine to open it during special events such as the Whitewater Festival, with appropriate monitoring). The paved road is well used by bicyclists, hikers, horseback riders, dog walkers, and parents with strollers. During wet periods, it's the best place for all these uses to avoid damaging the trails. Strongly oppose creating a campground in Auburn SRA--the Rattlesnake Bar campground out of nearby Pilot Hill had to be closed due to persistent law enforcement problems, and Nature Noir autobiography (about Auburn SRA a few years ago) is full of campground horror stories. Too much fire danger, too; the first time an RV driver pulls off that narrow road to let another vehicle pass, he'll set the place on fire. Finally, be sure to honor the "social" trails (single-track) within the Knickerbocker mgmt. zone--they're far better designed from a trail-maintenance standpoint than Knickerbocker Loop itself, which is just an old ranch road routed straight up and down the fall line and consequently horribly damaged by erosion. I suspect it would cost millions of dollars to repair the Knickerbocker Loop because it was developed in the wrong place to begin with.
78	I think a campground in the Knickerbocker area will beneficial to multiple users. Hikers, equestrians and cyclist will be able to ride, walk or drive to multiple trail heads. My concern would be that all trails are considered for safety aspects. All trails are not suitable for all disciplines. Where ever it is possible I would like to see separate trails for cyclist. Generally hikers and equestrians are slower movers, where as cyclist enjoy speed and obstacles. Cyclist need to watch the trail directly in front of them while slower traffic looks further out. This alone make for dangerous outcomes.
79	Besides the wildland fire issues already being addressed I am most concerned about traffic and parking, sanitation restrooms, and trash collection.
80	I have never understood why parking on the Placer county road side costs \$10 but is free on the El Dorado county side. Maybe simply putting parking space lines would increase the parking sufficiently but not promote over-usage. 245 additional campsites is far too many for this area; far and away too many.

Comments on Park-wide Topics

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	<p>I do not see any improvements at all for equestrians who have traditionally had a high usage of this area and have provided volunteer service riders on the trails to help everyone...not just equestrians.</p> <p>The trails for mountain bikers on the Foresthill loop are so damaged from heavy bike use. They need repair so the bikes would be likely to stay and use the trails there and the equestrians would then be more likely to stay at Knickerbocker where trailer parking is better. Horses and bikes have different needs for optimal trail surfaces and conditions, I believe. They just don't mix safely.</p> <p>Would there ever be connection to Cronin Ranch and/or Folsom State Recreational Area?</p>
81	No camping on the Cool, Georgetown Divide side. Preserve the trails & improve them.
82	I am concerned about the safety of all these people your plan will bring to our community. I would like to see an Emergency Services study to see the impact on our little Fire Department. I would like to see funds go to our Foresthill Fire Department to compensate our Community for the cost to our Fire Department for the emergency services they will be providing to the Park.
83	<p>It all sounds very nice, but at who's expense? We do not want to attract thousands of outsiders destroying our quiet lives.</p> <p>245 more camp sites? That's a terrible idea so close to a populated area. WHAT A FIRE HAZARD!</p> <p>Keep the activities in the confluence area where the road access already exists.</p> <p>Had a very difficult time figuring out when my responses were finalized and registered.</p>
84	<p>I have 2 major concerns with these initiatives; increased traffic on hwy 49, from Auburn to Cool, and increased fire danger. In regards to the traffic: hwy 49 is a two-lane road that is already inundated with commuters, bicyclists, logging trucks and quarry trucks. The home and property owners (ie taxpayers) in Cool/Pilot Hill/Greenwood/Georgetown that must travel along the 49 corridor over the confluence already suffer from a lack of CHP patrol, are often impacted by accidents and road work, and since it's only two-lanes, the delays are significant. Adding more campsites = more traffic, which this already dangerous road cannot handle. In regards to my second concern, which is an increase in fire danger: we as homeowners and business owners on the Divide live in, not a HIGH wild land fire risk area, but a SEVERE wild land fire risk area. We pay higher homeowner insurance policies because of this. Hundreds of homeowner policies have already been cancelled by the insurance companies, leaving residents to scramble and find different policies that are always more expensive. The stress on residents during fire season is great! Every time there's smoke in the air, we're watching Facebook to make sure we don't have to evacuate our families and animals! Who in the world would think that adding campsites to this area is a good idea? I'll tell you who: people who WON'T be impacted by a devastating wildfire! It's not going to be locals camping; we already live here! It's going to be out-of-towners, who are oblivious to our fire concerns, or will not be impacted by one. If a wildfire is started at these campsites, the campers get to leave, while the residents up here have to deal with the devastating aftermath. Residents will be left with</p>

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	<p>charred homes, decreased property values, and the INCREASED uncertainty that we will even be able to get homeowner insurance policies in the future. Campsites with access to the American River is a bad idea! An idea that could devastate lives of the people who live here, work here, and already pay taxes here!</p>
85	<p>Having lived in Cool for 20 years, I have become quite concerned that the Confluence area has become a gathering area for so much activity that it is abusing laws. This includes parking almost on the fog line and sometime even over into the road.</p> <p>People walk their children and dogs into the roadway. Thy also pull in and out of parking spaces with no concern to passing traffic.</p> <p>The amount of trash has increased to the point of being a health hazard.</p> <p>To add more parking spaces, even if off the road, will add to congestion making traffic almost at a stand still at times.</p> <p>Adding campsites will also add to more traffic, more trash and be costly to maintain since those visiting the area do not care to do their part, it is someone else duty.</p> <p>Having all the trails accessible is not a bad thing but is now over used with no regard to the residents that need access to their town. A deadly accident is just waiting to happen.</p>
86	<p>I have read with interest all of the proposed changes. I see special interest concerns/opportunities addressed in many of the propose changes: rock climbing, mountain biking, camping, boating, hiking, historical interest. What I did not see was any mention of equestrian opportunities or expansions. Does the park consider equestrians unimportant? Often mountain bikes and equestrians do not mix well together. Many of our horses are okay with bicycles, but not when their riders suddenly round a bend at speeds that they cannot control because of the slope of their trail. Line-of-sight on trails is a serious issue when speed is concerned. We cannot train our horses on trails that allow significant mountain bike activity. Some parks address this by having designated multi-use trails that we can choose to use or equestrian/pedestrian trails that give us a choice. You do not seem to have included our groups in your planning. Horses have low impact on nature, and because they are herbivores, their waste product is highly biodegradable, as opposed to canine waste. Why are our needs not being addressed?</p>
87	<p>Outdoor recreation is an important aspect of life for many many locals. Improving and expanding access to our local resources is a good thing. It would be very shortsighted to block these efforts simply due to concerns about 'outsiders' coming in and disrespecting the land and its inhabitants.</p>

Comments on Park-wide Topics

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	The Auburn to Cool bridge should be constructed to connect two great outdoor recreation areas. Currently cyclists must either brave the traffic on highway 49 from the confluence to the quarry or use trails not intended for them. This bridge should appease motorists, equestrians, and pedestrians by providing an alternate route.
88	this area is in need of upgrades to camping, pay parking, trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced.
89	this area is in need of upgrades to camping, pay parking, trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced.
90	The suggestions that have been made for some of the areas involved contradict the idea of "increased resource management and protection." The Knickerbocker Management Area for one is NOT a "previously disturbed area". Creating 50 new campsites in that area would literally be butchering that area. Look how many people do NOT use Rattlesnake Bar campground near Pilot Hill. That campground is never full. Why should new campgrounds be built when the existing ones are not even used? It would just be a waste of the state's money to do all of these proposed projects. Also, it is doubtful that one can establish an effective Fire Management Plan and or incorporate "Wildfire Prevention Strategies" in these proposed areas. With the legalization of marijuana comes the risk of more people smoking and becoming careless and or oblivious and potentially starting fires. How is this going to be regulated at the campsites? The state has far more important things it can spend it's money on than most of the proposed projects mentioned in all the areas involved in the ASRA. There is no way to determine if the areas which are already over-crowded, such as the Confluence, would benefit from adding parking spaces. There is only so much room in the canyon to accommodate a certain number of vehicles. When that number is met then all other vehicles should be turned away like they do at Folsom Lake. Reaching capacity is an end point and that is just how it is when only so much room is available. Ripping into a mountainside to create more parking space is not the answer. Just like when a hospital increases it's size to accommodate more sick people, there is NEVER enough room for them all no matter how big you make it. Same with the parking at the proposed areas. There will NEVER be enough parking in some areas. You can't make everyone happy. "Those that try to make everyone happy end up making nobody happy, not even themselves." You just can't accommodate everybody!
91	The biggest problem is that the confluence is overcrowded. The confluence is overcrowded because it is the only PAVED access point to the river and most people like to start a trail at the lowest point and climb up first and finish on a downhill or just stay easy along the river. Also, there are many loop trails starting from the confluence. (I live in FH and I drive to the confluence for the ease of trail access and the loops) To help alleviate this problem, we need to build new PAVED access points to the river and build loop trail systems in other areas adjacent to these access points. We need to PAVE Driver's Flat and Upper Clementine and build loop trail systems from these points. At Driver's Flat, people could have access to the WST, but we need to make loops so people don't just have to do out and backs. I think we could build an awesome loop with additional single track that connects DF to Ponderosa. We could also build a loop west of here that connects to the Foresthill Divide Trail. Also, if we pave Upper Clementine, and add loops that would be good too. By providing other good and equivalent opportunities to the trails at the confluence, people will spread out and the congestion will be alleviated and spread up the hill. This will also benefit Foresthill and their failing economy.

Comments on Park-wide Topics

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92 Create a real trail maintenance capability.
 Now trails are basically ignored other than removal of fallen trees. Install, clean out culverts, repair trails, many of which act as water run off in winter - causing users to have to create new work around trails for all the pools, mud spots, every wider creek crossings etc. Need small plants, stepping stones or some way to safely cross creeks in winter other than continually having users make trail to a new crossing spot when old one is now impassable due to mud, growing pools of water etc.

93 Improve the virtually non existence trail maintenance program in ASRA
 Enforce no bikes on certain trails - e.g. Tinkers Cut off. I have had bikes run into me while hiking on "No bike trails". Since rangers only enforce rules from their cars - the out of control bikers know their is NO enforcement on trails of any rules.
 Trails are being destroyed by lack of maintenance - becoming creek beds since no culverts or rolling water bars and no pruning of trees and shrubs.
 All of ASRA has a huge fuel build up - need forest management plan to clean up brush and thin trees to reduce fire danger.
 ASRA just needs more parking areas - trail maintenance - rule enforcement other than traffic/parking.
 No more roads needed.
 Do not need more river access since most of ranger manpower now is recovery of swimmers in summer.
 No new campgrounds. There is plenty of access at Folsom and other nearby areas (Peninsular campground) like South Fork Amer River.
 ASRA's appeal is it non paved areas . Only place that should be paved is road to Upper Lake Clementine, which should be paved and parking improved.

94 In favor of more mountain bike trails and better trails connectivity.

95 Overall, yes to expanded and trail connections, and walking/trail bridges. No to extra roads in and make camping limited or backpacking only. Like the interpretive trails, restroom additions, tours of cave, mining. Parking at confluence has to be addressed somehow...not nec. expanding it, but changing it so the congestion and danger is minimized.

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96	<p>I am in support of the proposed initiatives. The ASRA is a high use area for recreation of various types and improving access, parking, camping, and area management is important for giving visitors a stellar outdoors experience. That combined with an increase natural resource management and monitoring will get more people outside while protecting the beauty of the area.</p>
97	<p>A fiend of mine had a major injury causing permanent damage from a bicyclist on a trail in Folsom while he was jogging on that same trail - and it was a wide trail. Too dangerous on too many narrow trails to add bikes to the Confluence. This would be a grave error - there are plenty of areas to bike ride on the Foresthill area on trails near the American River - and we need some safe just for families walking, joggers and runners.</p> <p>No needed improvements along the trails. We love them how they are. Remote and beautiful. Have you ever been to Clarks Pool in the summer after a weekend? The amount of trash is horrible and this will not improve with more visitors. Please keep our river canyon the pristine place it is - for our natural habitat, do not expand parking or camping in this area.</p> <p>We who live in this community and drive the canyon daily have seen the explosion in trail use the past 3 years. Opening it up for more people is not a solution. Keep the parking small. Spend money making improvements on parking area at the Confluence - do not expand but make lined spaces so people know how and where to park.</p> <p>Do not expand in the rural community of Cool into Knickerbocker - do not open that road to motorists. Dangers with cars and walkers and all trails are a joy to explore. I have raised my children in those trails and plan to continue. We don't need to grow to thrive - we are thriving. Expand elsewhere in Sacramento or Granite Bay or Folsom Lake. We are too small an area to create congestion.</p>
98	<p>Yes to making improvements to create more viable alternative recreation nodes to the Confluence.</p> <p>Interpretation program should be expanded throughout the park. Trained volunteer docents could assist in this effort.</p>
99	<p>Parking is an issue on the weekends. Some more camping capabilities would be amazing. I generally say use the area.</p>

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100	Increased access for all park users, not specific groups with more financial lobbying power (equestrians) that want to keep trails for horses only. Horses are extremely hard on trails and leave large amounts of feces for the public to have to endure. This is an outrage as no other pet is allowed to behave like this. Horses being ridden on park trails are not grazing livestock and should not be treated as such.
101	No, do not do this to the area. Already too crowded. The roads are in bad shape. Why don't you use that money for fix the roads. Piles of land slide rubble still on the road from last year. No shoulders in many spots and you want more people? You should be charging the people who park on the El Dorado County side of HWY 49 to pay for all the trash and cigarette butts they leave behind.
102	Should not happen, Fire danger,
103	Fire danger increase with more people. More traffic I. E. Road (highway 49) already in poor shape with constant traffic, many logging and rock trucks and daily commuters. Right now the confluence free parking area is a hazard, the visitors treat that area as if it is a parking area not a major highway.
104	I am not in favor of ANY campsites in this area. The potential fire danger is not worth it. Campers also bring trash and impact the wildlife and general quiet of the trails. Parking needs to be addressed in some way, but do not open up new access roads! That would only increase the traffic problems in the area. I love the idea of technical bike trails. I'm not a biker, and really hate when they come speeding around a corner where I am hiking. Bikes also negatively impact the trail condition. Having Hiker/Equestrian trails only would be a huge benefit.
105	<p>Concerns:</p> <p>Fire safety issues to the residence from Auburn Lake Trails to Georgetown. This area is a steep ravine which would create a chimney effect to the above, heavily populated areas.</p> <p>Traffic congestion to the already existing problems along the Auburn canyon area of Hwy 49. In the event of a fire or other emergencies, one way in and one way out.</p> <p>Environmental impact of the area. More trash along our roadways and dumping in the river.</p> <p>Clearing of the natural vegetation. What environmental studies have been done in regards to the impact on wildlife and vegetation in the area?</p>

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	This seems to be a poorly thought out plan. The issues listed above are public safety and should be considered before recreation.
106	Traffic congestion. Cost too high for local residents to access. Disrespect by visitors to the area and towards local residents. If you build it they will come. Once they are here you will have little control over how visitors treat the area.
107	It's exciting knowing that recreational opportunities in our beautiful "back-yard" are being considered for expansion and enhancement. Public safety is a primary concern for many. This will require strict rules and monitoring regarding motorized and mechanical devices in areas where multi-use trails are permitted.
108	Increased wildfires from campers. Animal misplacement and danger from campers leaving sites unattended. The area becoming too populated and destroyed from ignorant use.
109	I do not want more parking and access. Keep the existing limited parking and enforce it! This will effectively keep the number of visitors restricted and reduce the impact of people on the environment. Why would you want to dump MORE people into this small area.
110	Support: Additional parking capacity in other areas; additional day use including toilets and picnic; additional camping opportunities; wholly support improvements and maintenance of trails and access roads.
111	<p>Putting mountain bikes on single track equestrian trails is like putting dirt bikes on mountain bike trails.</p> <p>Please, please take this to heart and keep historically equine trails such as the Western States and Robie trails four and two legged only. In 30,000 acres there has to be somewhere where m-bikes can ride as hard as they want to their heart's content without concern, or lack thereof, of what's around the corner when bombing downhill.</p>
112	more trails; walking, biking, equestrian, and OHV. More camping options. More parking availability. Barring this i would like to still see the dam go in. the lake would have proved its value many times over by now in water storage and recreation opportunities.
113	Wow, what a huge waste of money. Thought up by some bureaucrat sitting in an office in Sacto. Not responsive to the community or to people who actually use the park.
114	State Parks needs to make safety to trail users a priority. This has been greatly overlooked in the past due to certain staff members of State Parks encouraging and allowing mountain bikes on former hiking/horse trails. This has been a grievous mistake, as there have been many documented injuries to hikers and equestrians from fast moving mountain bikes. Please check Park Watch reports. STRAVA and other documented reports. The

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115 mix of mountain bikes with foot users (people and horses) is incompatible and dangerous and mountain bikers need their own areas and trails. Mountain bike races in this area (especially Olmstead and Knickerbocker) have ruined trails as they ride in all weather and mud. We travel to this area frequently to recreate and ride in events with our horses. You cannot have fast moving vehicles (bicycles) on narrow trails with limited visibility and drop offs without having serious accidents. State Parks have failed to enforce sensible speed limits on multi-use trails and the result has been dismal. I wonder how many people have to get seriously injured, or killed before this is stopped? I do not understand why State Parks are caving into the demands of a selfish group of trail users (mountain bikers) who have a 30 year history of causing trail conflict, death and injuries to other users, resource destruction and illegal trail riding and building and total denial of the danger they cause? Hikers and equestrians have been sharing trail with very minimal conflict for many, many years. The mountain bikers need their own areas to do their extreme sport. I have been hurt by a speeding mountain biker on a trail with limited visibility, and just about every hiker and equestrian I know has had the same experience. This is one of the most important issues to look at, especially since State Parks do not have the resources to keep trails cleared, wide enough and with good enough sightlines to meet your own multi-use trail criteria and you also lack enforcement. China Camp State Park and Wilder State Park are good examples of parks that have such heavy use and high speeds from cyclists that other trail users are afraid to go there. State Parks offer ORV areas, such as Hollister, that are partially funded by green sticker monies and suitable for high speed spills and thrills and maintained trails. THIS is where the mountain bikers need to go. Contact me if you want an accounting of mountain bike-caused accidents to other users in State Parks.

116 The traffic you have added by pushing the Placer side pay to park to the ElDorado side is a joke. We crawl through their in our commutes now. That used to be a turn out for us to get past slow trucks. Thanks a bunch. Put up no parking signs in that area immediately before some moron gets run over.

117 I have concerns for increased fire hazard in the camping and day use areas, These areas are dry in the summer and difficult for crews to get to , due to steep terrain and down in a canyon. I have concerns for destruction to the nature and displacement of the wildlife that lives in the canyon areas. These park wide major initiatives will cause major changes to the area that will not be able to be replaced. Having some day use areas and a bit more ease of access would be helpful for people to enjoy a wonderful area without adding campgrounds , and all that comes along with the added campgrounds.

There was a survey done in regards to the project and the majority of people opposed these major initiatives. Where is the democracy in this ?? The State is progressing the way they want, disregarding the people opinions !!!!

118 I am concerned for the environmental impact of greatly increased use along the Middle Fork American River, particularly camping and vehicular traffic. It appears the vision is one of an urban park rather than of a park which sufficiently balances the protection of natural resources with the increase in human use.

119 The American River is a valuable recreation asset to the Auburn region for hiking, swimming, wildlife observation, fishing, and whitewater sports. Providing public access to all the river access points year round should be top priority for our State Parks management.

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
1	The steep terrain, pristine meadows which already show signs of heavy use, and diversity of uses that need uncluttered trails (equestrian, hiking, running) suggest that this area is best assigned as a day use only area.
2	<p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
3	<p>I support the trail connection.</p> <p>No additional vehicle access into the canyon.</p> <p>Please no camping! I am very concerned about fire and crime. If camping is allowed please limit it, have a host, and no cabins or yurts!</p>
4	<p>1. I support the proposed multi-use trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
5	<p>1. I support the proposed multi-use trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
6	<p>Open all existing trails to bikes. Those who oppose this will most likely claim it can't be done for 'safety' reasons. Please reference Parks own survey from 2012 that essentially stated user conflicts are a figment of the imagination. Plenty of options to mitigate safety concerns also exist at little to no cost to Parks, rendering the argument void; odd/even day access, seasonal closures, trail improvements, etc etc.</p> <p>I fully support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road. Allow bikes on the Western States trail to connect Confluence to Cool</p>

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
	<p>Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.</p>
7	<p>â€¢ This peaceful landscape should be preserved. Keep the interior of Knickerbocker area largely undeveloped so that users can enjoy this historic and beautiful foothill landscape, its beautiful oak woodland vistas, and all its wildlife coyote, bobcat, grey fox, bears, cougars, many birds, frogs, turtles, snakes, etc.</p> <p>â€¢ No camping.</p> <p>â€¢ Lock the gate at sunset as is done for Oregon Bar/Maidu.</p> <p>Vehicle access</p> <p>I strongly prefer that vehicle access to the river should ONLY be for emergency access and maintenance. Failing that, closing the road to public seasonally or on certain days would (1) preserve unpaved roadway from damage and (2) allow safe pedestrian use of roadway when other trails are too muddy, and preserve a quiet, scenic experience for handicapped or less-able users, strollers, novice bicyclists and their families, and any who seek a safe and level surface with good visibility.</p> <p>Trails</p> <p>â€¢ Improve trail maintenance, especially where stream crossings have resulted in a proliferation of trails to get around mud holes. The clay soils drain quite poorly and even some hillside trails are treacherously muddy quite a few days after rain, i.e. mud is not a short-term problem.</p> <p>â€¢ Enforce existing rules on bike use of trails.</p>

Comments on Knickerbocker

Comment Number

What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?

Zone 1A

- â€¢ Improve the parking access and trailhead signage at CateCroft entry. Add trash bin, toilet, and fee collection there.
- â€¢ Minimal addition of parking at Cave Valley Gate. Cooperate with school and church to share parking instead of paving more land.
- â€¢ Build bridges over the worst/muddiest crossings on Knickerbocker and Salt Creeks.
- â€¢ Is there any chance of trail access to a (partial?) view of Knickerbocker Falls?

Zone 1B

- â€¢ Lock gate at night to prevent nighttime access to the area (no camping).
- â€¢ Any new facilities such as picnic sites or structures should be located close to the main parking area and Hwy 49.
- â€¢ Add a moderate number (10-20) of picnic tables and shade structures near the main trailhead.
- â€¢ Don't develop areas where bluebirds have moved back in.
- â€¢ Provide potable water sources at the main parking area near Hwy 49.
- â€¢ Maintenance facility should be sited near enough to 49 to not impact pedestrians using the paved road. Screen facility or place it close enough to existing structures that it doesn't clutter up the landscape.

Zone 1C

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
	<p>â€¢ No camping. In summer, it's too hot and too much fire danger. In winter and spring, the paved road is a valuable part of the pedestrian trail network and there will be car-pedestrian-bike conflicts. The amount of campsite use is not worth the investment of infrastructure (roads, tables, trash, toilets, potable water, maintenance and cleaning) or the disturbance of habitat.</p> <p>â€¢ As is done at the Confluence, prohibit BBQs after July 1 or ban entirely (my strong preference we increasingly are seeing significant fires before that date!). No BBQs should be allowed without a safe place to dispose of coals AND a convenient source of water to douse fires. Only stoves turned off with a valve should be allowed.</p> <p>â€¢ Provide bear-proof trash bins (if camping is built). Bears currently go after trash bins in neighborhoods on the other side of the river.</p> <p>â€¢ Restrict auto access to river to daylight hours, 7 am to sunset. Light and noise pollution will disturb across-canyon neighbors and degrade the dark skies to our east. With windows open on Riverview Drive (Auburn side) and no line-of-sight to river bottom, we easily heard construction traffic and backup beeping during construction of the pump station NOISE CARRIES in the canyon.</p> <p>â€¢ Close the paved road to the public at its current gate seasonally and/or on certain days of the week to (1) preserve unpaved roadway from damage, (2) allow safe pedestrian use of roadway when other trails are too muddy, and preserve a quiet, scenic experience for handicapped or less-able users, strollers, novice bicyclists and their families, and any who seek a safe and level surface with good visibility.</p> <p>â€¢ Do not locate maintenance facility in 1C. Build it close to existing developed area. The area just north of the main parking area should be kept wild to preserve the view from Hwy 49 and from the trailheads. Preserve Ranch Rd for pedestrian use as part of trail out to the turtle pond.</p> <p>â€¢ Protect scenic ponds and their viewsheds.</p> <p>â€¢ Protect sensitive natural areas.</p> <p>â€¢ Build bridges over the worst/muddiest crossings on Knickerbocker and Salt Creeks.</p> <p>â€¢ Educate people about the natural and human history of the area, including the need to leave >50-yr-old relics undisturbed.</p>
8	<p>As an equestrian, my concerns are focused on keeping our horse trails protected and safe. A lot of this has to do with limiting speeds for ALL users and also recognizing and enforcing that single track trails and historic trails not appropriate for all users (i.e., cyclists). This is a key concern. We recognize that many of our region's trails were carved out by explorers, Native Americans, miners and horseback riders. And the great majority exist in their "native" state. As such, they are not appropriate for bicycles and/or motorized vehicles. Imagine if you were on horseback</p>

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
	<p>on a trail of this type and encountered a cyclist(s), or worse, a motorized vehicle. It could easily spell disaster for the rider and the horse. Please please please keep these considerations in mind!</p> <p>I thought there was a survey to take? I am having difficulty finding it.</p> <p>So, let me express another thing. I am TOTALLY and COMPLETELY against putting in additional campgrounds in this and other ASRA areas. In the WUI, campgrounds are a KNOWN RISK to starting FIRES, and especially when campfires are allowed. Many of the big fires our state suffers in the WUI are a result of HUMAN negligence. It take just one error, intentional or not, and we have a disaster on our hands. Day use may be OK, but I am completely against overnight use. We are in a NO BURN time of year. Why would we allow people to come in here and build camp fires? That's a BURN! No! Asking for trouble!</p>
9	<p>Concern about public travel down Knickerbocker since the current trail also uses the shoulders of this road. Concerns with parking on road, speed, monitoring of public and equestrians, bikers and hikers intermixed with public traffic</p>
10	<p>No overnight camping to due concerns over fire danger.</p>
11	<p>Year round day use river access is needed from Cool to the Rocky Island rapids area to replace the river access to that area that was lost when Birdsall river access was closed.</p>
12	<p>I have concerns about the Knickerbocker Road being developed allowing the addition of camping sites along the river. We are all very concerned with fire and the addition of camping spaces increased the chance of a major fire.</p> <p>I am also concerned about the increase of traffic along HWY 49. Even without any improvements this road is close to being at maximum carrying capacity. If you increase the visitor count, Hwy 49 will be more impacted which would decrease the accessibility to emergency respondents and negativity impact this small community whose lives depend upon reasonable access to Hwy 49.</p>
13	<p>I generally support the ASRA General Plan’s proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p>

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
	<p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in ASRA.</p> <p>3) I support changes in use of current trails to bicycling to improve trail connections and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.</p>
14	<p>1. I support the proposed multi-use trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
15	<p>Camping and vehicle access to this area is NOT a good idea. Fire hazards alone should make it clear this is a bad idea. This area doesn't need more parking either. The events here is the only case where there is some parking issue but opening the road to park along the road is a simple solution to this. Once again this just appears to be a reason to spend money with no thought behind the proposal.</p> <p>I'm for maintaining, improving, and even expanding the trail systems here but beyond that leave out everything else. Connections the trail or opening up a route for mountain bikers from and to the confluence area seems like a reasonable goal here. Beyond that I see no value in the buildings and parking or additional roads and definitely NO on the camping.</p>
16	<p>I like more camp sites, and the connecting trail This area is also great turkey and quail habitat. Would like to see hunting opportunities during the seasons available especially since there will be day and overnight facilities available.</p>
17	<p>Increase of fire near large residential areas including schools</p>
18	<p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>

Comments on Knickerbocker

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19	<p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
20	<p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
21	<p>Most important to me and many other mountain bikers (who FAR outnumber equestrians) is trail CONNECTIVITY to FLSRA (Peninsula CG) and the Confluence. But I'm not even sure why you are asking for this input, since this has been known for 30 years and I don't expect CA State Parks (ASRA or FLSRA) to actually make it happen for another 30+ years. You are really good at "studying" and "contemplating" though!</p>
22	<p>Overall, this plan while generating more access to areas within the recreation area, calls for a large increase in visitation to the area, unnecessary concessions, and too much overnight camping. Having moved back here to escape these exact things from a tourist area, I'm disappointed to see what this plan calls for. Instead of focusing on preservation and stewardship of what we have, this plan aims to increase use to an extent that doesn't seem to be supported by the small"ish" community we live in. Auburn needs to stop selling itself so much as an attraction as it's about to ruin the natural beauty of the area that locals call home.</p>
23	<p>I am against these proposals and prefer to see more equine friendly trails. I am against multi-use trails because they jeopardize the safety of all users. Opening the Knickerbocker Rd up to campers and day-trippers would only increase traffic and disturb the serenity of the area. Isn't there a difference site available that could accommodate these additional users? We are losing so many of our local horse trails to bikers already.</p>
24	<p>No new vehicle access should be developed as it is currently described for Zone 1C in item #82. No new camping facilities should be constructed in Zone 1C as those are described in items #78 and #79.</p>
25	<p>I support putting in a multi-use single track trail between the Confluence and the Olmstead Loop, as well as a multi-use single track trail between the Confluence and Folsom SRA.</p>
26	<p>I am a resident of Cool. I use Knickerbocker several times a week for hiking and horseback riding. I am opposed to opening the service road to vehicles to drive to the river as well as adding campsites. This area is getting more and more congested as it is. If the road is opened it will bring more traffic to the area. It is also a safety hazard to those of us who ride our horses on the service road. Whenever we get rain up here the trails get extremely muddy and this is the only trail riding option the equestrians up here have to ride. I am also against having campsites places in this area as well. This would be a fire hazard for everyone who lives up here. Even if the posted signs say to keep fires in a designated area, this will</p>

Comments on Knickerbocker

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	not stop people from doing as they desire. I am requesting that you take my input seriously and leave Knickerbocker as it is presently being used and not change it. Thank you!
27	My husband and I do not want over night CAMPING in the Knickerbocker Zone because of the TERRIBLE FIRE RISK it will create. It would be way too close to our quiet Auburn neighborhoods. The river will not stop a wildfire. If it started in the middle of the night, a fire could reach our homes while we were still asleep inside.
28	For reasons of increased fire danger to the city of Auburn, I strongly oppose public vehicle access to Rocky Point and any camping or day use facilities in that area. The canyon walls are steep and any accidental fire could move rapidly up to and into the city.
29	<p>1. I support the proposed multiuse trail connection between Olmstead and Folsom SRA. This is a long overdue connection that needs to be made to allow this area to reach it's full potential and to accommodate the growing demand for trail users in the area.</p> <p>2. A bike-legal trail connection between olmstead loop, and the confluence area would also be a clear benefit to this area to alleviate overcrowding at the confluence and to provide additional trail loop options for all users.</p> <p>3. Both of these options would help facilitate additional loop trails including a multiuse loop trail around Folsom Lake. An objective that nearly all users agree should be one of the primary goals of this General Plan (in conjunction with FLSRA).</p>
30	No overnight camping should be allowed in the Knickerbocker Management Zone. Any overnight camping increases the potential for a fire in the canyon. Wildfires are a huge threat in this area, cannot be effectively contained without threat and damage to the canyon and to the homes in the surrounding area adjacent to the canyon. Camping would increase the fire threat to an unacceptable and unnecessary level. Campgrounds bring camp fires. People drink alcohol, and smoke when camping, and are not always in a diligent state. Even a camp fire in a developed fire ring is an unwarranted threat. People can be careless. Facilities do not have adequate staff to patrol and enforce rules, and do not have an adequate budget to care for the facilities already in existence. This will not change. State Parks already relies on volunteers to help with some of the activity at the confluence. NO OVERNIGHT CAMPING should be allowed at all. The homes in the area should not be forced to accept additional wildfire threat due to this proposed activity. A fire in the canyon would be a disaster and not easily contained, and would ultimately occur as a result of this proposed development.
31	I live near the China Bar access point and use the upper reaches of this area several times a week. I use the access to China bar regularly. It was really great to have expanded days where the gate is open more frequently.
32	We do not want increased traffic and fire hazards in our south Auburn neighborhood. We use the trails all the time for hiking. Please do not allow that to become really unpleasant with lots of boat traffic and camping that lead to trash and fires. PLEASE do not allow overnight camping or boat shuttles. We also love the quiet of the neighborhood. Overnight camping and increased boating will result in a lot of additional noise and it is NOT FAIR to us.

Comments on Knickerbocker

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33	<p>Some suggestions specific to this second survey include: Knickerbocker Management Zone:</p> <ol style="list-style-type: none"> 1. I support the proposed multi-use trail connection between Olmsted and Folsom SRA. 2. Please add a bike-legal trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.
34	<p>I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
35	<p>Safety concerns are paramount here. I disagree with using any of this zone for camping, because of the seasonal high fire danger and limited access to put out fires and perform rescues. I envision all of this area as day use oriented and higher elevations outside these zones providing camping areas. An additional loss resulting from fire would be historic relics such as the catch pens close to Pointed Rocks. There is much unwritten history here involving the race track and other trails down to the river that should be gathered and preserved for future users.</p>
36	<p>Increased camping and parking sites will be more traffic to the area. There should be no vehicle access to the river.</p>
37	<p>Traffic on Hwy 49 is already bad. If facilities are added to the park the highway will be a traffic jam all the time. There should be no vehicle access to the river.</p>
38	<p>Concern for increased traffic with road opening and camping. Not sure these are good choices for this area. Parking is not usually a problem so why have more parking unless there will be more race parking. If you connect rails make sure they are multiple use. Equestrians like to blame mtn bikers for problems but horses also add waste to the trails and wear on them. Balance will need to be made as this is a public area that should serve all. If odd and even days need to be implemented that could help.</p>
39	<p>We need more mountain bike trails! This is the fastest growing form of recreation at the moment but options for a variety of rides are few. Please help increase the amount of well built, fun and challenging trails!</p>
40	<ol style="list-style-type: none"> 1. I support the proposed multi-use trail connection between Olmsted and Folsom SRA. 2. Please add a bike-legal trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.

Comments on Knickerbocker

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	<p>Auburn Interface</p> <p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Also, many people walk/hike/ride/run on the paved roads in China Bar due to the uneven terrain of the trails. ASRA should staff the kiosk on the weekends to provide directions and maintain safety. Instead of adding vehicles to China Bar, ASRA should encourage visitors to park at nearby Overlook Park and hike/ride from there. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.</p>
41	Please consider hiker-biker campsites. Designate at least one bicycle legal trail from Cool to Confluence.
42	Since the Birdsall river access road is now gone, the road from Cool to the river at Rocky island area needs to be improved and open for day use year round.
43	No over night camping. Fire danger is to great.
44	I like the connection to Folsom Lake and personally support this option. I do not support creating/ expanding camping opportunities or road access. My main concern is environmental impact, including trash, erosion, exhaust.
45	I oppose any development in the area. Coming from a place that considers our lands sacred, I continue to be appalled by the way CA considers land - as a commodity to exploit.
46	1. Establish trail connection between Olmstead Loop and Folsom Lake SRA.

Comments on Knickerbocker

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	<p>2. Improve day use facilities at Cool staging area; add picnic tables, additional restrooms, interpretive information and up to 50 additional parking spaces.</p> <p>3. Improve, add signs and open the Knickerbocker Road from Cool to the Whitewater Park area of the river for day use and camping.</p> <p>4. NO CAMPSITES in the Knickerbocker Road Activity Node. Camping here would conflict with popular multi-use trails, existing cultural and natural resources.</p>
47	Trail between Olmstead loop and Folsom Lake is good. Camping is not a good idea but day use at Cool would be helpful if it were improved.
48	<p>Please proceed with the proposed multi-use trail connection between Olmsted and Folsom SRA. It was flagged over 15 years ago and there is little reason to keep this well-designed project on the back burner. Should be easy to prioritize.</p> <p>Fix a long-existing danger for bikes by adding a bike-legal trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road. This trail project should be constructed before any expensive bridge. Existing routes could be considered to keep time and costs down.</p>
49	Do not want more traffic
50	I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.
51	<p>Campgrounds: NO! The response from the last workshop was overwhelmingly against adding campgrounds. Why are they still here?</p> <p>Vehicle access to the river: NO! Keep it quite and wild, and let people access it by foot, horse, or bike.</p> <p>Trail connection to Folsom: YES!</p>
52	<p>1. I support the proposed multi-use trail connection between Olmsted and Folsom SRA.</p> <p>2. Add a bike-legal trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road. Cyclists do not need to risk lives or have to drive their bikes in order to Cool.</p>
53	I lived in Cool for over 20 years and know how the travel on HWY 49 is. With the increase in visitors to the recreation trails and bikes on highway 49 the traffic gets crazy. Add to that more people and people that do not know how to drive and it will be a disaster in the making. I now live in Auburn off Auburn Folsom Road and am worried about the fire danger still. When the canyon catches fire the place gets real bad, how will all the

Comments on Knickerbocker

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	people get out. The camping and congestion are my biggest concerns, we have plenty of camping at Folsom Lake and Coloma we do not need more places for the homeless to camp and start fires.
54	increases fire danger. disruption to neighborhoods due to increases traffic including trucks and buses. Please don't make ASRA a place that all the locals will avoid, because of the "conga lines" of people coming to the park throwing their trash all over the place, playing music on trails so loud they can't hear the sounds of nature and do not respect this place which has been a treasure, and will no longer be that place.
55	Need more close by Activities
56	I think this is a terrible plan. I have lived in Auburn and hiked the canyon here for 33 years. I moved here to be in a wild and scenic natural area. By putting in more parking, and campgrounds means turning this place into an over crowded trash pit. There are already nice trail systems in place for active people. Do we want to ruin this beautiful slice of heaven with campgrounds and people who DRIVE IN with their motor homes, generators, loud music and carelessness? Or homeless people who need a place? and leave their footprint behind with trash? What about the wildlife? Doesn't anyone care about that? Or the destruction to the flora? Can't we just let nature be nature? This makes me think of the song by Joni Mitchell, ' Big Yellow Taxi' with the lyrics 'You pave paradise and put up a parking lot". Can't you leave PERFECT alone? This is PERFECT the way it is. Without masses of humans. You already ruined the confluence. It used to be a slice of heaven. Now you charge money to go there, masses of people go there and its a trash bin. Do Locals even go there anymore? What about the traffic? Its already ridiculous and dangerous. And did you consider the homes or communities? This is already a HIGH FIRE ZONE. Why add fuel to the flame? A campground in this area will degrade not only the flora and fauna but will significantly increase the chances of a forest fire. So if the forest burns down and takes peoples homes with it then what do we have?. Doesn't anybody think about this stuff? Or is it just about the government making money off of nature? I call BS on the whole thing.
57	<ol style="list-style-type: none"> 1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA. 2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.
58	<ol style="list-style-type: none"> 1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA. 2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.
59	<ol style="list-style-type: none"> 1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA. 2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.

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60	<p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
61	<p>I don't like the influx of visitors this will bring. Our area is still rather simple and clean. Increased traffic is going to degrade the beauty and ease of use for the area.</p>
62	<p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
63	<p>What has been proposed to control the additional traffic flow on Highway 49? Source of water? Fire protection? What benefits will be offered to residents? I believe that building a new dam would be a better way of spending these dollars.</p>
64	<p>I agree with the recommendations from Fatrac to support cycling trails and access:</p> <p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p> <p>Furthermore, I am strongly opposed to adding campgrounds at the river, this is an unacceptable fire risk to the recreation area and residents of south Auburn.</p> <p>I am opposed to automobile access to the river from Cool side.</p>
65	<p>Trails should be multi-use and if horse and bikes can't along, the it should go to an even/odd day system, like in Tahoe.</p>
66	<p>I echo the FATRAC comments about the priorities for this zone:</p> <p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p>

Comments on Knickerbocker

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	2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.
67	Everything sounds fine except for the Cabins or Yurts. Don't see a need for that.
68	Big concern - allowing traffic along Knickerbocker Road - will change wilderness feel of this area. I would no longer visit this area if road opened.
69	<p>1. Too many trails in this area are closed to bike riders. It is not clear at all on your map which trails will be limited and to whom they will be limited.</p> <p>2. Please limit horse access in wet weather. Too often I find that horses have churned the trails to muck that washes away with the next rain causing erosion gullies that are not good for any trail users.</p> <p>3. Horse shit is disgusting (I am deliberately using this word because it conveys the gross and dangerous nature of horse shit and it's e coli bacteria to people that are not constantly with horses - the use of this word is integral to my comment under the constitution's free speech rights and conveys the disgust I feel riding or walking through stinking piles of horse shit.) Please require cleanup of horse shit, horse diapers, or charge a horse fee to fund frequent cleanup of this gross waste product.</p>
70	<p>1. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA.</p> <p>2. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.</p>
71	I am concerned with the proposed campsites and how that will negatively impact equestrian use.
72	More people; added motorized vehicles (both auto and motor bikes), plus a mix of horses and vehicles present safety issues; gone will be the tranquility of riding/hiking trails forever. Environmental issues would include the disruption of wild life and a greater chance of wildfires due to the increase of more campers and visitors to the area.
73	The connector trail, open to ALL users (of course, right?), sounds like a great idea. Campground and vehicle access sounds like a recipe for a disaster, especially fires.
74	The Olmstead Loop already has quite a bit of use as is. Adding campsites and more public amenities will simply bring more traffic on both roads and trails.

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
75	Is there enough money to provide additional rangers/police to monitor the road and/or camp grounds? Will a traffic signal be installed on Highway 49 at the park entrance to insure safe entry/exit due to the additional traffic? Will a reservation system similar to Hidden Falls Regional Park be implemented?
76	I support multi-user trails to connect this area to Folsom Lake SRA, the Confluence and the Foresthill Divide Loop zones. If you do this, you will have a world-class trail facility. The other proposals for parking and maintenance seem fine. I question whether there is need for more low-elevation camping during the summer months when the fire danger is high. I prefer to see Parks find ways to encourage use of existing campgrounds in the cooler months, especially the Spring when it is beautiful. Take steps to increase the usefulness of Peninsula Campground during the cool months; that facility is underused. Consider a boat shuttle to get people out there without using their cars. Bikepacking is all the rage these days and Peninsula is a great facility to support that.
77	We are already inundated with people, dogs, children, cars, etc. every day. The "canyon" is already a dangerous road on which I have encountered speeders, drunks, people who pass on the yellow, overturned vehicles, motorcycles down, people who have never driven on a curvy road, etc. Add more campers with trailers, motor homes, etc. and the situation becomes untenable. I have seen so many "near misses" with children running into the road, loose dogs, cars making U turns over the double yellow, etc. that it seems stupid to add to the mayhem. Personally, I avoid going into town on weekends and afternoons because of it.
78	All these areas are potential fire disasters. I am totally against this insane idea
79	I look forward to the proposed changes. My only concern would be the impact increasing the size of day-use, picnic, and parking, would have on the space for horse trailer parking and staging. I am sure most of the use-fees for this location come from the equestrian community and I would be concerned if the 'upgrades' were to negatively impact their ability to use staging area.
80	If the over night camp sites are developed there should be a commensurate increase in park staff for 24 hour patrols and response. On site camp hosts can monitor most situations but the State should at minimum provide a ranger 24/7 to respond to situations the host cannot handle. As an option the State could provide funding to the El Dorado County Sheriff for an increased presence in the area.
81	Request that mountain biking be allowed on connector to Folsom trail.
82	Too dry to have a campsite. What about us Cool residents being protected from fire? People are too careless.
83	I'm concerned that the State Parks and BOR staff in charge of approving the preferred alternative have little personal investment in the Knickerbocker Zone, will not take suggestions from this survey from people who know the area intimately and change the management actions to reflect those suggestions. As someone who spent two years leading a community-based planning effort for the South Yuba River, it pains me to see how the ASRA general plan is being developed. Yes, you are giving many opportunities for comment. But staff have little interaction on a day-to-day basis with user groups and the communities that surround ASRA. There doesn't seem to be a lot of listening. For example, mountain bikers want access to all trails vs. equestrians and hikers want SAFE trails to ride and hike on. Where in this plan will those critical issues be

Comments on Knickerbocker

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	<p>addressed? I have yet to see meetings planned that focus on specific user groups and their needs, the boaters, bikers, hikers, dog walkers, equestrians, etc.</p> <p>Like most other commenters, I do not favor either a public access road to the river (you have one on the Auburn side already) or camping, particularly in any remote location. State Parks staff know full well what issues and challenges campgrounds present. Most campers today want full hook-ups for their travel trailers. Please do not give us a Ruck-a-Chucky campground with the type of people who frequent that area!! I moved from Newcastle to Cool to get away from the crowds. Please let us keep certain parts of ASRA remote. Ranger staff have no real problems in this area now. Like others, I know there will be no additional staff budgeted into these new management actions. If you must expand camping, I'd suggest doing it at Peninsula Campground where a full-time ranger lives. There are plenty of places to construct a campground there.</p> <p>The current trail system is great! There just needs to be protection measures (e.g. bridges or elevated creek crossings) for riparian areas. No one wants to slog around in the mud and it degrades the resource. Yet I don't see any suggestions for those improvements.</p>
84	I have concerns about additional fire danger that camping would bring. Also additional traffic congestion in Cool.
85	Traffic, crime to existing businesses and homes nearby. Traffic is getting exponentially worse for our one stoplight town. Also, law enforcement is sparse as it is.
86	Fires and crowds
87	Traffic...litter..fires
88	Concerned about fire, trash, crime, and trail degradation.
89	<p>Currently the amount of rangers at the confluence is very low and unable to manage the large influx of people coming in and out. There have been multiple drownings, arrests, and damage to the wild life. A bear was shot right in the middle of the confluence because humans did not know how to respect and interact with nature. This is a more remote area our bear and mt. lion population has greatly increased in this area. What will be done to protect the wild life and humans? We are encroaching into their (wild life's) area. The current recreation area is already understaffed, what makes us think it will be appropriately staffed. Parks are usually the first to be cut when there are budget issues. Also where there are camp sites, there are fires. Where there is increased access to nature there is increased homeless camps and illegal camping. Look at the Sacramento rivers ways and beaches. Look at the Bear river and it's campsites. Our area has remarkably not been affected by fires. This will greatly increase the risks. Auburn is already seeing a tremendous increase in the homeless population in just two years. A remote campsite, understaffed and underprotected is an big mistake waiting to happen.</p> <p>We don't need camping so close to towns and cities and homes. It's not really camping.</p>

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
90	I support the proposal as set forth.
91	<p>In my opinion the additional improvements, while they sound nice upon first glance, are a very poor idea.</p> <p>Additional trails, parking, picnic sites, etc. creates:</p> <ul style="list-style-type: none"> - Additional traffic on already overly congested Highway 49. - Higher fire danger in an already extreme fire area. <p>My wife and I are regular hikers and picnickers, and appreciate the intent, but there is already plenty of hiking/picnicking in the area. We don't need more traffic and fire hazard which would be created by these amenities.</p>
92	That it would increase the fire hazard and it would attract the homeless from Auburn further into the canyon. As a resident of Cool both issues are a major concern for safety on the divide.
93	I would like all trails to be multiuse and not discriminate user types. These are public lands and should be open to all users.
94	<p>I strongly oppose opening the paved road to vehicles. The road is currently used by older pedestrians, families with strollers, kids on bikes, cyclists and others who are not able to use the off-road trails. Opening it to traffic would endanger the current users, as well as disrupting the peace and quiet of the area. I am very concerned that overnight camping would increase the risk of fire and cause problems with litter and noise. If camping is permitted, it should be sequestered from general trail areas and there should be staff in attendance to ensure strict compliance with rules to prevent such problems. I am in favor of increasing parking, picnic, and interpretative facilities. A shuttle service from parking areas to the Confluence would help with parking issues on Hwy 49. New connector trails and bridge are a good idea, however, please keep smaller "unofficial" trails open, they are valuable in reducing congestion on main trails and are highly valued by regular users for adding variety.</p>
95	<p>I approve of the increased parking and facilities at Cool staging area. In fact, enlarging the parking area AND adding a shuttle down to the confluence would be a great addition to the area. The parking at the confluence is completely out of control and a safer, saner way to make the area more accessible to more people must be addressed. I am against opening the road to traffic and to adding overnight campsites. Where will the funding for full time staff to keep the area clean from rubbish and to protect the very dry area from fires? For any camping sites in the entire area, bear proof garbage and storage cans should be installed and fines given to those who do not comply. Fires should be strictly forbidden. The road is used by many non-vehicle visitors to the park - many of the older residents of the area use this path for walking, as well as families with children on bikes. If this road was to open up to traffic, I would hope a separate, non-vehicle multi-use PAVED trail would be part of the plan. While I enjoy the natural trails, there is a large elderly community up here that utilizes the road regularly.</p>

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
96	Awful idea. We like the small town and moved here to get away from visitors and bums. Campsites would create a huge problem for the animals and trash. We all know when some people camp they don't clean up. Plus prolonged stay invites undesirable people with undesirable friends.
97	State Park Campgrounds are a JOKE. Poorly managed and often abused by users. If you are putting a campground in please have staff to work it. Especially during the busy spring, summer and fall months. Not just during the day light hours but overnight. I would hate to see this beautiful area turn to a ugly campground. I enjoy hiking in this area often and love the fact that it is not overran like the confluence area. Some call it progress I call it as I see it. Just another way to make more money in a natural area that is currently being used and respected by those visiting it. Once it is changed there is no going back. Think about that!
98	Traffic, garbage, congestion and limited equestrian trail use.
99	I am happy to see trail improvements that include connector to Folsom SRA. I am concerned about the proposed camping facility along the access road. Currently, when we access the area it feels like an oasis. Quiet, seemingly secluded. I imagine a camping facility that could be year round, noisy, polluted and block access to the creek for runner's, walkers, and most importantly wildlife.
100	Existing trails service horses, bikes, walkers, and nature lovers. There is no complaints about the beauty and usefulness of the existing trails. New trails are not needed. The conceptual trails from the Knickerbocker proposal look like they were planned on a computer cad system and they are more suited to a flatland suburban park being built from the ground up. The conceptual trails are not needed. Existing trails provide the exercise, challenges, nature and beauty for users. Existing parking is ok but should be free.
101	This is not a location to have campsites. Auburn and cool is already Saturated with too many people and vehicles
102	The parking at the confluence is the only thing that needs to be addressed. It is extremely dangerous. I don't want campgrounds near my child's school!! Visitors have no vested interest, therefore we deal with the garbage, traffic congestion, noise, and differing priorities. We moved here for the peace and small town feel, not to be in the middle of a tourist town, where people come in and trash our community.
103	Traffic issues along with enforcement. There has been break ins to vehicles parked in numerous areas along route 49 and Pedro Hill
104	I think that before you spend money on new facilities, you need to clean up the old. For example, get the overturned and derelict bridge surface concrete up and away from the river. This is a blight on the scenic area that virtually every visitor to, or through this section of the ASRA sees. It denigrates the beauty of the canyon.

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
105	What to I ow the proposals.
106	No overnight camping!
107	Hi fire danger this area has no fire breaks and is not being managed to be fire safe. More people more chance of problems with fire.
108	Increase parking fees
109	Do not agree with adding the overnight camping. The area is extremely dry and there is a very high fire danger. Residents of the area have a difficult time even obtaining fire insurance now due to the increased fire danger. The State of California does not have the staff or the money to hire the staff that would be necessary to adequately monitor the situation. Opening up the paved road for vehicles is a really bad idea. The road is used now by families with small children (often riding bicycles), people walking their dogs, elderly walking for exercise, etc. If cars are allowed on the road this will no longer be possible. The area needs to remain as it is. Hwy 49 from Auburn to Cool currently has a problem of not having enough turnouts, add the extra RV traffic of people heading to Knickerbocker to camp and it will only get worse... I SEE NO PROPOSALS FOR INCREASE IN LAW ENFORCEMENT/ TRAFFIC ENFORCEMENT AND FIRE FIGHTERS to handle all the people this will attract ??
110	campground poses additional fire danger, opportunity for vandalism, theft, trash- concerned that we do not have the resources up here to accommodate these increases.
111	I would NOT be in favor of allowing the public to drive to the river from Cool staging. It opens up another can of worms. The area should remain as primitive as possible yet allowing upgrades and camping features.
112	Agree with upgrade for horse and hike. Picnic and road to river. I do not agree with camping. I see it failing due to people want to camp near a water feature also no need for a ranger facility. We more than enough traffic on our small canyon road!
113	<p>Much of the proposed area has long been used by both hikers & horse people who enjoy trail riding. Many of the horse people trailer their animals from outside of the Cool area, park behind the fire station & enjoy the trails from there. The increase in traffic from campers & the campers themselves will possibly put an end to this form of recreation. Once again you are proposing campsites near homes plus businesses in Cool & if I'm not mistaken close to a school. Highways 49 & 193 are already congested w/logging & gravel trucks plus the increasing number of people who have moved to the Divide.</p> <p>I can see adding amenities for hikers, mountain bikers & the horse people - just not the camping aspect due to the added risk of fire danger from camp fires. All of us live w/the risk of fire on a daily basis up here on the Divide, especially during the summer - just don't see the need to compound the problem w/campgrounds in the areas near homes.</p>

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
114	Just got back from a horse back ride to look at the areas concerned. It's a hot one and things are very dry out there. I live in Cool and am worried about fire danger from the campsites. Not just the threat to homes and animals, but the air quality becomes threatening as well. I hope you change your mind about the overnight campsites. With so much access and excellent staging upgrades, it shouldn't be necessary to stay over night.
115	Traffic through the canyon and not enough turnouts. People not knowing how to drive in the canyon and increased traffic.
116	I am concerned about fire safety, increased traffic and general wear and tear to our community
117	Large waste of tax payers monies, don't need more traffic in Cool. Do it in someone else's backyard. Fix road pot holes instead. I live just down the street and oppose it
118	Traffic, vandalism
119	Traffic
120	We need more mountain biking trails especially those specifically designed for this use.
121	Please make the trail a multi use trail to allow bikes.
122	My concern is that wild lands and wildlife are, and will continue to be negatively impacted through projects like this that will turn the wild canyon lands into an amusement park for humans. We have access to trails now. We should respect what we have and leave it alone.
123	No Over night camping. Increase of fire danger, traffic, and crime. Stop this please.
124	I want to have places for clothing-optional recreation.
125	Do not agree with adding the overnight camping. The area is extremely dry and there is a very high fire danger. Residents of the area have a difficult time even obtaining fire insurance now due to the increased fire danger. The people who would use the camp sights are not local to the area and they do not understand the constant need for vigilance where fire is concerned. Non-locals who use the area now are very careless, tossing cigarette butts and trash. The State of California does not have the staff or the money to hire the staff that would be necessary to adequately monitor the situation. If the general public would accept responsibility for their own actions and respect the local community then there would be less reason to be concerned about these proposals, but what I have witnessed on the trails in the last couple of years tells me that is not going to happen. Opening up the paved road for vehicles is a really bad idea. The road is used now by families with small children (often riding bicycles), people walking their dogs, elderly walking for exercise, etc. If cars are allowed on the road this will no longer be possible. The drivers will speed and there will be no one to stop that from happening. The area needs to remain as it is so people can access it by foot, horse or bike. The roads in and out of the area are already very busy and these proposals will only add to the current traffic problems. I would suggest that if you really want to "improve" the area better signage for the trails is definitely needed.

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
126	<p>1. I support the proposed trail connection between Olmsted and Folsom SRA. I assume this will be a multi-use trail accessible by bike, foot and horse. This is a great addition, thank you!</p> <p>2. I am concerned that a connecting trail accessible by bike between the Confluence and Olmsted as previously proposed by ASRA is not listed here. Why? That trail had already been marked/routed to my knowledge but was pending the ASRA General Plan. This is a big "miss" because there are no bike-legal connections between Confluence and Cool, and there are certain entrenched equestrian groups who refuse to allow bikes to use the Western States Trail to create this vital linkage. Routing bikes up PG&E Trail is not an acceptable option because it spits bikers out on busy Hwy 49. For these reasons, I request the trail connection between Confluence and Olmsted for bikes be added to the ASRA General Plan.</p> <p>3. I support moving the camping spots from the Auburn Interface to the Cool Interface. It appears the camp spots will be located away from the river, higher-up in the terrain. My question is whether this will really attract any campers to this area if they are away from the river? Does it make sense to add camping here? I also am concerned with having 50 campsites -- fewer seems more reasonable. I think the fire concerns that others have raised in their comments are valid (as I had the same concerns when the campsites were proposed on the Auburn side). ASRA will need to have the camps monitored whenever camping is in season -- meaning, staff on site or a camp host, with assurance that there is cell service so that calls can be made to 911 in case of fire.</p> <p>4. Vehicle access - The map seems to show that public vehicles can only go part-way and not all the way down to the river. I support that, as I think having vehicles drive down to the river ruins the ambiance and will conflict with equestrian/bike/hiker use.</p> <p>5. Trail signage - Not sure if this needs to go into the General Plan but the signage in the area for trails is poor and Olmsted feels like a "Bermuda Triangle" of trails where one can easily get lost. I think this also discourages trail use (away from the Confluence). I suggest better signage at the trails and also improvements to your maps and website to make it more attractive to people to use the trails. Encouraging people to stage from Olmsted rather than Hwy 49 at the Confluence will also help alleviate traffic issues. That said you would need to make parking free at Olmsted to make it worth people's drive up to Cool from the Auburn area.</p> <p>6. General ASRA Management - If ASRA plans to increase use of this area, it will need to staff it to protect the resource (ie: prevent fires or undesired use) and promote use (ie: provide directions to trail users and campers). Please consider how you will be able to staff/monitor the area when making any determinations to expand use in this area.</p>
127	Support vehicle access to whitewater park. In favor of improved day use facilities, including additional parking.
128	No fire or charcoal bbq...gas grill only. Camp must be improved (paved, water, sewer) and limited to less than 40 and not on the river. Picnic sites only along the river. Group sites restricted to a reasonable number to control noise, environmental damage, etc

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
129	I am against any of these changes because: 1. Very Concerned the overnight camping proposal will increase the chances of a devastating FIRE, so close to the community of Auburn and numerous residential areas on the edge of the canyon. 2. Impact of increased traffic on local roads. 3. Concerned these changes will attract undesirable individuals into quiet residential neighborhoods.
130	My concerns include increased traffic, litter and fire danger from campsites planned in Olmstead. Increased fire danger from camp sites is of big concern for me. Also, there could be drowning deaths since there won't be a lifeguard 24/7.
131	I do NOT support these proposals. I have strong concerns about the probable influx in population, increases in traffic, litter, and human waste, as well as the increase in wildfire dangers and destruction of local wildlife, most notably the newt population.
132	I do not like the idea of this at all! We already have enough traffic trying to get home through the canyon with people going to the river, I'd hate to have to deal with camping traffic in Cool. Zero campsites and no extra parking.
133	Fire, noise, and adequate supervision of those accessing this now quiet and peaceful place.
134	Fire danger; lack of ranger enforcement; conflict of bicyclists & horseback riders on trails especially single track, precipitous trails.
135	I support the Auburn to Cool bridge and a connector trail to Folsom Lake
136	<p>I think it is a wonderful idea to bring the people closer to the beauty of the American river. To be able to enjoy camping with your family, to live and breath this experience, if even for a few days - is a gift the parks can give to the public.</p> <p>Also please note that many people, elderly, some small children, and people with leg, hip, feet injuries or chronic ailments, cannot hike or walk long distances to enjoy these areas. It is important to provide ADA accessibility for all to enjoy. Easy parking, places to sit or rest along the way and while viewing the scenery are important to provide.</p>
137	<p>Please do not open the road to traffic. Currently people walk their dogs on road, parents walk with strollers & small children ride their bikes & hikers, bikers & equestrians crisscross the road to connect to trails. All this access would be lost due to safety concerns. Recently road was open for a music festival & there were cars speeding along the road making it dangerous. only open road for occasional special events & then the traffic needs to be supervised.</p> <p>Please do not open the area to camping for the very obvious reasons of extreme fire danger. The last big fire at Olmstead the canyon was closed & we were unable to get home to potentially rescue our animals in Cool. This is an extremely hot, dry area with high potential for fire. I honestly don't think it would be a popular camping area due to the heat. I think there is potential for homeless camping, drug use, criminal activity in these campgrounds that would require continual supervision.</p>

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
	<p>Olmstead is such a lovely trail system for all uses-hikers, bikers & equestrians. Why destroy it? Once trails are overused & the openness of the park are lost, they will never be regained. It is not unusual to see bear, bobcats, deer, turkeys & many species of birds & traffic out there would endanger them. There is a reason people come here to recreate & turning it into a city park is not the reason. If you want to improve Olmstead maintain the trails, do something about the barbwire on the ground leftover from ranching, do something about the star thistle overgrowth on the trails like they have done at Cronan Adding a connector trail to Folsom Lake would be a bonus. Adding more parking, restrooms & picnic tables would be a good addition</p>
138	<p>Build more trails, build more parks. As long as the area is properly patrolled and protected and has adequate trash cans to inhibit trash I think we should expand the recreation area for everyone to enjoy.</p>
139	<p>As a resident of Cool and equestrian/hiker user of the trail system, I strongly oppose the proposed plan to add vehicular traffic and campsites. The current fire road is frequently used by hikers, dog walkers and equestrians (especially during the rainy season.) Allowing vehicles will pose a safety risk to all.</p> <p>The increase in traffic and campsites will greatly increase our risk for fires. Our extremely high fire danger zone keeps our fire fighters busy all season and makes it very difficult to obtain homeowner insurance. Our recreation area is currently not sufficiently managed by the parks with illegal parking, trash, drug paraphilia, aggressive dogs, lack of trail clearing, etc. Adding additional amenities and access will only exacerbate the problem.</p>
140	<p>The Knickerbocker area is currently not being managed appropriately as far as trail maintenance and vegetation management. Current single track trails are being over run by non-native invasive thistles, trails are streams during the winter, and lack of stream crossings causing impacts to the channel banks, aquatic wildlife, and introduction of sediment into the stream. The only maintenance happening to this system is at the parking area, removal of down trees across trails, and weed eating/mowing in specific areas for special events. Although the trails are "open" during special events, these events impact the non-event users as the constant having to move off the trails into tick infested grass and the inability to see snakes. The trail system is poorly marked. Frequently being stopped and asked how to get back to the confluence. SP would like to: 1) open the current road/trail system to vehicles thus removing hiking/walking area that is used extensively by visitors and increasing negative interaction between foot/bike/horse traffic with vehicle traffic; 2) increase visitor pressure on the current unmanaged trail system; 3) introduce camping into a very rural area with horrible vegetation management increasing the wildfire risk to the residents; and 4) increase traffic through Highway 49 from Auburn on a highway that has seen to many accidents by poor drivers not experienced with driving narrow, winding roads. I am very much opposed to add camping to this area due to the rural nature and the type of visitors this brings at night time as there will be no patrols during this time where the people show up to party and start their bon fires. SP is putting the community at risk and SP has had their fair share of fires including the 2016 Sobranes Fire. The addition of camping will not generate enough funds to pay for the staff time, causing an increase in revenue from the general fund to be spent on the SP system. Do not remove any of the existing trails as the current network allows users to customize their length of their hike/ride based on their ability/time. Name the trails and install signs at every intersection.</p>

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
141	I focused on this mgmt. zone in my general comments (oppose campground, oppose opening St. Florian Ct. to general traffic, want the "social" trails respected as they're better-routed and far more varied/interesting than Olmstead Loop itself). It would be GREAT to have the proposed connector between the Olmstead trails and the Folsom Lake SRA. But I don't want to change the character of the park with vehicle traffic, campgrounds, cabins, yurts--trails are the heart of this unit and I don't want it ruined with conflicting uses.
142	Concerns over fire protection ON SITE. I want to limit overnight camping to 10 spaces. Bathroom facilities will be used by the homeless, which is fine--but will require more frequent cleaning/service. Fees must cover ongoing expenses.
143	I'm against campsites with housing communities being so close due to the increase in traffic and fire safety.
144	No over night camping
145	No overnight camping should be allowed due to the increased likelihood of fire incidents occurring. The number of people allowed to use the area should be limited and regulations should be strictly enforced to prevent fires, litter and other "people related" issues.
146	I agree with most of the first 70 responders: Fire danger, lack of Auburn State Recreation and CalTrans traffic mitigation, trash and sanitation issues are my greatest concerns. Mixed users on existing trails seems to need further clarification. Put the money into the FOLSOM LAKE state park by expanding campgrounds (including gull hook-ups for larger RVs) and parking and let users HIKE IR RIDE UP TO THE KNICKERBOCKER ZONE.
147	My husband and I are very much opposed to this action!!!! This is far too residential an area to create this kind of a situation in! It will not only bring undesirables to this area it will definitely impact our the property values because of that. It will also put an overload on the road leading to and from the area that we all use daily for our commute to work. Campers are very slow moving vehicles and we don't need that type of situation in this area!!! FIRE IS A HUGE CONCERN THIS CLOSE TO SUCH A LARGE RESIDENTIAL AREA!!!
148	This is a horrible idea especially the campground!! I'm concerned as a resident of Cool for traffic, crowds coming in, the ability of rangers and law enforcement to keep Cool safe. People have just gotten more careless and clueless about the fire danger in this area. People from Sacramento and San Francisco come up here without a thought in their heads to rules of park, respect for area, and that people actually live here. If the park needs examples look at mountains of garbage left up and down canyon and in CalTrans owned parking area. Watch how these idiots block 49 while looking for parking completely oblivious to the fact that it is a road people use to get home. Those 50 campsites aren't worth the money, damage to environment, and traffic issues they will cause for actual residents. Also if no campground is put there is no reason to waste any land on a maintenance area leaving the beautiful river area untouched as it should be. The bridge is fine as long as it is non motorized, but campground is awful idea!
149	Fire danger with campers coming in, traffic around Cool and our wonderful community, impact on surrounding wildlife, and finally the ability of park staff and sheriff to control riff-raff, fights, and homeless people who will set up camp leave for one day and come back.

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
150	Overnight camping
151	<p>I support a bridge across the American River as long as it is non-motorized for hikers, runners and equestrians. I do not support the use of a bridge to provide camping at the river. Neither do I support camping anywhere in the Knickerbocker Management area. Camping down at the river using the paved road behind the Cool Fire station creates a safety issue for people on foot or equestrians that use that road. Even the State Park employees that use that road do not maintain a safe speed when driving that road so the public is unlikely to drive at a safe speed (15 mph or less). Camping at the staging area or at the river increases traffic on Highway 49. Highway 49 between Cool and Auburn is not designed for the increased traffic that will occur if camping is made available in El Dorado County. Traffic at the confluence is already beyond "capacity" and creates very dangerous situations for both vehicles and pedestrians. Camping further increases the fire danger and while the American River may create a natural barrier for homes in Auburn there is no "natural barrier" for homes in El Dorado County. State Parks does not have the staff nor the funding (and it is not likely to receive such funding) to ensure safety, either from fire or other threats, that is likely to occur due to the increased public access. There is already conflict between equestrians and mountain bike riders as the mountain bikers frequently use trails not open to them. They are free to do so because the ranger presence is non-existent on the trails due in part to lack of staffing. Camping down at the river will further reduce horseback riding opportunities as it is likely that campers will complain about the horses and the safety issues for equestrians riding through a camping area will make it unlikely that equestrians will use that trail further reducing equestrian opportunities. Equestrians are an important part of this community and further loss of riding opportunities will impact them and the local economy. Furthermore camping and increased human activity will impact wildlife by disrupting normal behavior.</p>
152	I am very concerned with the proposals. I am concerned about the increase of traffic and people who may not be as concerned about habitat conservation and fire mitigation as those of us who live here.
153	<p>No overnight camping</p> <p>Horrible idea. It will be the death of the little town of Cool. Too many people will come who don't respect nature. Garbage, traffic and too many people. No No No.</p>
154	<p>50 campsites seems like too many... Who is going to manage this area, are there enough rangers to do so??</p> <p>How will you prevent the homeless from coming in and making a mess..</p> <p>Are you destroying or limiting access to the multi hike/bike/horse trails in the area???</p>
155	I'm concerned by the proposed vehicle access and campgrounds due to the high fire danger in this area.
156	I have 2 major concerns with these initiatives; increased traffic on hwy 49, from Auburn to Cool, and increased fire danger. In regards to the traffic: hwy 49 is a two-lane road that is already inundated with commuters, bicyclists, logging trucks and quarry trucks. The home and property

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	<p>owners (ie taxpayers) in Cool/Pilot Hill/Greenwood/Georgetown that must travel along the 49 corridor over the confluence already suffer from a lack of CHP patrol, are often impacted by accidents and road work, and since it's only two-lanes, the delays are significant. Adding more campsites = more traffic, which this already dangerous road cannot handle. In regards to my second concern, which is an increase in fire danger: we as homeowners and business owners on the Divide live in, not a HIGH wild land fire risk area, but a SEVERE wild land fire risk area. We pay higher homeowner insurance policies because of this. Hundreds of homeowner policies have already been cancelled by the insurance companies, leaving residents to scramble and find different policies that are always more expensive. The stress on residents during fire season is great! Every time there's smoke in the air, we're watching Facebook to make sure we don't have to evacuate our families and animals! Who in the world would think that adding campsites to this area is a good idea? I'll tell you who: people who WON'T be impacted by a devastating wildfire! It's not going to be locals camping; we already live here! It's going to be out-of-towners, who are oblivious to our fire concerns, or will not be impacted by one. If a wildfire is started at these campsites, the campers get to leave, while the residents up here have to deal with the devastating aftermath. Residents will be left with charred homes, decreased property values, and the INCREASED uncertainty that we will even be able to get homeowner insurance policies in the future. Campsites with access to the American River is a bad idea! An idea that could devastate lives of the people who live here, work here, and already pay taxes here!</p>
157	<p>Why did it take someone putting a flyer on my doorstep for me to learn about all these plans?</p> <p>Do not build a campground in this area. It is a fire hazard that is too close to a populated area. The river will not stop a wildfire. If a fire breaks out in the middle of the night, people could be killed.</p>
158	<p>The confluence is an absolute zoo as it is. As a foothill native and an area resident for 25 years, I have witnessed the total lack of respect by many that use the existing recreation facilities. My concerns specific to the Knickerbocker Zone involve the added fire danger due to the increase of public access. I do not own or ride horses (I am deathly allergic). However, I'd support keeping the Knickerbocker area open to hiking and equestrian use only, and think adding one or two group camping areas available only for equestrian enthusiasts would be a unique and much needed option. Limit any additional general public camping sites to the Auburn side of the river where general vehicle access (and it's related negative impacts) are already in place. The wide paved road already exists most of the way to the river. Opening it up for day use only with limited amount of day use parking at the end seems logical.</p>
159	<p>I don't feel that Highway 49 can handle more traffic and the current ASR staff can handle more people. More staff would be needed.</p>
160	<p>This will not add revenue to Cool or the divide. It will bring more disrespectful people with their trash and add a fire danger to our community. No no no! Placer county does nothing for us even though for many years we have contributed greatly to them. By the way, I never shop in Auburn anymore. Tired of being harassed by the homeless that your city council cares more about than its hard working citizens. Too bad. Auburn used to be so pretty.</p>
161	<p>All trails should be for all user groups at all times, including the new trail to Folsom.</p>

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	Camping is already available at the end of Rattlesnake Road from Pilot Hill, new campsites are not needed and will detract from the park.
162	The heavy usage in this area currently comes with organized events and races. People come to this area to enjoy the solitude and quiet of nature. Adding 50 campsites will remove that option. Campsites come with vehicles, animals off leash (in spite of laws) noise and pollution. I do not understand taking this option away from the public. The roads and additional traffic will alter the area and the pristine trails permanently. There are very few equestrian trails in our area, and the impact of so many people will take this away from an already limited resource.
163	the area need to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers
164	the area need to be better developed to properly regulate attendance, parking, and income potential
165	<p>I am concerned about the possibility of fires if campsites were added to the area, there would need to be a ranger station nearby in order to patrol it and ensure the sites were used by responsible people (not people wanting to party and leave their beer bottles and garbage behind). Opening up the Folsom SRA - Olmstead connection would make the Knickerbocker area less safe for horses, which is one of the attractions to our area. I am also concerned about the fire bellied newts breeding grounds being tampered with due to vehicle and additional foot traffic if the road were to expand to allow access to the river from the Cool side.</p> <p>Leave the area alone, it is a great trail system that is separate from the other, more crowded locations. Single access allows for better management of the trail system in my opinion.</p>
166	I am not sure camping is necessary, but the more trails that can be added in the area, the better.
167	These plans would destroy everything! It would turn this area into one big mess! These plans don't sound any less damaging to the environment than the Auburn Dam! The trail connection is the only thing in the whole proposal that sounds acceptable. Everything else that was mentioned would ruin this beautiful area.
168	<p>No trail connection from Cool to Folsom. It would be too difficult to patrol and manage with staffing shortages. No additional facilities need to be provided at Cool staging area. Most people do not picnic there, they go to the restaurants. Additional parking may be helpful. Opening up the Knickerbocker Road to vehicle traffic would be a disaster. That road is used by elderly people walking with or without dogs, children learning to ride bikes, people pushing strollers, disabled people wanting to get out somewhere safe, etc. It would be impossible to patrol the road for speeders. Also having campsites at the river would be an open invitation for homeless people, drug addicts, etc. as evidenced at Dru Barner park. It would be very difficult to manage and dangerous to let people camp there.</p> <p>The trails should be left as is in the area. Many people can be using all the trails and it does not seem crowded. We need the social trails in order to provide shorter ways to get around and get back to safety in case of an emergency.</p>

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169	<p>Many people live in this area specifically to enjoy riding their horse. There used to be many more safe areas to park your vehicle and ride your horse but they are becoming more and more scarce / obsolete due to more people moving to the area. There has to be a stopping point for getting rid of all the horse trails and safe horse parking. It is much easier to find a place to ride a bike or have a picnic or camp than it is to find a place to park a horse trailer and ride. Just because the people who move to this area from the cities do not want or do not have horses it should not mean that those of us who do should forfeit what we do so the madding crowd can take over our trails. These trails were made by horses and should be preserved for horses. There are enough problems with the amount of people that already come to this area for recreation. How do you expect to manage well over 2X that size. Now with the legalization of marijuana there will most likely be the threat of more wildfires. We need to protect our land. Fewer people means fewer mistakes to cause wildfires. California should not try and make money by relying on camping fees. People who ride horses do so all year round. Campers rarely if ever camp in the winter. The area makes money all year round from the horse enthusiasts and people who park and use the day use area. Do not waste a bunch of tax payers money on projects that will not be profitable and will ruin the beauty and functionality of the area. Keep things as they are.</p>
170	<p>No overnight camping to due concerns over fire danger --</p>
171	<p>Leave it as is! We don't need more traffic in the canyon or more people trampling our area.</p>
172	<p>I'm concerned about fire danger and increased crime to our neighborhood. Overnight camping might encourage more homeless to the area. Overnight camping and campfires is a bad idea in a very high risk fire zone with homes and development close by. My vote is NO overnight camping.</p>
173	<p>I think it is a very bad idea and will bring more traffic congestion. We drive hwy 49 everyday and the traffic is already ridiculous.</p>
174	<p>While it may not directly impact our neighborhood, it would indirectly impact fire safety, traffic and road safety and integrity, and potentially increase crime in the neighborhood through the new trail bridge access through the Auburn Interface Management Zone. This is unacceptable as there are other less populated areas available for campsite and other development.</p>
175	<p>My main concern is the increase of people increasing the fire danger and the already congested traffic on So. 49 through the canyon.</p>
176	<p>I vote NO on campsites, the fire danger, the trash left behind, putting a road through the open space is also a stupid idea. The Park systems in place now can't control the influx of people coming why add more. I am against adding more ways for people to destroy this beautiful area.</p>
177	<p>Incredibly irresponsible to risk ANY fire activity in this canyon. Over use of our most precious resources, it just needs to stop. NO carbon footprint, leave it wild and scenic.</p>
178	<p>NO OVERNIGHT CAMPING DAY USE ONLY.</p>
179	<p>NO campgrounds.</p>

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	<p>NO road access to the river</p> <p>Improve trail maintenance and signage. Trails are becoming overgrown, rutted and acting like creeks in winter due to lack of any trail maintenance.</p> <p>Leave this eco-system intact. Great area for native wildlife which would be displaced by all the building and infrastructure you want to add. Place to see bobcat, coyote, deer, river otters, bluebirds, white tail kite etc which will be displaced and disrupted by roads - cars - campgrounds, etc etc.</p> <p>No need for campgrounds. Peninsular campground is never full. Lots of campgrounds available all along the south fork Amer River. Keep it undeveloped for plants, animals, and people. Just do trail maintenance!</p> <p>DO not open or extend road. It would just disturb tranquility and split this large area into 2 smaller areas.</p> <p>Road is nice walk for folks with strollers and dogs and is heavily used by walkers, hikers, dog walkers, families with kids, bikes, now every day of the week. DO not destroy this asset in search of areas to pave over to get more fees and make life easier for rangers so they never have to walk anyplace just drive in their trucks.</p>
180	Traffic created by adding camp sites
181	I am worried this will become overcrowded. It has been lovely for the past 15 years and one of the few places where bikes, horses, and runners are able to use the trails safely. Adding a driving route to the river would change this, I fear. In so much of the ASRA, you can already hear cars/trucks while hiking. In most of Olmstead, you can't and it would be wonderful to keep it that way.
182	Access to the river/play park site please
183	Fire management
184	Yes to trail connection, picnic tables, restrooms, interpretive trails - Day use. This area is already highly used for runners, mountain bikers, horse riders, hikers, school children and it is loved by the community and many visitors. No to road in open to public and no to camping unless it is limited, permitted backpacking in only. Too much of an impact to the area with car camping. Do not want camping so close to school area and the fire danger is a significant concern with camping.
185	I have many concerns regarding the needed for this plan. Currently there is only one way for thousands of Divide residents to drive/commute to I 80 with more tourists and campers the drive will be more congested than ever. Additionally, the pristine beauty and seclusion of the Knickerbocker area will be carved up with roads and campground areas that just aren't needed. I'm also concerned with what this will do to the

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	incredible beauty of the river in this area. I'm not opposed to tourism or camping, I would love to see some camping areas further down the river at Folsom Lake. Seems a much better alternative.
186	<p>I love the idea about joining the Folsom trail system - fantastic.</p> <p>Please no campsites - this doesn't raise much revenue but makes for major fire danger in an extremely dry and susceptible area. Keeping restrooms and area clean and trash free would not be worth the cost.</p> <p>Please NO cars going through the fire road to the river. Plenty of access to the river if on foot - let's keep the car traffic at the bottom of the canyon and keep feet and animal hooves up on Knickerbocker. It's too special of a place.</p>
187	My primary reaction is that now the Knickerbocker area is used by many hikers, bikers and equestrians who seem to treat it with respect and do not litter, but I fear if people are camping trash could become a problem as well as fire. The traffic at the confluence already poses a danger and increased traffic through that area is undesirable. I see no problem with a bridge from the Cool side to Auburn, or a trail connecting Folsom SRA, but all other proposals would cause nothing but problems.
188	<p>We need to carefully plan and manage trails for shared and/or alternating use by equestrians, bikers, hikers in a way that is fair to all. Not every trail must be always accessible for every user group, but every group needs to have available high quality trails and related facilities.</p> <p>This is an appropriate place to provide more camping facilities and also to facilitate some special events.</p> <p>More picnic areas and amenities with shade.</p> <p>Interpretive displays</p> <p>Yes to trail connection to Folsom Lake area.</p> <p>Yes to added parking.</p> <p>State Parks should recognize and accept maintenance responsibility for previously unrecognized social trails.</p>
189	Opening up the Knickerbocker Road to motorized vehicles will highly impact the present day usage of the road. Equestrians, hikers, and walkers now have a safe area to ride and walk. I doubt that the proposed vehicle access will be properly patrolled and maintained.

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	I also doubt that the proposed campground will be properly managed thus leading to trash, unauthorized campfires, and vandalism.
190	Do not want camping. The area is currently used by many for hiking and horse riding. It is a high fire danger area with winds whipping up the canyon.
191	One concern is the proximity of the proposed camping sites to the local elementary school. I agree that having camp sites and better maintained trails would be an economic improvement to the town of Cool and the adjacent community, but want to make sure that development complies with all local and state regulations and permits. The American river is the home to state listed and special status species such as the Foothill Yellow Legged Frog (FYFL) and western pond turtle (concurrently). It is not clear what or how increased recreational use and traffic might impact the populations of these critical species. FYFL are know to use the mainstream and tributaries to the American river for breeding. Have surveys been completed in the Knickerbocker Management Zone that are specific to Salt Creek Knickerbocker Creek, and Lucken's Creek? Will there be a CEQA document?
192	Please do not allow campsites or river access by vehicle, this trail system is best suited to remain as open space for those traveling and exploring by foot, horse and bike. Any additional congestion via motorized vehicles will cause greater fire risk, infringement on wildlife habitat and trash. A better alternative is to use these monetary resources to acquire more public open space through the purchase of more land from private land owners much like which the American River Conservancy does. Please keep our open space as just that, open and not over impacted.
193	I am not ok with 50 campsites including cabins and yurts I am fine with connecting trails. The camping thing increases the risk of fire here on the divide. We are in a extreme high fire danger area as it is , it is next to impossible to get homeowners insurance and I think at this point there is only one or two companies that will even write a policy. I do remember the rattle snake bar campground being closed due to crime, public intoxication , fires etc. Every weekend I drive on Hwy 49 through the confluence there is a life flight helicopter or a group of fire trucks down near the bridge saving people from irresponsible behavior. Also with the price of housing prices increasing rapidly in the area this campsite , yurt , cabin community will be a new cheap refuge for homeless people to take up residence. Please keep it a day use park so it will preserve this as a nice place for runners, equestrian, etc.. to recreate.... that being said, no no no, please listen to us , the locals
194	Increased traffic on 49, its a nightmare now, adding more campers, trailers, 5th wheels, motor homes, etc. People who use the road now don't seem to know what a turn out is....they will have 10-20 cars behind them and not use any of the turn outs. The increased fire danger, trash, graffiti and destroying the beauty of the area. I vote no on this proposed camp ground
195	I am in support of new trails as long as they allow mountain bikes. I support the proposed multi-use singletrack trail connection between Olmsted and Folsom SRA. Please add a bike-legal singletrack trail between Confluence and Olmsted Loop. The only other option is for bikes to ride up Hwy 49 which is a dangerous and busy stretch of road.
196	Opening the road to traffic and the overnight facilities. This will increase traffic to the area and drain public services. Would need more infrastructure in Cool to support this proposal. Campfires in overnight facilities also a concern

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197	<p>We moved out here to escape the congestion of the city and now you are going to bring more congestion here. The narrow winding hwy 49 cannot support the amount of traffic this will bring. We already have to pay for expensive home owners insurance d/t fire danger. Campers will increase that fire danger with camp fires, cause destruction of the fragile ecosystem, uproot wild life, and disturb the peaceful nature of our homes. The increase in tourism at the confluence since hwy 49 was turned into a parking lot has been evident by the trash, graffiti and damage done by these people. I do not want your proposed changes to the area!</p>
198	<p>I am fine with connecting trails and more parking spaces. I am not ok with 50 campsites including cabins and yurts. Sorry the camping thing increases the risk of fire here on the divide. We are in a extreme high fire danger area as it is , it is next to impossible to get homeowners insurance and I think at this point there is only one or two companies that will even write a policy. I recall the rattle snake bar campground being closed due to crime, public intoxication , fires etc. Every weekend I drive on Hwy 49 through the confluence there is a life flight helicopter or a group of fire trucks down near the bridge saving people from irresponsible behavior. Also with the price of housing prices increasing rapidly in the area this campsite , yurt , cabin community will be a new cheap refuge for homeless people to take up residence. Please keep it a day use park so it will preserve this as a nice place for hikers, equestrian, etc.. to enjoy and recreate.</p>
199	<p>this would be the worst thing that can happen here in our community of Cool. People live here to get away from the rat race of the city for one thing. if the road behind the firehouse opens up, you're looking at trash thrown out of cars, cigarettes thrown out (possible fires), vandals, the list goes on. We use that road to ride our horses to get on the off shoot trails. This would make it very unsafe. Put campgrounds and access routes in Auburn ONLY. This would make it easier anyway for people. Than canyon is so crowded now anyway. And you want to make it MORE congested?</p>
200	<p>I think they are all no good. ANY development in this area would be a disaster. The area is prime FIRE danger area, it is pristine wilderness that needs to remain pristine wilderness. It is already full of trail users and that is what is was set up for. DAY use....NOT overnite camping, NOT campsites where people cook --- fire potential, NOT a place to encourage more trash , NOT a place to ask for more drunken behavior and misuse of land -- take a look at Rucky Chucky ! I live on the border of this trail system and do NOT want to see anything else beyond what we have now. Daily trail users -- horseriders , bicycle riders, and hikers enjoy our trails --- and that is how it should be.</p>
201	<p>This is already a dangerous high fire risk area owing to many uncontrolled stands of Grey Pine, plus drought-level dry summers and resulting high fire risk dry undergrowth. The campgrounds proposal increases this danger. As the situation stands for residents of the area, such as me and my family, insurance availability is already difficult because of the existing fire risks. Campgrounds will increase this risk and therefore increase the difficulty of obtaining residence insurance! There is obviously a tax payer expense in creating and maintaining these campgrounds. Do not add the additional personal burden to local residents that would be caused by raising the fire risk to meet entertainment goals for non-residents!!</p>
202	<p>I don't see the state being able to handle or otherwise coordinate with other entities the traffic, parking and visitors down at the confluence area; how on earth will they be able to take on new camping areas? While the state can't be responsible for actions of individuals, they must be responsible for enforcing rules and keeping people safe, not only visitors but the surrounding community that live here full time. I don't want increased trash, traffic, fire danger without additional resources to combat these issues. I am not in favor of having to support and fund those</p>

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	resources. The state already has too much to handle and not enough money, what makes them think they can add to the financial drain by creating new camping areas?
203	There's so much traffic on the canyon now with the additional parking that was put in! I'm also concerned with fires, trash, & a general mess!
204	Will be a huge potential fire hazard in an already venerable area! Will also be a traffic issue!
205	I like all of the suggestions for this zone. I am aware that many Auburn residents are opposed to campsites because they believe the homeless will take advantage of any facilities which are built there and also have reservations concerning fire danger. First of all, the homeless would have to find transportation to the campsites so I don't really see this as a draw for them to have to come so far from the town. Of course, living in California we all have a fear of fires, especially the likes of what we have seen over the past few years. However, I believe if you research the origin of any of these fires, none of them will have been started in a campground regulated by the State or County. If that is the fear, then we should not have campsites anywhere on our public lands.
206	Opening up Knickerbocker road to vehicles will stop all the walkers that use this road multiple days per week. It would also disrupt the wildlife in the area. We have seen bobcats, mountain lions, foxes, coyotes, otters, and others on this road. The impact of opening it to vehicles would ruin it for the current users.
207	I am concerned about camping in the proposed area due to fire risk and other environmental and social impacts.
208	<p>Serious traffic concerns for the 2 lane Hwy 49 canyon, specifically slower RV, horses trailers, large trucks. There are not a sufficient amount of adequate turn outs. Damage, wear and tear on roads that are already suffering. Campsites, ground contamination, environmental impact, human waste from tent campers, garbage & liter in area & roads.</p> <p>Horse waste, pet waste.</p>
209	Looks awesome! I'd love to see this happen
210	Fire threat is my biggest concern. I've been evacuated twice due to recent fires due to careless individuals
211	The added amount of traffic will be bad for local residents.
212	Where do I start? I have lived in the town of Cool for over twenty years. During this time, I have not seen very much population growth or development which is one very large factor as to why I moved here from Sacramento County. The changes that I have seen however, is the popularity of the Knickerbocker, Ohlmstead, Cronan and Magnolia trails and confluence area of the rivers at the county line between Placer and El Dorado counties. Highway 49 and 193 through Cool are also extremely popular with motorcycle and car clubs. These roads are through highways with not only local traffic, but heavy vehicle traffic from upcountry loggers and the local rock quarry. These highways are already overburdened with this traffic. By adding additional vehicles to these roadways is a dangerous proposition. How can these highways handle even

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	<p>more traffic without some major repairs or modifications? The road as it is is treacherous for the locals to navigate. I can not imagine the disasters waiting to happen with the influx of out of town drivers who are unfamiliar with the roadway.</p> <p>As to the proposed campgrounds, Cool is already designated as an extreme wildland fire area. The residents living here have been dealing with insurance companies cancellation of their homeowners insurance due to the wildland fire zoning determined by the State of California. And now there is a proposal to allow campfires in this area? All the residents living here work very diligently to keep fires at bay by keeping their property clear of fire fuels. To open up this wild area puts our town, homes and lives at risk.</p> <p>I do not oppose allowing people to use our wonderful trails and rivers. Being able to utilize this open, undeveloped wildland is what makes Cool the unique recreation destination it is. Any development of this wonderful wildland will be certain to destroy it for all.</p>
213	<p>HWY 49 from Auburn to Cool is already a mess virtually every day of the week. The disrespect shown from those already using the area is intolerable. Not only to the environment but to others traveling on 49. The current lack of enforcement does not bode well for this proposal, which means additional people. Additional people means more crime, more speeding, more illegal passing, more trash, more disrespect. The possibility increases greatly for increase in fire danger, wildlife infringement, and traffic accidents.</p>
214	<p>I hope the staff will pay attention to the locals.</p> <p>Edit: That's it? No actual survey?</p>
215	<p>We don't want it or need it. It will ruin the small town charm of Cool. Please leave well enough alone.</p>
216	<p>I agree with a new trail connection from the Olmstead Loop to Folsom Lake SRA. NO to the proposal for camp grounds and driving access to the river from the cool side. the parking and additional people in the canyon driving is already congested and chaotic. increased fire danger. olmstead side needs to stay the same.</p>
217	<p>Campsites will bring in Traffic and people partying late into the night.</p>
218	<p>Traffic congestion. Cost too high for local residents to access. Disrespect by visitors to the area and towards local residents. If you build it they will come. Once they are here you will have little control over how visitors treat the area.</p>
219	<p>I'm concerned about the fire risk, increased traffic, and impact on the local environment that is an historical area. I am not in support of this proposal at all.</p>
220	<p>I personally think it's a bad idea. The cool area is lovely with out this</p>

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221	I think it is a terrible idea I am 100% against this. We have enough issues with tourists down at the confluence. They don't even know what a turnout is let alone how to park or drive the canyon. The traffic will be unbearable for this small town. Also people think it is acceptable to leave their trash everywhere they also think it is fun to spray paint and destroy the area. vandalism. Also people do not know how to properly start a campfire let alone put one out. My home my neighbors homes should not be threatened by a Wildland / grass fire because of tourist
222	Traffic on the divide may increase
223	The camping area and the vehicle access bring a lot more activity (vehicles!) to a very peaceful multi-user area.
224	What makes this area so beautiful are the wild animals and remoteness. I do not want public access except by foot, mountain bikes and horseback. Building a paved access road and campground facilities would destroy all the natural beauty. Campers. Trash and bears seeking food that will eventually lead to them being killed. Olmstead was not donated with this in mind. Use our resources to build hiking/equestrian stepping stones/bridges that in the wet season are impossible to navigate. I have hiked, run and ridden this beautiful treasure for the past 20 years. HANDS OFF
225	I am against opening the road to motorized traffic. This road is used by dog walkers, parents with strollers, bicyclists, hikers and equestrians. Adding vehicles would lead to accidents and some user groups would no longer feel safe on this road. I am also against adding the campsites. I would worry that there would be more problems with fires.
226	I live in Cool and have been a Realtor here for over 20 years. I am not in favor of overnight camping. This location is well suited for beginner - intermediate horseback riders, mountain bikers, and hikers/runners. People from all over the foothills come here to share the fairly level and open terrain - together. Access to this area is already being taxed due to population growth and discovery of our region.
227	I am very concerned about possible camp sites and associated trash and fire potential. Our area is small and rural. Opening up the road to the river and adding camp sites will negatively impact the wildlife and beauty of the Knickerbocker area. It is clear from viewing the confluence area, as well as the University Falls area, that young people who flock to the river, show an extreme disrespect for the area. We can expect more trash, speeding, impossible traffic on Highway 49, as well as an unacceptable increase in the risk of wildfire. Resources could be used instead, to improve the trails over and around the seasonal ponds and streams in this area.
228	Horrible idea. It will be the death of the little town of Cool. Too many people will come who don't respect nature. Garbage, traffic and too many people. No No No.
229	As a resident and regular user of this area I do not think the ASR has demonstrated the capacity to oversee or enforce the current/existing facility at the Knickerbocker area. The proposed expansion would be great recreational activities for the public. But without resources designated specifically to maintenance and enforcement, this would significantly impact the Cool residents with traffic and parking, fire danger, and potential increase in criminal activity. This is especially concerning given the limited access in and out of this area.

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
230	I am greatly concerned over the increased danger to the area for wild fires. This is already a high risk area and adding overnight camping will encourage camp fires. Already the University Falls area has had to be closed as when open it was ruined by trash and this opens this area to a lot of people and waste. Hwy 49 from Auburn to Cool is already overloaded with traffic and deteriorating with all the use. It is the ONLY way we have in & out to Auburn, esp. for emergencies. Adding more public access here in Cool increases the traffic using Hwy 49 and unless they improve and enlarge it, it cannot handle more traffic. Look at the traffic mess they now have in Auburn at the Hidden Falls Park to see how it impacted that area. All this is being added to an area that cannot be supported by the road that is serving it, Hwy 49. It will endanger the use for emergency vehicles on Hwy 49 and special consideration should be taken since it is our only road through the canyon to Auburn, medical care, etc. And most frustrating, is the State Park Service does not even consider going to the people in the community and explaining what they want to do to their community. That shows total disrespect to our community and concerns for our safety and wellbeing. I am completely against the opening up of this area for vehicles or camping and hope the community gets together and protests this.
231	Congestion, traffic, trash, crime All will increase
232	Congestion, added traffic through already heavily used canyon primarily, risk to adding people, dogs etc on primarily horse trails/hikers. Accidents will occur.
233	No no no. Terrible idea. If you want to go down to Rocky Point there is a trail to take you there. I don't want to hike there and come into a campground with cars all over the place. You are destroying a beautiful nature area. We go there to get AWAY from hustle and bustle not to walk into a social arena. In addition, all the hikers and horses in the whole Olmstead area will be bothered by cars driving down to the area. I am against both routing traffic up from Confluence to Cool and back down to Rocky Point as well as a bridge directly over to site. If someone can't make it down to the river there on their own through nature, then stay down in Folsom or elsewhere; they probably don't belong in rugged terrain. Keep our serenity!
234	Terrible idea, hwy 49 from the confluence is already a terrible mess on holidays and weekends. Your asking for trouble with this plan to add camping and access to Folsom. I see a huge increase in fire danger, wildlife infringement, traffic accidents and incidents on the trails which are crowded enough as it is.
235	I am worried about increased fire risk if camping is allowed. I am also concerned about the impact of having motorized vehicles on the road. The road is used by parents with strollers that can't otherwise use dirt trails. Additionally horse riders and hikers have to crossover from one side to the other in order to access the trails.
236	Build it!

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
237	No camping by American River. Preserve Pardner Rock Trail. Oldest trail in the area. Over 100 years old. Before bridges. - ferry across to Auburn.
238	hwy 49 is already congested from Auburn down to confluence and up to Knickerbocker. I'm concerned about wildfires; we are in a high risk area with few ways out. I'm also concerned about the garbage, lack of water and negative interaction with wildlife. leave it alone. we don't need another campground
239	My children attend Northside school not far from this location. We moved here to get away from all the people in the city. Camp grounds bring all those people here. Could cause issues with school field trip issues to this area. Complete waste to turn this area into camp sites.
240	<p>Grandfather in existing social trails instead of closing them down and only allowing travel on the named trails. Because of them it is possible to experience quiet and solitude without running into other trail users since there is such a choice of routes, even when the parking lots are full.</p> <p>If there is going to be an Auburn-Cool bridge, make it vehicle worthy so campers can drive directly to the proposed Rocky Point campground from the Auburn side instead of driving the long way all the way around up Hwy 49 to Cool and then through Knickerbocker, then back down to the river. Limit vehicle access to just the campground and NOT back through Knickerbocker.</p>
241	That it would ruin the events we hold up there year after year. I am against it!
242	This will be a total disaster for the bike races, foot races, horse and endurance races on the olmstead loop. People do not come from all over the world to going running through a camp ground. They come because they get a wilderness experience. Not to see a bunch of oversized rv's.
243	State Parks needs to make safety to trail users a priority. This has been greatly overlooked in the past due to certain staff members of State Parks by allowing mountain bikes on former hiking/horse trails. This has been a grievous mistake, as documented injuries to hikers and equestrians from fast moving mountain bikes have proven. Please check Park Watch reports. STRAVA and other documented reports. The mix of mountain bikes with foot users (people and horses) is incompatible and dangerous and mountain bikers need their own areas and trails. Mountain bike races in this area have ruined trails as they ride in all weather and mud. We travel to this area frequently to recreate and ride in events with our horses
244	Go for it
245	My top concern is the impacts of campgrounds on the natural and cultural resources of the Knickerbocker Management Zone, especially the blue oak savannah areas. Otherwise, I support the proposed amenities and improvements. Three group campgrounds seems excessive for this area, but one should be an equestrian group camp. Interpretive signage should include the history of this area and how it was utilized by native Americans as well as early white settlers/farmers.

Comments on Knickerbocker

Comment Number	What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?
246	This would be an awesome proposal if you built another vehicle bridge from Auburn to Cool. Parking, traffic and foot traffic has become hazardous on 49 at Confluence bridge especially on the weekends. This is the only way in and out of Cool where we live traveling to Auburn. Visitors use it as a footpath. Parkers use it as a parking lot. More traffic to Cool will endanger more of these people's lives. Please consider.
247	Fire Danger.
248	I do not agree opening the paved road to the public. It is very close to many trails and will adversely impact the area and experience of people wanting to experience the natural beauty of the area. I do not support camping so close to the river. I have camped at peninsula campground and the noise, trash and lack of supervision of the area does not fit the cool area. I have no reason to expect any different policing or supervision of this area. Fire is also a big concern with the topography.

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
1	<p>I am most alarmed by the proposed camping facilities in an area that CAL FIRE considers a Very High Fire Hazard Severity Zone. Being in the safety profession, you always try to eliminate hazards, not introduce them. One errant spark from a campfire, one recklessly tossed cigarette butt, and depending on many unpredictable factors, such as wind, a disaster of unknown proportions could ensue. I implore you to heed the concerns of the neighboring residents who would be on the front lines of a canyon fire. Please do not build any camping facilities in the Auburn Interface Management Zone.</p> <p>I have additional concerns regarding the proposal for expanded day-use facilities. Can we not leave the area as a quiet, minimally disturbed zone? People go explore the canyon to find peacefulness. Adding the day-use facilities you propose will squash the natural setting.</p> <p>Thank you for your consideration.</p>
2	<p>I am strongly opposed to any camping on Auburn or Cool side of the river due to high risk of fire danger to the canyon and residents of both Cool and Auburn.</p> <p>Why does there need to be another pedestrian/foot traffic bridge to cross the river? We already have No Hands Bridge. It seems more cost efficient to extend the trail on the Cool side from No Hands Bridge south so it will meet up with the Knickerbocker trail system and Folsom SRA.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area.</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>This is a busy area and is currently not well maintained (garbage, vehicle traffic). Expanding usage will not help with these issues. Let's focus on improving current trails and facilities and not so much on the commercialization of this natural resource we all cherish.</p>
3	<p>Definitely install an Auburn to Cool Trail bridge, and make it beautiful and in line with the historic (automobile and wagon) bridges upstream. Develop camping sites on the El Dorado side of the river for hikers, and expand and improve trail head, day use, special event and parking facilities on both sides of the river. Improved boater put-in and take-out sites, and ensure regular access to this area. Provide infrastructure for slalom gates at the Whitewater Park. Enter into dialogue with the PCWA to see about using the Pump Station Road for boater put-in and take-out.</p>
4	<p>Yes on trail bridge.</p> <p>Yes on improved launch.</p> <p>No on boater shuttle service.</p> <p>No on mountain bike trails.</p> <p>No on expanded day use facilities, especially no on equipment rentals.</p> <p>Please no camp sites!! I am very concerned about fire risk and crime. If camping is permitted please limit it and have a host. Please no cabins or Yurts if camping is allowed.</p>
5	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Also, many people walk/hike/ride/run on the paved roads in China Bar due to the uneven terrain of the trails. ASRA should staff the kiosk on the weekends to provide directions and maintain safety. Instead of adding vehicles to China Bar, ASRA should encourage visitors to to park at nearby Overlook</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>Park and hike/ride from there. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.</p>
6	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal singletrack trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal singletrack trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.</p>
7	<p>My concern is camping in this area would greatly increase fire risk. This area would put Auburn residents at very high risk and give insurance companies more ammunition to drop policies.</p>
8	<p>Increased access to nature is a positive from my perspective. We have a wonderful resource in our river canyon that has the potential to increase recreational opportunities (camping, interpretive centers, direct river access for rafting/kayaking) and can also be an economic resource in keeping with the culture of Auburn. I have appreciated the additional days that the China Bar gate is open and would like to see it open daily. The expansion of access and services in this proposal would benefit both locals and visitors and would add to the vibrancy and health of our community.</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
9	<p>Open all existing trails to bikes. Those who oppose this will most likely claim it cant be done for 'safety' reasons. Please reference Parks own survey from 2012 that essentially stated user conflicts are a figment of the imagination. Plenty of options to mitigate safety concerns also exist at little to no cost to Parks, rendering the argument void; odd/even day access, seasonal closures, trail improvements, etc etc.</p> <p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal singletrack trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal singletrack trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.</p>
10	<p>Auburn/China Bar:</p> <ul style="list-style-type: none"> â€¢ No overnight camping or parking should be allowed. â€¢ China Bar gate at Maidu should be locked at sunset per current practice. â€¢ On the Knickerbocker side, no access beyond zone â€¢ No commercial rafting trailers or boater shuttle service. Roads are too narrow below Oregon Hill, and too full of pedestrians above it.

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>â€¢ No amplified or loud noise/special events before 7 am to follow noise ordinances of the city above and operation hours previously observed during pump station construction.</p> <p>â€¢ A significant increase in use is proposed but without more eyes on China Bar entry kiosk must be manned for this level of use, on weekends at a minimum.</p> <p>Fire</p> <p>â€¢ Increased use of the China Bar area will increase fire danger. Cooking, recreational fires, and intentional or accidental ignition through careless acts will endanger nearby residents. Up-canyon winds on hot afternoons will carry that fire uphill and toward town.</p> <p>â€¢ Provide potable water and/or fire-fighting tools in all picnic areas.</p> <p>â€¢ As is done at the Confluence, prohibit BBQs after July 1 or ban entirely (my strong preference we increasingly are seeing significant fires before that date!). No BBQs should be allowed without a safe place to dispose of coals AND a convenient source of water to douse fires.</p> <p>â€¢ The China Bar gate should be closed to vehicles around July 4 to minimize community fire danger. Failing that, really bulk up enforcement presence to prevent illegal use of fireworks below our community.</p> <p>â€¢ Assure that no vehicles can travel off-road and ignite brush. Similarly, prevent vehicles from parking in unsafe areas, i.e. over dry brush. Provide a means for emergency contact from remote areas/river bottom in case of fire.</p> <p>Traffic within the Auburn Interface Zone</p> <p>â€¢ Speeding is already problem. Almost no one goes 15 mph in the paved sections, thus endangering pedestrians and bicyclists in the roadway. Enforce the speed limit! Enforcement must be able to give tickets, not just warnings.</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>2A Birdsall/China Bar/core samples/Oregon Hill</p> <p>â€¢ NO recreational equipment rentals. Unskilled users endanger themselves and others. Skilled users will have their own equipment.</p> <p>â€¢ No active recreation (volleyball, zip lines, horseshoes, etc.) ASRA should encourage enjoyment of natural features, not emulate city parks. A limited number of picnic tables (10-15) at the batch plant area with some shade structures could be built. No other amenities except trash, toilets, and parking should exist. ASRA is not a city park, and volleyball, firepits, amphitheaters, horseshoes etc do not belong here. Its users come to enjoy trails, the river, scenery, flora and fauna. Such users tend to respect and care for the park instead of littering, vandalizing, or otherwise endangering it.</p> <p>â€¢ The fenced ponds and large gravel piles at Oregon Hill are a potential safety hazard.</p> <p>â€¢ The shallow seasonal pond next to the parking area is a haven for winter wildlife (birds, frogs, polliwogs).</p> <p>â€¢ Off-trail use by bikes should be prevented. Bikes will use the existing batch plant landscape of disturbed terrain and stockpiles and lead to further degradation. Prevent bikes from heading off-trail down the open hill below the Oregon Hill's current bench/picnic tables - a developing problem.</p> <p>â€¢ A rebuilt road and boat takeout and Auburn-Cool trail bridge should be sited well away from the currently proposed location, on more stable rock. As proposed, they are unlikely to withstand another flow like winter 2017. Metavolcanic rock, dredged-out river fill, and some quartz diorite are the rock types at the proposed bridge location (https://www.usbr.gov/mp/nepa/includes/documentShow.php?Doc_ID=3419). Metavolcanic rock is unstable, according to the North Fork American River Trail Project Draft EIR, which states, "The canyon sides of the American River watershed are prone to sliding or slumping because slopes exceed 30%. The rock units most likely to experience rockfalls and landslides are Valley Springs tuff, metavolcanic flows, mehtren mudflow breccia (weathered), serpentine, and metasedimentary rocks (https://www.usbr.gov/mp/nepa/includes/documentShow.php?Doc_ID=3419). Metavolcanic rock, dredged-out river fill, and perhaps quartz diorite are the rock types at the proposed bridge location (https://www.usbr.gov/mp/nepa/includes/documentShow.php?Doc_ID=3419).</p> <p>â€¢ Close roads in inclement weather to prevent damage to unpaved surfaces.</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>â€¢ Do not allow commercial boating operators. The unpaved, cliff-edge roads leading down to the river from Oregon Hill are too narrow/unsafe for 2-way traffic involving larger equipment such as boat trailers.</p> <p>â€¢ Core Sample Storage is an eyesore, attractive nuisance, and a fire hazard, and I favor its removal. It would make a good aid station area for races. What plans are there to preserve the core data, if it is even still useful?</p> <p>â€¢ Monitor and control parking at river entry points to avoid crowding, unsafe parking, and fire danger. The short-term parking rules for Oregon Bar are a joke. Currently cars parallel park along the uphill side of the road, above that parking area, narrowing the passage and increasing the risk of fire. There needs to be a way for people to know if the lower lots are full before they drive down there just to turn around and create traffic congestion on these narrow roads.</p> <p>â€¢</p> <p>2B Rocky Point/Salt Creek</p> <p>â€¢ I oppose all but minimal canyon-side development on the El Dorado county side. Noise and visual pollution to Auburn-side observers would be the result.</p> <p>â€¢ Vehicle access to the river should ONLY be for emergency access and maintenance. Failing that, closing the road to public seasonally or on certain days would (1) preserve unpaved roadway from damage and (2) allow safe pedestrian use of roadway when other trails are too muddy, and preserve a quiet, scenic experience for handicapped or less-able users, strollers, novice bicyclists and their families, and any who seek a safe and level surface with good visibility.</p> <p>â€¢ NO CAMPING in the Rocky Point/Salt Creek activity node!! This is very disruptive to canyon-edge homes. Light and noise pollution, degraded views, increased fire risk, and disturbance of a healing area will be the result. Noise carries surprisingly well: from my home on Riverview Drive, I hear the river 900 feet below. I heard the constant back-up beeping of construction trucks for about 3 years during the pump station/river restoration. A few months ago when a truck ventured down to the river via the Salt Creek Trail, I clearly heard its tires crunching on fallen rock as it drove over a small rockslide into the road. A busy beach scene with a parking lot would be a noisy, unwelcome change for Auburn residents.</p> <p>â€¢ Activity below the canyon rim must be limited to day use only. Minimize impacts and parking. This is an area that is recovering from dam and pump station construction. Vegetation is beginning to take hold, but this will take time and perhaps could use some human help.</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>2C China Bar upper area</p> <p>â€¢ Open gate to vehicles only 4 days/week. Close access as needed for races. Many pedestrians and bikes use the China Bar access road. Many races use the road as well. It is a good alternative to muddy, or stream-filled trails (Cardiac bypass, for one) in winter. Keep the current gate schedule (open F-M) and preserve the peaceful walk/ride down the road on other days.</p> <p>â€¢ Do not open roads connecting Pleasant St and Maidu Drive. These areas are heavily used by walkers, race events, and somewhat by PCWA. Neighbors above would experience more noise and fire danger.</p> <p>â€¢ Use barriers to exclude trail bikes and ATVs from all roads and trails. It is not uncommon for us to hear motorbikes in the canyon below us on pleasant weekend mid-afternoons. They are not adequately excluded from non-public roads below Riverview Drive.</p> <p>Neighborhood Concerns</p> <p>Residents of the neighborhoods located along Maidu Drive expressed concern in the American River Pump Station Project Final EIS/EIR dated June 2002 (https://www.waterboards.ca.gov/waterrights/water_issues/programs/bay_delta/california_waterfix/exhibits/docs/PCWA/pcwa_042.pdf) regarding the potential effects upon the area due to: (1) increased traffic resulting in decreased level of service and increased traffic congestion along Maidu Drive, particularly during peak school/worker commute hours; (2) pedestrian safety at the intersection of Maidu Drive/Burlin Way, particularly school children arriving or departing Skyridge Elementary School; (3) spillover traffic onto adjoining neighborhood streets; (4) vehicular air pollutant emissions associated with project construction and public use of the area; (5) noise levels in Maidu Drive neighborhoods due to construction, traffic, and public use in the canyon; (6) litter along Maidu Drive; and (7) illegal and inappropriate activities occurring at the river and within the adjacent neighborhoods.</p> <p>Traffic impact on Riverview Drive</p>

Comments on Auburn Interface

Comment Number

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

Riverview is a narrow residential street with no sidewalks, on-street parked cars, socializing neighbors, little children, elderly, numerous walkers, and wildlife. My neighbors on the street will tell you speeding is already a problem. It will become unsafe and less neighborly unless measures are taken to prevent it becoming a route to/from the China Bar gate. Increased use of the China Bar gate on Maidu Drive will increase traffic on Riverview Drive toward downtown and points north. The Canyonview Community Center has already increased Riverview traffic despite their attempts to direct traffic to use Maidu/Auburn-Folsom Rds. Two approved, unbuilt projects will further increase future traffic on Riverview: the ARD bike park on Maidu Drive, and the 11-acre parcel between Maidu and Vista del Lago that is platted for 24 homes.

Litter

Maidu Drive has a litter and dumping problem. The road is in bad condition, especially on its north portion (PCWA to Riverview Dr) where neither ARD or Reclamation have adequately maintained it.

Crime

With more, and non-local, users of the China Bar access, and possibly additional traffic on the north portion of Maidu Drive, I have additional concern for the safety of children using ARD's Maidu bike park. The Draft Environmental Assessment /Initial Study for the bike park (June 2017) expects 75-80% of its users to be unsupervised. The lower part of Maidu Drive, including the bike park and the Maidu gate, is a tiny piece of Placer County responsibility surrounded by ASRA and the City of Auburn. Auburn PD doesn't patrol it and response times by the Sheriff could be long. ASRA's enforcement-capable staff are already stretched too thin. Increased public use of this area should not happen without improved public safety response.

Further comments

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>Comments received and responses to them in the American River Pump Station Project Final EIS/EIR dated June 2002 are relevant to this planning process, especially for the Auburn Interface Zone. Recreation was a component of that plan, including public access to the river at China Bar, the Birdsall takeout, vehicle access and parking at the batch plant. The concerns raised then are even more relevant now that expanded use of the area is proposed. ASRA planners should be guided by the concerns and conclusions of pump station EIS/EIR. I include that document by reference as part of my comments on the current ASRA planning. In general that 2002 document concluded:</p> <p>Management of the public river access features would include enforcement of rules, regulations, and posted orders to provide a safe and enjoyable experience for all recreationists as well as to minimize potential impacts to adjacent residential areas. Such activities include, but are not limited to, the following:</p> <ul style="list-style-type: none"> â€¢ Prohibition of alcohol Prohibition of open fires No overnight camping/parking Enforcement of parking, speed limits, noise levels and litter regulations
11	<p>I am very concerned about the additional traffic congestion and fire danger to the Skyridge/Riverview area in South Auburn area.</p> <p>Piece by piece our South Auburn neighborhood has been burden by additional traffic. It started with PCWA using the old Auburn Dam construction site, then Auburn Recreation District using the old Auburn Dam offices for activities, then the Railhead soccer fields being developed, then the Skate park, now the development of the new bike park (in addition to the Western States trailhead traffic). These additional activities have increased traffic in the Skyridge area greatly and project managers just keep hoping people will use Maidu Drive but in reality they exit through our quiet, small neighborhood. In the 25 years I have lived here I cannot believe the increase in traffic. The traffic congestion LOS (Level of Service) for Skyridge Road is already a 3 (which is not acceptable in the City of Auburn's General Plan and that's assuming most people from the bike park utilize Maidu Drive but they will really use Skyridge Road. The traffic count for that project was done on a Friday, it would have been good to do on a Saturday with an event at the Rec. facilities).</p> <p>I am also very concerned about the fire danger of expanding use of the Auburn Interface Zone - we already live in fear every summer and fall with the above-mentioned activities and their traffic congestion and adding to those (especially overnight camping and day use facilities) will</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	further increase the fire danger as well. PLEASE do not allow work that will encourage additional traffic congestion and/or fire danger in the Skyridge/Riverview neighborhood. Thank you!
12	<p>As an equestrian, my concerns are focused on keeping our horse trails protected and safe. A lot of this has to do with limiting speeds for ALL users and also recognizing and enforcing that single track trails and historic trails not appropriate for all users (i.e., cyclists). This is a key concern. We recognize that many of our region's trails were carved out by explorers, Native Americans, miners and horseback riders. And the great majority exist in their "native" state. As such, they are not appropriate for bicycles and/or motorized vehicles. Imagine if you were on horseback on a trail of this type and encountered a cyclist(s), or worse, a motorized vehicle. It could easily spell disaster for the rider and the horse. Please please please keep these considerations in mind!</p> <p>I thought there was a survey to take? I am having difficulty finding it.</p> <p>So, let me express another thing. I am TOTALLY and COMPLETELY against putting in additional campgrounds in this and other ASRA areas. In the WUI, campgrounds are a KNOWN RISK to starting FIRES, and especially when campfires are allowed. Many of the big fires our state suffers in the WUI are a result of HUMAN negligence. It take just one error, intentional or not, and we have a disaster on our hands. Day use may be OK, but I am completely against overnight use. We are in a NO BURN time of year. Why would we allow people to come in here and build camp fires? That's a BURN! No! Asking for trouble!</p>
13	<p>1.A. (related to #16): There should be an emphasis on trail education for all user groups, to include: signage and website rules, outreach to local trail clubs, and trail patrols for enforcement.</p> <p>1.B. (#18, #24, #91, #163): There is a need to create more trail options to accommodate the growth of mountain bike users, in particular between the Auburn, the Confluence and Cool. Either new trail construction, or multi-use of existing trails was suggested (odd-even day usage, one way trails, etc).</p> <p>1.C. (#90): Construction of a multi-use bridge across the North Fork of the American River, near the old diversion tunnel/China Bar, that would allow equestrian/hiker/biker/runner access between Auburn and Cool, is considered highly desirable.</p>

Comments on Auburn Interface

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	<p>2.B. (#30, #31, #81, #82, #94, #95 on pages 2-5 of Summary pdf): Improve access to whitewater facilities, in particular on the North Fork of the American River adjacent to the PCWA pump station, by broadening access to this area from both the Cool and Auburn sides. The additional expansions in facilities and access on both sides of the North Fork at this location will benefit ASRA patrons by relieving some of the pressure at the Confluence area (where the Middle and North Forks merge). We also support PARC Recommendation #5 under its Auburn Interface category. (http://www.parc-auburn.org/general-plan-recommendations.html): Request permission from PCWA for use of Pump Station Road for day use boating access to replace lost access at Birdsall. Improve road as needed, designate parking area and a 15-minute boat loading zone at trail access to the beach upstream of pump inlet.</p> <p>2.C. (#85 on page 4 of Summary pdf): Retain limited vehicle access through China Bar entrance station. Increased vehicle access to China Bar will make the China Bar route much less hiker/runner/equestrian friendly. It is currently a hugely popular route for all these user groups.</p>
14	Concerns with camping. Hike in camping ok. No car camping or added parking along river
15	I think this area is too vulnerable to wildfires caused by accident and carelessness . Parts of this geography is steep, difficult to access and threatens homes and businesses. Im also very supportive of environmental concerns such as encroachment on remaining wildlife and open space. I love rafting and have rafte on the Salmon and Snake rivers as well as many rivers in the Tahoe region. However especially in the Auburn Interface zone Im against camping rafting trucks and expanded day use.
16	<p>Day use river access to the pump station rocky island rapids is needed to replace the loss of access from Auburn due to closure of Birdsall access. Opening the existing road to the PCWA pump station would be a relatively fast and simple solution not requiring any new road construction.</p> <p>Day use river access needs to be improved at Oregon Bar with the construction of a simple flood resistant boat ramp, and regular maintenance of the gravel road to the river.</p>
17	I am very concerned about the impact on the quality of life of the residents of this area of Auburn. It has already become very busy and noisy with continuous traffic. I would not like to see boats or raft shuttle buses driving by constantly. I don't mind the idea of individuals hiking, biking, or horse riding, but don't want to see any commercial activity. I also see a potential for increased fire danger in this area.
18	I would really like to see a bridge over China Bar and development of recreation around China Bar on both sides of the river

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19	Any development of the north-shore of the American River North Fork will greatly increase traffic on Maidu Road through established residential neighborhoods. This would be a significant disruption to the natural serenity of this area that currently supports hiking and equestrian trails. Increasing parking, adding boat launches, campgrounds and picnic areas along the north-shore will substantially increase the risk of fire to the area. By restricting any possible development to the North Fork south-shore at least maintains the benefit of having the river as a natural fire-break for those neighborhoods.
20	<p>-No over night camping.</p> <p>-No boater shuttle.</p> <p>-No expanded day use facilities.</p>
21	<p>additional technical mountain bike trails - Adding technical mountain bike trails will ultimately lead to the displacement of other user groups. Unfortunately, even though most mountain bikers are courteous and obey the rules of many shared use trails, some mountain bike riders will ride off of their exclusive trails, ride aggressively and cause other users to become frightened or worse, injured. CSP has stated that any new trail development will be multi-use and designed with specific safe trail standards for all users. If new trails are to be constructed they should be for all. CSP does not have the resources to enforce safe trail behavior and therefore it is unsafe to develop trails that are specifically for one use specially when that use is for an aggressive sport such as mountain biking.</p> <p>The addition of 50 camping sites opens the door for fire danger. In this area, home owners pay a higher premium for mandatory fire insurance. Increasing the vulnerability to wild fire is irresponsible.</p>
22	NO to boat/rafting shuttles. NO to commercial rafting or rentals. NO to commercial vendors. NO to increased parking. NO to drive in camping. NO to off road motorized vehicles. NO to booze on the river. OK to hiking trails. OK to bike and horse trails . OK to carry-in camping. OK to personal small rafts and floats. OK to additional bridge. OK to minor expansion and improvement of existing use and facilities. Problems: Increased traffic and NOISE near residential areas, e.g. Folsom Road and Maidu Drive are near capacity not to mention other areas of Auburn from which the river can be accessed. Increased fire danger to the eastern edge of Auburn. Damage to the natural environment of the river canyon. General disruption to the South Auburn area which is known as the quiet part of town.
23	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal trails connecting Auburn to the Confluence and from Confluence to</p>

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	<p>Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Also, many people walk/hike/ride/run on the paved roads in China Bar due to the uneven terrain of the trails. ASRA should staff the kiosk on the weekends to provide directions and maintain safety. Instead of adding vehicles to China Bar, ASRA should encourage visitors to to park at nearby Overlook Park and hike/ride from there. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.</p>
24	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Also, many people walk/hike/ride/run on the paved roads in China Bar due to the uneven terrain of the trails. ASRA should staff the kiosk on the weekends to provide directions and maintain safety. Instead of adding vehicles to China Bar, ASRA should encourage visitors to park at nearby Overlook Park and hike/ride from there. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.</p>
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26	<p>Absolutely object to overnight or any camping in this area. The fire risk alone is enough to kill this idea. There's NO way you can reasonably mitigate this risk. For anyone living in Auburn (or Cool) on the edge of the canyon you can be sure that this will cause even more difficulties in insuring their homes and assuming they can insure them the prices will surely increase with this activity below in the canyon. Also this is problematic for me because camping facilities like this will only detract from the area and impact wildlife and the fauna in the area.</p> <p>As for the bridge across the river, I like the idea but it just seems that it will be much to expensive. Realistically, a much better approach would be to utilize or capitalize on connecting the No hands bridge (on the south size and make a trail on that side of the river which can access Olmstead (assuming this is for additional bike traffic).</p> <p>I think a possible shuttle service here for Rafter's here might be ok, but realistically this is a low use area and has been ever since they opened this to boats. With the fact that the water levels don't rise here before 4 or 5 pm in the summer the water park is a good example of wasted money. The only issue here is people hike and bike on these roads and it is and should be kept that way to allow minimal traffic to motorized vehicles so those people enjoying the canyon can remain doing so. Allowing motorized traffic continually in here will destroy this area in my opinion. I know it allow more people to access the area but it will then eliminate the area for others who use it for low traffic and safe area to walk, ride, etc. I know for many people here that live here in Auburn/Cool and neighboring areas love this area because they can get outdoors and get exercise. Adding traffic and even worse camping will simply degrade the area for what it has been for what I believe the 99% of us that use it now.</p> <p>If the park has this much money burning a hole in their pocket then spend it on cleaning up and managing the confluence area. Trash pickup and maintaining the area is lacking. I don't see how adding all this will help as the park is poorly managing the areas they have now.</p>

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27	I like more parking area, the connecting bridge, and more trails. This has mentioned more access for boaters, hikers, mountain bike riders and other outdoor activities but does not mention hunting. At 1600 plus acres there can be hunting on this especially since it connects with other areas.
28	I am concerned about increased fire hazards, increased traffic and excessive truck and bus traffic next to our residential neighborhood.
29	As a 26-year resident of South Auburn living alongside the American River Canyon, I love the idea of expanding the Auburn State Recreation Area. We live in such a beautiful area, and greater expansion of the park will allow more visitors to equally appreciate the beauty of our backyard. With greater volumes of visitors through the area, I hope that the park will be staffed with more rangers and employees to keep the area clean, safe, and wild. My greatest concern, especially with the addition of campsites, is that there will be more trash left behind by visitors. What will the plan do to specifically address garbage, besides placing more trashcans? Will there be signage instructing visitors to "pack it in, and pack it out" with their garbage? Will there be more staff cleaning up campsites and trails? I also love the idea of a bridge connecting to the trails in Cool - it will be much easier to appreciate that side of the river with this addition. Overall, I love the idea and hope it gets implemented, but would also hope that staffing numbers increases according to the visitor numbers.
30	I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.
31	<p>1. Increased wildfire risk:</p> <p>Increasing human presence in the American River Canyon increases the potential for wildfire ignitions. Humans play a significant role in altering wildfire ignitions. In a review of 20 years of wildfire ignition data, it was observed that over 84% of wildfires were started by humans and that humans tripled the length of the wildfire season. One of the most dramatic expansions of human-started wildfires was observed in California (Human expansion of the fire niche. Jennifer K. Balch, Bethany A. Bradley, John T. Abatzoglou, R. Chelsea Nagy, Emily J. Fusco, Adam L. Mahood. Proceedings of the National Academy of Sciences Feb 2017).</p> <p>Regarding wildfires in the American River Canyon, the City of Auburn Fire Department expressed concern stating that Fire professionals are extremely concerned when any wildfire occurs in drainages due to the fact that fuels burn extremely rapid, there is limited success in fire suppression efforts because of terrain, and such areas are an extreme safety concern for firefighting personnel and surrounding development due to intense fire behavior (http://www.sierranevada.ca.gov/other-assistance/sncgrants/docs/788.pdf/).</p> <p>The City of Auburn is classified as a Community at Risk of catastrophic wildfire (http://osfm.fire.ca.gov/fireplan/fireplanning_communities_at_risk).</p>

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	<p>Much of the Plan area is classified as either a High or Very High Fire Hazard Severity Zone (http://frap.fire.ca.gov/data/fraggisdata-sw-rangeland-assessment_data).</p> <p>The Plan’s environmental document will need to adequately explain how expanding human presence in the canyon below a populated City, including the development of campgrounds with campfires, will not expose the community to a significant risk of loss, injury or death involving wildland fires. This seems unlikely without significant mitigation. Any wildfire-related mitigation measures proposed in the environmental document will need to be feasible, effective, implementable, and demonstrate how wildfire risk will be reduced.</p> <p>2. Increased traffic/noise resulting from project-related vehicular access along Maidu Drive between Auburn Folsom Road and the Park’s China Bar Entrance Road. This is already a heavily traveled road section with typical homeowner vehicle trips, deliveries, etc. This road section also sees multiple daily same-vehicle trips associated with Skyridge Elementary School and the Placer County Water Agency (PCWA) Corporation Yard. Implementation of the Proposed Action would add numerous additional personal vehicles, shuttle busses, State Park vehicles, and other associated vehicles to this road segment, resulting in a significant increase in traffic and associated noise. The Proposed Action would also impact the temporal distribution of traffic and associated noise on Maidu Drive. The aforementioned same-vehicle trips associated with Skyridge Elementary and the PCWA Corporation Yard are currently only weekday occurrences. The Proposed Action would increase traffic and noise along Maidu Drive both during the week and on weekends. Weekends are when this road segment typically experiences less traffic/noise. Traffic and noise impacts on weekends would be a significant departure from the existing condition along this section of Maidu Drive. This impact associated with the Proposed Action would directly affect over 50 houses abutting Maidu Drive, plus significantly more houses in the adjacent neighborhoods. As a reasonable alternative, the environmental document should evaluate providing vehicular access to the Auburn Interface Management Zone via Pacific Avenue/Pleasant Avenue. The environmental document should also evaluate the cumulative effect of traffic and noise impacts associated with the Proposed Action and the recently-approved Auburn Bike Park, both of which will increase traffic along Maidu Drive.</p>
32	<p>I strongly support any expanded opportunities for technical mountain biking.</p> <p>I OPPOSE any expanded camping. Improve campground quality, not quantity.</p>
33	<p>I strongly support any expanded opportunities for technical mountain biking.</p>
34	<p>Support a multi use pedestrian bridge connecting PC and EDC near China bar.</p>

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	<p>Improve boater takeout at Oregon bar.</p> <p>Open pump station road for boater takeout at China bar.</p> <p>Open area 7 days /365 - take pressure off/from Confluence use.</p> <p>Allow boater shuttle service using Maidu road only - no neighborhood drive thru.</p>
35	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal singletrack trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal singletrack trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.</p>
36	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p>

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37	<p>Vehicular access within the ASRA should not be expanded. Specifically, items #86, 94, and 95 should not be implemented. Increased camping in the ASRA is antithetical to fire protection. No new camping should be provided. Items # 96 and 97 should not be implemented.</p> <p>Item #100 should not be implemented. Item #102 is too vague ("wide range of recreational facilities"), and as such should not be implemented.</p>
38	<p>I do not support the increased visitation to this area, a place where we chose to live for its quietness, its cleanliness, and its safety; as well as its proximity to the trails. I do not support adding to campgrounds, picnic areas, or boating concessions to the China Bar area; it will detract from the natural beauty and quiet that most people seek when using this area.</p> <p>Overall, this plan while generating more access to areas within the recreation area, calls for a large increase in visitation to the area, unnecessary concessions, and too much overnight camping. Having moved back here to escape these exact things from a tourist area, I'm disappointed to see what this plan calls for. Instead of focusing on preservation and stewardship of what we have, this plan aims to increase use</p>

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	to an extent that doesn't seem to be supported by the small"ish" community we live in. Auburn needs to stop selling itself so much as an attraction as it's about to ruin the natural beauty of the area that locals call home.
39	To have increased traffic and more people in our neighborhood is not good. Also these proposals will put our neighborhood at an increase of fire danger. We are uphill from these campgrounds, public picnic etc and fire goes up hill! Also, with more bathrooms, etc this encodes the homeless population to camp out in the areas and not only is this not safe but the garbage left behind from all people's will encourage the bears and wildcats that already are roaming in our neighborhood.
40	<p>Homeless population</p> <p>Fire risk</p> <p>Increased traffic to peaceful neighborhoods</p> <p>Interruption and distraction of wildlife</p>
41	I am concerned about the increased traffic, this project will create, on Maidu Drive which is the main access point to the canyon and the proposed camp ground. If approved, traffic enforcement within the City of Auburn will fall upon the police department. Additional monies will be needed to be provided to the city from State Parks for the cost of added traffic enforcement. Further, State Parks do not have the law enforcement resources currently to handle existing enforcement activities with the current park lands. Adding this additional usage in the canyon, where campers will be staying overnight, will bring a need for a larger law enforcement presence especially when it comes to enforcement concerning excessive alcohol consumption. The canyon is extremely dry during the non-winter months and with all campgrounds, fires will be common for recreation and cooking. An out of control fire or just a spark can catch the grasses on fire where it could creep up the canyon towards the houses on the rim. This risk is too high for building a campground for a few in relationship to the possible harm to the ecosystem and to the houses/lives. The conditions and upkeep of the access roads must also be taken into consideration and who will pay for this...Auburn? The canyon is beautiful and is accessible to all currently...there is no need to commercialize it by creating a campground. Overnight usage will bring a completely different dynamic along with additional problems vs. the existing day use it is currently. My opinion is we keep it as is for all to enjoy.
42	Building day use and overnight camping facilities in the Auburn interface area is dangerous on several levels. First and foremost is the imminent and obvious fire danger. That area already had an extremely dangerous fire in the 90s, and was quickly brought under control only because aircraft and other resources were already mobilized in the area to fight another fire north of Auburn. This fire broke out from a spark from a horseshoe, in a time when activity was limited. Opening this area to heavy use, including campfires and bar-b-ques exposes South Auburn to potentially serious fire danger in a very rugged and difficult fire fighting terrain.

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	<p>Less dangerous but equally disturbing is the amount of traffic and parking activity in a residential area. Streets are small, an elementary school with children crossing Maidu, and noise and congestion are all problems associated with this idea. Auburn Police are already burdened with patrolling this neighborhood for speeding, break-ins and kids doing donuts. Who's going to patrol and protect the neighborhood from illegal activity including drug and alcohol use?</p>
43	<p>My husband and I do not want over night CAMPING in the Auburn Interface Zone because of the TERRIBLE FIRE RISK it creates. It is way too close to our quiet neighborhoods. We do not want river rafting trucks driving up and down the streets of Auburn.</p>
44	<p>My biggest concern is fire danger to the city of Auburn and surrounding populated area.. A walking bridge across the river would be fine, but I strongly oppose any camping or day use facilities close to the river on either side in the Auburn Interface and Knickerbocker zones. Vehicle access to the river should be minimized in these two zones.</p> <p>Roy Kleger</p>
45	<ol style="list-style-type: none"> 1. While I support a trail bridge connecting Auburn to Cool in theory I think the plan needs to be phased in carefully. Currently the China Bar area lacks adequate trail connections, especially for biking use. Such a trail bridge could vastly improve connectivity and trail loop options in the area. However, I only support building of this bridge if additional multiuse trails are build before the bridge, otherwise I have serious concerns that the bridge will be too underutilized to warrant the cost. 2. I support improved river launching and landing sites in this area to facilitate use of the white water park. This should include seasonal (ie when river flows are high in the spring) "park and play" opportunities for white water kayaking. 3. I understand increased traffic in the area is a concern for local residents, I think a reasonable option is to initiate mandatory boater shuttle service during high use times. 4. I support the additional technical mountain bike trails in this area. There is a growing clear and ongoing demand for additional mountain bike trails. A well planned trail system can easily add technical trail features that reduce speeds, improve drainage and increase "fun factor" for mountain bikers while accommodating safety concerns of other trail users. Technical trail features do not need to be a hindrance to multiuse, and can actually improve safety by naturally forcing reduced speeds with low to moderate consequence rock features that make riders carefully consider climbing and descent "lines".

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46	<p>My major concern is that more people in the canyon = more FIRE DANGER! For many years hikers, bikers and equestrians have recreated along this section of the river. Even with this limited use we had a fire in the 1990s. To add easy access via roads with additional parking lots plus day use and camping facilities could be disastrous for the city of Auburn and residential areas of So. Auburn. This is a quiet, residential area that already has a high fire danger. Please keep our homes safe from additional threat of fire!</p>
47	<p>No overnight camping, no expanded day use facilities, and no boater shuttles should be allowed in the Auburn Interface Management Zone. These activities will result in an unacceptable risk of wildfire, increased traffic to the neighborhoods near Maidu Drive, and increase crime in the nearby neighborhoods. Overnight camping will result in an unacceptable and unwarranted increase in wildfire risk. A wildfire in the canyon would spread quickly inside and outside of the canyon, endanger and engulf homes in the nearby neighborhoods, be difficult to contain and extinguish. Campers pose an increased wildfire risk by their use of campfires, and by smoking. Even campfires in developed camp fire rings a pose an increased fire risk and are not safe. It is common for some campers to drink alcohol and to smoke. Any smoking or open flames in this area are unacceptable and increase the threat of fire. California State Parks does not have adequate staff to monitor, patrol and enforce rules in their current facilities and do not have an adequate budget for either staffing or to maintain the existing facilities. Funds should be spent on proper maintenance of the existing facilities in the area.</p> <p>No expanded day use facilities should be allowed in the Auburn Interface Zone. Increased parking areas, picnic sites, special event areas, recreational equipment rentals, etc. would increase vehicle traffic and foot traffic in the area which will affect nearby neighborhoods by increasing traffic accidents. The threat of DUI accidents will increase. Concomitant crime will also affect the neighborhoods. The increase in foot traffic which would be generated by the expanded day use facilities would also increase the fire threat by people smoking. The canyon is a very dry place and should not be developed further in the Auburn Interface Zone. The threat of wildfire due to such an increased use is too high. Both increased day use facilities and overnight camping facilities could draw additional indigent persons to the area and increase crime.</p>
48	<p>I live near the China Bar access point and use the upper reaches of this area several times a week. I use the access to China bar regularly. It was really great to have expanded days where the gate is open more frequently.</p> <p>I greatly favor expanding access to this area and support the proposed plan including overnight camping, boater shuttle and expanded day-use facilities.</p> <p>This is a giant underutilized recreation area. It has already had huge human changes because of it's status of once being a dam site. There are existing roads and trails that can handle expanded use. Anyone that lives or bought in this neighborhood have (or should have) known that this</p>

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	<p>area was public property since the 1960's at least. To say now that the expanded use of these areas is inappropriate is short-sighted. In my opinion, had the dam been constructed here, the changes to the area would have been significantly more profound than the current plan. For example, the original dam plan included rerouting highway 49 right up what is now Maidu Drive and across the top of the dam! And the original dam plan was going to have features like floating beaches and mechanical boat ramps because of the slope near the top of the dam with limited boat speeds to limit erosion. And ultimately, the water level was going to be designed to go up and down hundreds of feet during the course of a water year. Much of the year it was going to look like a bathtub ring.</p> <p>The expanded access and infrastructure will benefit the Auburn area economy and residents for many years to come. I look forward to the implementation of this plan.</p>
49	<p>We love the peace and quiet of our south Auburn neighborhood, and OFTEN use the trails for hiking. PLEASE do not allow overnight camping, or expanded day use, including boater shuttles, which will increase traffic and FIRE hazards. In addition, there will be a huge increase in noise. We should not have to bear the brunt of the fire hazards and noise. Keep the area safe and pleasant for those of us who live and hike there.</p>
50	<p>I am in favor of all proposals</p>
51	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal singletrack trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal singletrack trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p>

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	I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.
52	Little surprise that most people fully in favor are not Auburn residents. Easy to be a supporter when it does not impact your neighborhood. I agree with those who DO NOT support the proposal due to fire danger and increased traffic in a residential area among a myriad of other issues that will arise from a project of this size.
53	<p>I am concerned with fire prevention and the ability of emergency response teams to access this zone. I am worried about development of any overnight camping areas and think those would not be suitable here. I would like to see a bridge crossing north of the old Birdsall Dam site with locked gates that hikers, runners, and horses could go around and that could be unlocked for use by emergency equipment.</p> <p>There is a spring along the WST going up the hill from the old wooden tank on the railroad bed. About 100 feet down the hill from the spring the trail crosses a seasonal creek. This part of the trail has been called, The Black Hole of Calcutta for many years because the overhanging trees (when untrimmed) darken the small crossing at night so you can barely see your hand in front of your face. This name was used by Dru Barner, Charles Barieau and Wendell Robie and is still used by people who have ridden or run the trails for many years. Somehow Canyon Creek which is closer to No Hands Bridge has been erroneously called that or Calcutta Falls and it's even identified on some maps thusly. Many of us would like to see a sign identifying the real Black Hole of Calcutta in tribute to those who came before and to remind us of the neat regional history</p>
54	A bridge between Auburn and Cool is need for Hikers, Equestrians and Mt Bikes. Day use facilities and camping should not be included on Rocky Point/Salt Creek - East side of the river.
55	The trail bridge connecting Auburn to Cool is badly needed for hikers, equestrians and bicycles. Additional bike trails are good as long as they don't interfere with the horse/hiking only trails. Camping should not be allowed on the east side of the river.
56	We need more mountain bike trails! This is the fastest growing form of recreation at the moment but options for a variety of rides are few. Please help increase the amount of well built, fun and challenging trails!
57	Please consider hiker-biker and/or primitive campsites.
58	I fully support the plan
59	Since it doesn't look like the Auburn Dam will be built, this looks like a good alternative.
60	Year round day use river access to rocky island rapids is needed from Auburn to replace the access lost when the Birdsall river access was closed. The existing road to the PCWA pump station should be improved with designated parking area and boat loading zone at the existing trail access from the road to the beach just upstream of the pump station inlet channel.

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
61	<p>I oppose any development of this area.</p> <p>Fire danger has become an all year around concern and the more activity in our area the great the risk. People cause fires sometimes by accident, thoughtless mistakes or arson. Increased traffic on Maidu, litter that increases greatly with more activity. People constantly throw litter out the car window on Maidu and run the stop sign at Maidu / Riverview, speeding with heavy acceleration. I live in this area, walking about five times a week, many time picking up trash, report problems. I see what is going on. I care for this area greatly and do want to see it developed.</p> <p>The bike park will bring more people as well.</p> <p>I strongly oppose the development and want to avoid the terrible Santa Rosa fire disaster.</p>
62	<p>I continue to be disgusted by the way the land here is constantly developed, with absolutely no regard for the fact that maybe we can just let our land lie as is, for at least a minute</p>
63	<p>Too close to residential areas to risk overnight camping with campfire access.</p>
64	<p>Adding commercial rafting shuttles to the China Bar bar access road will create a dangerous situation on that road, which is already shared by pedestrians, motor vehicles, cyclists and equestrians. A bridge to Cool must be closed to motor vehicles to prevent the road from becoming a thoroughfare. Fire danger is high enough for residents--don't increase it by adding campsites. Improvements in trails should include widening to allow safer sharing of trails by mountain bikes and other users.</p>
65	<ol style="list-style-type: none"> 1. Auburn to Cool Trail Bridge connection. 2. Provide low impact environmental and group camping sites on El Dorado side of the river, including walk-in camp sites and tent-only car-camping sites. No RV's or trailers. 3. Expand and improve trailhead, day use, special event and parking facilities on both sides of the river.

Comments on Auburn Interface

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	<p>4. Improved boater put-in and take-out sites. Provide infrastructure for slalom gates at the Whitewater Park.</p> <p>5. Request permission from PCWA for use of Pump Station Road for day use boating access to replace lost access at Birdsell. Improve road as needed, designate parking area and 15 minute boat loading zone at trail access to the beach upstream of pump inlet.</p> <p>6. Evaluate options for boater shuttle service.</p> <p>7. Ensure multi-use trail connectivity from Downtown Auburn into the Auburn State Recreation Area.</p>
66	Auburn to Cool Trail Bridge. Provide camping sites on El Dorado side but no campers or RVs.
67	Why create a fire hazard-and trash an area with people who will leave their trash.
68	Added Traffic to a quite established neighborhood. Fast cars running up and down Maidu Drive. Fire risk in the canyon. Very nice walking and hiking trails now having to deal with heavy traffic.
69	<p>Auburn Interface</p> <p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal singletrack trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal singletrack trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.</p>
70	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails. We need bike-legal trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails.</p>
71	<p>The response from the last session was overwhelmingly AGAINST campgrounds on BOTH sides of the river. Should ASRA proceed with the campgrounds anyway, against our wishes, please be considerate and place them where they will not be an ugly sight in our beautiful canyon. Please omit any unnecessary permanent structures for the same reason (cabins, yurts). Ensure permanent prohibitions on campfires from May to November.</p>
72	<p>support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal singletrack trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal singletrack trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p>

Comments on Auburn Interface

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	<p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p> <p>I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.</p>
73	<p>Please do not add ANYTHING to this land. It is perfect the way it is. The proposed actions will only degrade the natural beauty of the ARC and bring more trash and pollution to a quite mountain town. There is already plenty of camping around the area, there is no need for more sites. Everything on this list makes my skin crawl.</p>
74	<p>NO overnight camping; NO boater shuttle (rafting trucks); NO expanded day use facilities. This is in a quiet residential neighborhood. High Fire concerns, along with vandalism , drugs, traffic.</p> <p>Do we really need a bridge to the other side?</p> <p>I am a long time resident of 33 years in South Auburn.</p> <p>I remember when the coffer dam broke. I also remember when the river was so high it was touching the bridge going from Auburn to Cool. How high is this footbridge going to be in order not get washed away in a flood? 50' above the river? How much is this going to cost? The whole thing sound political.</p>
75	<p>Purchased in this area due to the beauty, quiet neighborhood, lack of cross roads with limited traffic. Access to the proposed river access would greatly increase traffic, noise and increased fire hazards. There is current ample recreational opportunities with current hiking, equestrian trails, and river access for rafting/swimming in the immediate area.</p>
76	<p>Very much in favor of additional technical mountain bike trails in this area as well as opening more trails to bikes. It would help ease congestion in other parts of ASRA. Don't see a need for cabins or yurts. Seems like it would be a good area for tent camping.</p>

Comments on Auburn Interface

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77	<p>The proposed changes on the Auburn Interface not only is accessed through a quiet neighborhood, but the addition of these facilities greatly increases the possibility of a wildfire getting started and there is little chance to get it under control before reaching homes.</p> <p>This area is also upstream of Folsom Lake and the probability of trash and pollutants reaching the lake by flowing down stream is also great.</p> <p>There are plenty of other sites for these proposed facilities that are not so close to neighborhoods and would have far less impact.</p>
78	<p>I support additional multi-use trails in this area. I support the proposals from the original survey. The new bridge seems great but it looks like that is in Folsom Lake SRA, so will this survey have to be re-done? There needs to be multi-use trails on both sides of that bridge, not great singletrack reserved for the minority equestrian community and crummy, wide dirt roads for the many more users who ride mountain bikes. Trail equality and connectivity is important.</p>
79	<p>I like the idea of a small campground at Rocky Point. However, I would prefer primitive-style/ walk-in-only type campsites (a la China Camp in San Rafael). I think I have seen at least six vehicles, in the past four weeks, pulling trailers that were broken-down on the side of the road on the drive up from the confluence to Cool.</p>
80	<p>This area is overdue for better river access! Adding trails, improving roads and providing developed recreational areas is a win win. Visitors will generate more money for Auburn area businesses. Better trails will enhance accessibility and allow runners, bike riders and equestrians an easy and safe way to travel between recreation zones. I live in South Auburn and if I want to ride my bike to the confluence, I either have to ride on busy roads, or risk injury and confrontation on the WST.</p> <p>The current limited access to points along the river forces visitors to park and walk on highly congested Highway 49 near the Confluence. Developing the surrounding zones should relieve this concentration of users and also enhance the experience for people wanting to get away from the crowds and experience the beauty of the American River Canyon.</p>
81	<p>Do NOT create or provide campsites within the Auburn Interface Management Zone. The risk of fire danger is way too high to the City of Auburn if these campsites are created.</p>
82	<p>Fully oppose overnight camping due to potential fire risk. Do not support extended stay/utilization of any kind.</p>
83	<p>Only concern would be traffic and parking. Hoping there is considerations put into place for the increase in those. Otherwise, sounds fun!</p>
84	<p>Camping where you can enjoy the lights of Auburn City . Awful idea and totally unnecessary . This puts our communities at risk for fires, which we are already a high risk . This affects neighborhoods , traffic and quality of life issues for residents and animals . So what politician is behind this ? It sounds and feels very political . There has been no out cry for these changes. Would like to know who is behind all these proposals.</p>

Comments on Auburn Interface

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	How about managing and keeping up with the care of existing park and recreation areas . I wonder if there is an excess in the budge because Californians has be taxed to death . So much so that they are moving out of state by the droves .
85	That the increased traffic access and overnight campsites will bring more people trashing the environment and make the trails crowded.
86	A bridge is a great idea for access to the mountain bike trails of the Knickerbocker area. I fell that a campground at Rocky Point is a very poor idea since it is mostly rock with no tree shade, steep hills, and scorching summer sun exposure. There is really not much to do down there that can't be done from day trips starting up top or day use parking in the area.
87	I think that camping in this zone should be limited to "low impact" tent only camping. I support the other recommendations as set forth.
88	Until Auburn addresses the homeless situation, this trail will become a haven for transients needing a place to camp and/or gather. The ruggedness of the trails as they are provide a safety barrier between Auburn and Cool.
89	I like the proposals but would like to see all trails, existing and new, be open to all user types.
90	Trail bridge across river = yes. Vehicles through Knickerbocker from Cool = NO. Camping - concerns over fire risk, garbage and noise.
91	<p>Difficult to know where to start. I live on Riverview Drive, so I hope you'll understand my concerns listed below</p> <ol style="list-style-type: none"> 1. increased traffic through my neighborhood. I imagine at worst case a stream of rafting buses, rafters, campers kayakers, and mountain bikers moving up and down Riverview, Maidu, etc 2. once quiet neighborhood opened to crime Can you imagine it? I looked through much of the information but can't find anything about those in the neighborhoods that buffer the projected campsites or the myriad of other recreational opportunities. 3. fire is a great danger here. And now I'm going to have campers below me in the canyon? I would like to understand the specifics of fire prevention and control at the campground. 4.I noticed also that you've very much consider the wildlife and natural resources here and respect for such, yet show no interest or concern as to the effect of your actions for those living in or near your interface zone. Hope this statement doesn't put me in the disruptive zone!.
92	I am greatly in favor of the pedestrian bridge. Connecting the trails on both sides of the river in multiple places would be a great way to add to the trail use in this area. I am not in favor of opening new camping in the area without thorough planning for fire safety, garbage and wildlife issues and paid staff patrolling for these issues.

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
93	We need more/better parking.
94	Our area cannot sustain more vehicles or pedestrian traffic of any kind
95	The amount of traffic flowing through a residential area as well as a school crossing along Maidu. In addition, most all of the resident in this South Auburn side chose to move to this location to avoid high traffic zones such as North Auburn. Our home values will drop significantly and with a high volume of people driving through there is risk of vandalism, trash, burglary and drug use. In addition, this is an area that was occupied by the Maidu and Miwok tribes who most likely fished and gathered along the river area. Have you discussed this with United Auburn Indian Community to walk the area and assure there are no Native American artifacts and burial sites in this location. The tribe has the explicit right according to the Native American Graves Protection and Repatriation ACT (NAGPRA). It is a significant fine if items are in the area, as well as the project being stopped.
96	The high traffic that would increase on Maidu and the extreme fire danger that would result from that added traffic, the number of overnight campers and added activities. So much vegetation on the slopes between the housing in Falcons point, Monticello, all the other S. Auburn communities that are off Maidu, Riverside, Eagles Nest, Etc. are highly populated and truly in danger if a fire erupts. With school and PCWA traffic already inundating this area, this would be unfair to existing community.
97	No overnight camping; No boater shuttle (rafting trucks); No expanded day use facilities
98	I think that providing more camping options would give the opportunity for more people to really appreciate this area.
99	Again, grave concerns about the increased traffic through the canyon.
100	I am in favor of one day having a bridge that connects Cool to Auburn. I am also in favor of having mt. bike trails that have no direct contact with and are completely separate from the equestrian trails. Everything else would just be tearing up the land and ruining the natural beauty of the area.
101	No bad idea what about impact on environment and local residents again spend tax dollars on something important like highway infrastructure
102	Traffic, congestion, accidents
103	<p>I think the idea is good. I'm concerned about the traffic on Hwy 49. Would the bridge be for pedestrians and bikes or include cars? The majority of people in Cool do not want a bridge to our area. The bridge to Foresthill has brought too much traffic and not enough strong business ess to offset the growth vs convenience.</p> <p>Please if you build a bridge, make it for hiking and bikes, not cars .</p>

Comments on Auburn Interface

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104	I live on Riverview Drive on the canyon in South Auburn. We will now have a Bike Park in our backyard even though the residents here, who pay property taxes, were almost 100% opposed. Now you want to further exploit this area. Another example of the blatant destruction of wild lands and wildlife to satisfy the unquenchable human thirst for development and self-amusement-all in the name of economic development. It is reprehensible and what you propose to do to this area is shameful.
105	<p>No Over night camping</p> <p>No boater shuttle (rafting trucks)</p> <p>No expanded day-use facilities</p> <p>Residences in this area would be in danger of fires, excess traffic noise, increased traffic and possible increase in crime. There are plenty of areas which can be used in this way. We do not need or want it here! Stop the planning now.</p>
106	We use the rivers and lakes around our area often, especially in the spring and summer. There are concerns I have for this area. The increased traffic that will be connected with these improvements can ruin our neighborhood. We live in an "older" area that will not do well with additional traffic and vehicle weight including the potential for rafting busses and RV's and is concerning. This is a family area with many children playing in the area. As has happened before, developing the area will cause rattlesnakes to come into the housing area. We have lived through this before.
107	I want to have places for clothing-optional recreation.
108	I would very much be in favor of a Auburn-Cool Connector Bridge. I would also like to see it(the bridge) named after Frank Olrich for all the time and work he put into keeping the American River area preserved.
109	I worry about increased traffic on Maidu, increased fire risk, increased crime risk with overnight campers in area,
110	As a long time resident both in Cool and now in Newcastle, I have been grateful for our natural canyon and mindful stewardship of the land and wildlife. Bringing in commercial endeavors along with the busyness, noise, people from other areas who don't have reverence for our river will destroy our beloved area. Please take the profit out of the picture and do what is best for our nature, our health and our hearts.
111	The proposal of campsites in this area is NOT in the interests of residents in the Auburn city limits who live in the neighborhoods adjacent to them. The constant concern of wildfire is a real and legitimate concern in Auburn and throughout California. These proposals INCREASE that risk! This section of the Auburn Interface is much too close to homes, schools and other city infrastructure to allow this type of recreation. We do not think the risk of fire has been fully considered. NO CAMPING! Also, people who recreate in this canyon area do so because of the

Comments on Auburn Interface

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	<p>peaceful nature experience it offers. There already exists many places in this area to access the American River for all types of recreation. We do not need more in this area!</p>
112	<p>1.) I do not support this proposal: "Increase vehicle access through China Bar entrance station depending upon demand. Allow vehicle access without necessarily having China Bar entrance station staffed." I oppose additional vehicles in the China Bar area because the trails (Cardiac Bypass for example, and other informal trails) cross the road in multiple locations. This creates a safety issue for trail users with moving vehicles who may be too distracted, or not care, about trail users, even with added signage. If you are going to add a bridge to the bottom, it will attract more cars, because people would rather drive than hike. There isn't enough room now on the roads for both two-way traffic, and for both those who ride/hike on the road. There are many people who prefer the road over the trails because the trails are rocky and somewhat steep, and it's easier to walk along the road. The beauty of the China Bar area is that it's QUIET and we prefer to keep it that way. NO, NO, No to more vehicles and NO to opening up the area to cars more days/times of the year! If you are going to put in the bridge, it MUST be staffed with a person at the kiosk and it must be monitored like Upper Lake Clementine to allow cars in/out based on available parking. I implore you to conduct a study of the use now by hikers/bikers/equestrians and others to see how many are using the road, how many are using the trails, and by age group because there are many older people who use the road to exercise rather than trails, and if you add more traffic, it will become as safety issue and ruin the experience of this area.</p> <p>2) On this proposal, "Remove the core sheds, contents and associated fencing. Utilize area for recreation purposes" what recreation does this entail? This is vague. There's a nice trail that goes around the shed now that should remain multi-use. I would oppose allowing parking of any vehicles at that location. There's a large paved lot now and that should remain the only parking area. Note that equestrians have not one, but two, large lots at the top of Western States next to Overlook and one of the lots is always closed but it could be open - and it is less than 1 mile away so when equestrians complain they don't have parking that's simply not true, they chose not to open it up to parking (ARD gave them the vacant lot - it was a public commodity that is now privately held and never open, which is a travesty. They should not be complaining about lack of parking for their trailers when they have something they refuse to use.)</p> <p>3) I do not support this proposal, "Provide public vehicle access from Cool to the river at Rocky Point, and add up to 100 parking spaces. Actions may include, but are not limited to, clearing, widening, grading, and the installation of paving, vehicle barriers, signage, fencing, drainage features, and trash receptacles." The amount of parking spaces is ridiculously high, and will invite trash and noise. I suggest greatly reducing the improvements here as this is a bit much.</p>

Comments on Auburn Interface

Comment Number

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

3) I have concerns with this proposal, "Improve river access points in the China Bar area on the west side of the river, including up to 50 parking stalls and trails to river. Actions may include, but are not limited to, re-aligning, clearing, widening, grading, paving, striping, and the installation of vehicle barriers, signage, drainage features, and trash receptacles." First, I do NOT support additional parking. I do however support trails to the river and believe they should be multi-use. The trails and other improvements should be in place before the bridge is built, otherwise my fear is that all the focus will be on the bridge and no money left for other improvements. The paved roads should be widened to accommodate a dedicated place for people to ride/hike along the road (per my #1 comment above).

4) Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. Bikes need legal access from Auburn to the Confluence and also up to Cool. I believe this should be done via the Riverview Trail connecting to the lower section of Western States Trail (which in some spots is very wide and can easily be improved for clear sight lines). I am concerned there is no proposed new trail on the Cool side of the area, from the proposed bridge and up to Olmsted, and down to the Confluence. Please add this to the General Plan for EIR study. A trail was once proposed and even marked, but was never built.

5) Impact on the neighborhood: I continue to have concerns that the main entrance to access the trails and bridge will be at the China Bar entrance on Maidu Drive. Based on the scale of improvements proposed by ASRA, it will greatly increase traffic to the area and through neighborhoods. My other concern is that ASRA already doesn't have enough staff to direct visitors in the Confluence and Upper Lake Clementine. Focus your staffing resources in those locations first. The kiosk at the China Bar entrance will need to be staffed if you are adding more visitors. Again, I implore you to work with ARD and the City of Auburn to direct visitors to Overlook Park. This will help mitigate traffic. There is already adequate parking there, and with additional trail signage, this should be the "gateway" to visitors to showcase our Endurance Capital of the World. Encourage active recreation at Overlook Park and partners with these other public entities - add a bouldering area (like in Jackson, WY) and a water feature (fountain for washing/cooling off after running races and for kids) in the park. The decisions that ASRA makes in its General Plan greatly impact our local economy and quality of life. Such decisions need to be made in partnership - not in isolation. I suggest (again) a joint operating agreement between ASRA, City of Auburn, and ARD to help manage and promote the area and leverage resources.

Comments on Auburn Interface

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	<p>6) The large area just below Overlook Park (former dump site) is managed by ARD and ARD is unlikely to develop it because of costs. I recommend partnering with ARD and the City of Auburn to develop it into a park and allow overnight camping only during special events (no campfire rings or fires here). In other places I've visited, the local parks managers have allowed overnight camping on grassy areas (tents only) during special events.</p> <p>7) Proposed Bridge: I am only supportive of the bridge if other mitigations noted above are in place. Otherwise, I oppose the new bridge. The Birdsall dirt road leading down to the bridge needs to be improved as it is closed to everyone now. When it's re-opened it should either be open only to foot/bike/horses and not vehicles as this will kick up a lot of dust and many will try to drive down to get to the bridge easier. Otherwise the road should be paved, but then we need an alternate trail route down to the bridge. Access to Oregon Bar includes both the dirt road and trails, so people have options. This needs to be the same on the Birdsall side too.</p>
113	<p>Would like to see more trails, Trailheads, bridge and parking. No so happy about more boating traffic / take out. We are getting a new BMX park in the area and would like to see the effect on traffic once it opens prior to any other improvements.</p>
114	<p>I feel the increased use of the proposed area will dramatically increase the summer fire danger to the homes in south Auburn. I also believe the increased traffic to the area will negatively impact those living near Maidu Dr. Maidu Dr is already very busy in the afternoon at the end of the school day, we don't need more traffic added to that area while students are walking home. The additional traffic also adds risk to the many walkers and bikers in the area.</p>
115	<p>Destruction of natural habitat. Noise. Trash. Crime. Traffic. Fire. Displacement of wildlife. Pls move concentrated activities further upstream n away from Auburn, which can still benefit from the nearby activities and provide support n services to visitors.</p>
116	<p>Not an appropriate area for overnight camping</p>
117	<p>I am concerned about an increase in fir danger due to careless campers and people using the area that do not live in nearby homes. Our homeowners insurance already considers us a high risk area. I am also concerned about boater traffic. The roads on Maidu are not well maintained and will only get worse with added traffic. Will we also have to worry about homeless camping in the new areas? I bought my home in this area because of the low traffic and peacefulness of the area. I walk my dog daily in the China Bar area and do not want to see this changed.</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
118	<p>I fear any improvement for access, camp, picnic, bathrooms, drinking water will attract undesirable populations who do not care for the environment, camping in undesignated areas, leaving trash, human waste and unlawful, uncontrolled camp fires. Parks and Recreation do not hire enough employees to effectively monitor the area.</p> <p>NO Fires: Improved day use must not include BBQ/fire pits to reduce risk of woodland fire.</p> <p>NO improvements for special events (and what kind of events are you thinking?)mostly because of increased noise, traffic, environmental damage.</p> <p>NO shuttle bus or private operations permits that increase traffic on this heavily used pedestrian trail. NO VENDORS</p> <p>ANY CAMPGROUNDS, FIRE/BBQ, VENDORS, major RIVER ACCESS, should be placed in the unpopulated area of</p> <p>Some improvements for hike and bike to be kept to a minimum.</p> <p>Knickerbocker near the fire station .</p> <p>Minor improvements for day use such as picnic area, improved bathrooms, trash pick-up, shade shelter should be kept to a minimum. Minor improvements and limited access for kayak park to be monitored by daily registration permits to private individuals and not shuttles/buses/vans tec.</p>
119	<p>1. Very Concerned the overnight camping proposal will increase the chances of a devastating FIRE, so close to the community of Auburn and numerous residential areas on the edge of the canyon. 2. Impact of increased traffic on local roads.</p>
120	<p>I would like no overnight camping, no boater shuttle and no expanded day use of facilities.</p>
121	<p>I am not opposed to improving trail access and parking on the west side of the river. However, I am opposed to the concept of a campsite and having events on either side of the river. Noise in the canyon travels and is amplified especially at night. Also, fire is a high concern as winds come up the canyon and embers can cross the river and travel quickly. Anyone who has spent time in the canyon knows about the winds. The canyon has it's own wind currents. In addition, the environmental impacts of additional people, their garbage, and camping would harm a very fragile ecosystem adding stress to the wildlife. Who also make the canyon their home. How much more pressure do we think this fragile environment can handle? I believe that the current use and access is in balance with what the ecosystem can handle. Making improvements to</p>

Comments on Auburn Interface

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	the existing day use facilities is fine. However, I am opposed to camping, the foot bridge that links the two sides of the river, camping, events, and yurts.
122	Increased neighborhood traffic. Overuse and crowding of the area. over commercialization.
123	There must not be a campground at this section of the river. It is too dry with too much fuel and too steep to fight fires. Allowing automobile access is absurd as it allows smokers down in the canyon. I find it hard to believe that anyone is even considering this course of action.
124	Fire risk increases. Single track trail conflicts between bikes and horses. Lack of supervision and enforcement.
125	I live in the Auburn Oaks housing tract and enjoy the solitude of the "park" just the way it is with Very Little traffic. I feel if you opened the park up to camping, picnicing etc. its going to create more hazard in every which way, supervision, fires.....The people enjoy walking their dogs in the canyon with the peace and quiet. I am totally against any build-up of the canyon.
126	Please no bridge from Auburn to Cool. It will endanger the fragile environment of Olmstead. Please no camping along river due to fire danger reasons. Keep this area a day use area & make any improvements that support that.
127	The proposed uses for this zone are inappropriate. This is a neighborhood that would be seriously impacted by changes in use to this Zone. We are against over-night camping, expanded day use facilities, and boater shuttle/rafting trucks. Overnight camping creates a serious danger of fires. We already have enough problems with the homeless camping in the canyon and invading the residential area without attracting more of the same problems. The plans proposed would create traffic issues, and make it difficult for residents to come and go. I have seen other places where boat trucks overwhelm a neighborhood and its environs and don't wish to have the natural beauty of the canyon destroyed and the traffic become a nightmare. There are a lot of Auburn residents who use the trails in the Zone and respect the same by not littering or bothering the wild life. The proposed plans clearly would be yet another way for the state to try and cash in - but crap it up for the people of Auburn. No thank you - find somewhere that won't be seriously impacted, but this is a residential neighborhood and school (Skyridge). Also - there are no commercial services within 3-4 miles of the proposed use area - so where do all your out-of-town campers and boaters plan to go when they run out of gas and other necessities?
128	I have a lot of concern about camping on the opposite side of the river due to the potential for an increase of homeless on the Auburn side of the river. With a footbridge across the river this allows them access to bathrooms in the campgrounds and places to hide on the Auburn side, which keeps them close enough to Auburn to go about their panhandling or whatever they do for the day. Who will be patrolling this area to prevent this? Will rangers be regularly clearing out the area? Additionally, I do not see this as a popular place to camp. It is too hot in the summer and the river is too dangerous to swim in. We already have too many people who disregard it's danger and put our public safety officers at risk when they have to try to save them! I'm not sure why anyone would think this is a good idea.

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>I am also concerned about the increased traffic on Maidu. Opening up this area would bring many more people and traffic into an otherwise quiet neighborhood. The nice quiet neighborhood is one of the main reasons most residents bought in this neighborhood to begin with. I can only see this proposal as having a negative effect on the quality of life, and property values for those who live in the neighborhood.</p> <p>Furthermore, the Auburn State Recreation area is one of the few places in the area where a person can go and not run into people on a trail every 50 feet. People need their places to get away from it all. Not everyone wants to enjoy the great outdoors with 20 million of their closest friends at a national park. Those who use this area now respect it and appreciate it for the solitude and natural beauty. Opening it up to try to make it an attraction will ruin all that. Don't ruin it for those that need their solitude!</p>
129	Support bridge but not camping. Concerned about increased fire danger, homeless, and traffic. It's going to be bad enough when the bike park gets finished.
130	We moved to this area for the privacy and to remove ourselves from homeless encampments in other areas. We feel the proposed campsites will provide for increased transient traffic and criminal activity.
131	I want fire protection ON SITE for 50 camping sites; or nearby, if between 10 and 50. Homeless people will use bathrooms and any showers--a good thing, but budget needs to account for more frequent servicing/cleaning. I'd prefer only 10 campsites.
132	<p>Public safety should be the #1 concern for this project. As mentioned by others, the influx of traffic in this area is bound to create problems not to mention additional wear and tear on our roads which are already in horrible shape (drive Maidu around to Riverside and you'll see what I mean). In addition, we have several intersections exiting the neighborhood which intersect with Maidu some of which are not 4 way stops which already pose a safety threat to those not speeding down Maidu. There are dozens of children who cross Maidu every day to walk to school I am concerned about their safety with the additional traffic. At the very least there should pedestrian bridges in the plans.</p> <p>Secondly, and most obvious concern are the fires that will inevitably be started by campers. Think of the disaster in North Auburn a few years back, it would be a shame to see this repeated. It is a well known fact that 90% of wildfires are created by humans and I feel it is irresponsible for our state to put the residents in danger by allowing this threat directly below them in the canyon.</p>

Comments on Auburn Interface

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	<p>Lastly, it appears that the plan for the recreational areas are fairly well thought out, but there are not any plans in how to deal with the effects to the neighborhoods in the immediate area. For example there is one gas station and liquor store in the area, they are already a magnet for crime an influx of people to the area will only add to this. I do not see any plans or costs allocated for an additional police presence.</p> <p>While this may look like a good idea on the surface it is ill prepared by not accounting for the additional costs "outside" the recreational area in which the taxpayers will have to cover, and the public safety they will now have to contend with. Every action our government makes has consequences, and it is your responsibility to plan for these unintended consequences, and if the government is unable to cover the costs to alleviate the public concerns then the project needs to be scaled back or scratched.</p>
133	<p>Extremely Opposed to increased traffic, noise and fire danger. My house backs up to Maidu and we already have a lot of traffic with the buses for Skyridge school and Public works employees. Having rafting trucks constantly driving up and down Maidu would be a nuisance. We bought our house in 1989 because it was quiet. We understand some growth in the area with new developments going in all around us is expected-BUT THIS IS UPSETTING!</p>
134	<p>I'm against overnight camping in the area. The neighborhood is too vulnerable to fires in the canyon.</p>
135	<p>Concerned about my privacy and quiet neighborhood becoming noisy, heavy traffic, visitors not being respectful of residents, negative impact on property value</p>
136	<p>I am absolutely against the expansion proposal in this area. We already have traffic issues on Riverview and Maidu. Riverview is particularly problematic because it is a small neighborhood with many children and pets and traffic is already heavy. Speeding is a problem. Last year, near PCWA, someone threw an object from their vehicle starting a fire. If someone at PCWA hadn't been there and started fighting the fire, the entire neighborhood could have burned. An expansion means more traffic and more people. If the area is expanded, against my wishes, at the very least, commercial raft launching and landing should be prohibited, day-use facilities should not be expanded and no overnight camping should be allowed. Traffic on small neighborhood streets should be closed to resident traffic only. Increased patrols must be instituted to prevent illegal fires and other dangerous activities.</p>
137	<p>A bad idea that brings more traffic, fire hazards, busses to drop off and pick up rafters, garbage, and who knows violence in our area. It will attract people from the Sacramento and surrounding counties. Why don't keep it as is.</p>
138	<p>I have the same concerns as expressed by other people who took this survey. Fire, traffic, and decrease in overall quality of the area.</p>

Comments on Auburn Interface

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139	camping, boater shuttle and expanded day use facilities
140	<p>This will bring a massive increase in traffic on Maidu road, which has a large elementary school and thus added danger to our children! Increasing parking lots, etc in this area is going to attract loitering. Honestly, there may be some day use by hikers and that is great, but it will primarily become an area for homeless people, high school kids, and drug users to loiter, get into trouble and bring down the quality of a beautiful community. Is there going to be 24/7 police presence? Of course not! So undoubtedly this will happen. That brings fire danger, higher crime rates, risks our children's safety, and brings down the home value of everyone in this community! What seems like a good idea is not going to come to fruition and the local community in this area is going to be the one to suffer...and likely pay in the future with bonds to clean up and protect this area after this fails. There is no need to add any of this!!!</p>
141	<p>My husband and I have multiple concerns, summarized below:</p> <ul style="list-style-type: none"> - FIRE - first and foremost. To encourage camp fires or any other opportunity for fire making puts local residents in extreme danger. - Culture resource disturbance. From First Nation historic landmarks and those we cannot see to the American River history and beauty, etc. This native land is a respite for people to have access to open, safe and beautiful space to be enjoyed. - Traffic. Additional cars, trucks, etc. driving through residential areas, especially rafting trucks, shuttle busses, etc - Overnight camping. Sound echoes up the canyons (in addition to smoke and fires) to all the residences surrounding the Auburn Interface Zone. - Day use is what this area is meant for..... We still have wild animals living in the canyons - Bear, Cougar, Mountain Lions and Bobcats. Having food and people staying overnight would endanger the campers. Check out Next Door Website, Falcon's Point Area where you will see videos of these animals taken from the trails.
142	<p>I have 2 major concerns with these initiatives; increased traffic on hwy 49, from Auburn to Cool, and increased fire danger. In regards to the traffic: hwy 49 is a two-lane road that is already inundated with commuters, bicyclists, logging trucks and quarry trucks. The home and property owners (ie taxpayers) in Cool/Pilot Hill/Greenwood/Georgetown that must travel along the 49 corridor over the confluence already suffer from a lack of CHP patrol, are often impacted by accidents and road work, and since it's only two-lanes, the delays are significant. Adding more campsites = more traffic, which this already dangerous road cannot handle. In regards to my second concern, which is an increase in fire danger: we as homeowners and business owners on the Divide live in, not a HIGH wild land fire risk area, but a SEVERE wild land fire risk area. We pay higher homeowner insurance policies because of this. Hundreds of homeowner policies have already been cancelled by the insurance companies, leaving residents to scramble and find different policies that are always more expensive. The stress on residents during fire season</p>

Comments on Auburn Interface

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	<p>is great! Every time there's smoke in the air, we're watching Facebook to make sure we don't have to evacuate our families and animals! Who in the world would think that adding campsites to this area is a good idea? I'll tell you who: people who WON'T be impacted by a devastating wildfire! It's not going to be locals camping; we already live here! It's going to be out-of-towners, who are oblivious to our fire concerns, or will not be impacted by one. If a wildfire is started at these campsites, the campers get to leave, while the residents up here have to deal with the devastating aftermath. Residents will be left with charred homes, decreased property values, and the INCREASED uncertainty that we will even be able to get homeowner insurance policies in the future. Campsites with access to the American River is a bad idea! An idea that could devastate lives of the people who live here, work here, and already pay taxes here!</p>
143	<p>We are very concerned with the decision to change these day use areas into overnight facilities with camping. California is having extreme problems with fires and 90% are caused by people. More people = More fires, its as simple as that. We believe it is extremely negligent on the part of the CA parks department to put camping at the bottom of a forested canyon that would burn straight up to a residential area. The Auburn Recreation Department has already decided against the neighborhoods will, to install a bike park that will direct more traffic to our neighborhoods. If California State parks allows this project to go ahead, it will mean even more traffic and more problems. People moved to this area to get away from the crowds, noise etc and now it is being turned into an amusement park in our back yards. If you don't live here, you have nothing to lose. We have everything to lose. Fires, decreasing property values, crime, vagrancy and more is no concern to those that don't live here. To us, its everything. Please consider the potential damage to our neighborhoods and keep this area as it is. People can come enjoy it during the day. It is just an unnecessary risk you are taking with our lives on the line.</p>
144	<p>Motorcycle and atv are not a plus to the environment.</p>
145	<p>The China Bar gate should always be open. The road down to the river should be fixed and open. The footbridge would be a fantastic addition to the park. All trails must be open to all user groups at all times. Please disregard traffic as an issue. When I was a little there were no houses off of Maidu, and there was no traffic. The City and County mitigate traffic, not State Parks.</p>
146	<p>Allowing camping so close to residential areas is frightening. I have no issues with the trail improvements or limited picnic areas (although I still have some concerns), etc. It's allowing camping so close to higher density residential areas - with the inevitable increased use of camp fires, smoking and other open flames - that is alarming. One stray spark could be catastrophic. Please reconsider anything that could bring such a huge fire risk to our community.</p>
147	<p>What kind of trails are you proposing?? Just technical mountain bike trails? Are you planning facilities for equestrians? I am confused - are you planning on adding 50 campsites to BOTH sides of the river? Will the trail bridge be equine friendly? Not pleased with so much development concentrated in the south end of the SRA.</p>
148	<p>the area need to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers</p>
149	<p>Great plan! The more trails that can be built, the better.</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
150	I am in favor of one day having a bridge that connects Cool to Auburn. I am also in favor of having mt. bike trails that have no direct contact with and are completely separate from the equestrian trails. Everything else would just be tearing up the land and ruining the natural beauty of the area.
151	I am firmly opposed to overnight camping in the Auburn Interface Zone. It would most likely attract transients and create associated problems and risks for the physical environment, local residents, other visitors, and enforcement personnel.
152	My biggest concern is the increased fire danger that would result from overnight camping - so no to that proposal. I'm OK with allowing access to the current facilities but would prefer to evaluate the effect on the overall environment with access to current facilities first -- before considering the propriety of expanding the facilities we have presently. I would take the same approach to considering the propriety of allowing rafting trucks. Let's see how the picture looks with allowed access -- and then go on a step by step basis, if appropriate.
153	I think this plan has too many failings. First being the fire hazards followed by increased traffic. I seen the rafter shuttles drive very fast up Forest Hill and Coloma roads. Then the site is too close to town and I wouldn't want to see it become Bear River Campground full of heavy local party folks. I would rather see money diverted to a cleanup of the failed Auburn Dam project.
154	My biggest concern is the camping overnight and the increased traffic on Maidu Road. I live in Falcon Point development and already we have speeders (sometimes drag racing) on Maidu. Overnight camping will bring more homeless to the area and in a high fire zone. I'm concerned for our safety. My vote is No Over night camping, No boater shuttle for rafting trucks, and No expanded day-use facilities.
155	I am concerned about additional traffic impact in the predominately quiet residential area around Maidu Drive. With the advent of overnight camping I am concerned about homeless encampments and the increased fire danger in the canyon area and it's impact on the surrounding residential areas.
156	The ingress and egress into and out of this proposed development [and Knickerbocker as well] would be through densely populated residential areas using roads that are already highly traveled and poorly monitored by law enforcement. Drivers blow through stop signs in our neighborhood all the time. The traffic speeds frequently and is noisy. There are children crossing intersections on the very roads that would be used to enter and leave the Auburn Interface Management Zone and the proposed development would only make it more dangerous. The roads are in severe disrepair; the campgrounds would likely invite homeless and transients into and through our neighborhoods thereby increasing crime and trash littering our area. I urge you to keep the area adjacent to the Maidu Lane area free from this proposed addition al and unacceptable burden upon our neighborhood.
157	NO OVER NIGHT CAMPING; NO BOATER SHUTTEL SERVICES; NO EXPANDED DAY USE Facilities

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
158	<p>No bridge.</p> <p>No Road access to river from Knickerbocker other than existing hiking, biking, equestrian Salt Creek Loop trail. Improve/repair river access on Auburn side. Good roads on Auburn side to allow a shuttle service for kayakers without having to add more traffic to Hwy 49.</p> <p>Improve Oregon and China Bar areas to allow easy kayak access. Roads already exist, just improve/repair put in /take out areas.</p> <p>DO not destroy Knickerbocker area by splitting it in 2 by dividing it by a road and creating loss of wildlife habitat and nice large, accessible undisturbed area for wildlife and people.</p>
159	<p>We have been waiting for a bridge since the river was rerouted and we could no longer use the coffer dam trail through to Cool. However, opening this area further to cars or adding camping would create huge problems for those who enjoy it now. I do not support adding campsites or vehicle traffic through to Cool.</p>
160	<p>Overall this proposal looks good. Would create good access. Just think that the camping should be parking area and backpack - hike in only with less sites.</p>
161	<p>We live parallel to Maidu and our biggest concerns are the following:</p> <ol style="list-style-type: none"> 1. Increased traffic and noise on Maidu 2. Negative impact on wildlife in the area due to increase in human encroachment 3. Increased fire danger from campers 4. With an expansion of daily and nightly use, there will be an increase in criminal activity i.e., smash and grab, petty theft, graffiti, homeless/drug abusers (we recently had a family member's car broken into while they were at the river....car windows broken and personal items stolen) 5. With increased traffic there will also be an increase in speeding and motor vehicle violations

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>6. Increased use = increase in garbage and non-recyclable debris littering the park, walking paths and river.</p> <p>We have these concerns because we experienced similar issues with an expansion of beach and park access near our previous home in Santa Cruz, CA.</p> <p>Unfortunately, the proposed development will change the face of Auburn as we know it now and it will be a detriment to the local community.</p> <p>We are not against maintaining the current facilities, but are against the expansion proposal and specifically the addition of camp sites.</p>
162	<p>I support the proposed improvements, in particular the new bridge crossing, Rocky Point landing improvements and improved boat launching/landing facilities and access.</p>
163	<p>I am also concerned about having camping in such a sensitive area without providing for more fire protection is dangerous for people in both Eldorado and Placer counties! Then there is noise and light pollution which will effect the current residences.</p> <p>I think asra needs to include Eldorado County's people's opinions. A town hall meeting is needed in Cool!</p>
164	<p>Hwy 49 between auburn and Cool is already a very challenging drive. Offering access from Eldorado county side will worsen the situation.</p>
165	<p>I am in complete support of all the proposals. I live very close to the area and I think the claims of too much traffic do not make sense. This is a great natural resource for people who live in the area and should be enhanced. And it should be shared. It will promote Auburn as a destination which will help the local economy. The main access to the west side of the river will be Maidu Drive and it was designed and built with way more traffic in mind than these small improvements will ever draw. That is why their are not residential driveways on Maidu Drive. A bridge across the river at the proposed location is a great idea and will allow equestrians, walkers and cyclists to get to Cool without crossing Hwy 49. I think this is very important. I think giving better access for boaters is a great idea and I will use it for sure. And we need more mountain bike trails in this area. As far as undesirable or rude people, fire danger and people leaving trash, I not believe there is any reason to think that any of this will happen. I believe these resources will be used by people who love and respect the outdoors. People who are</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
	<p>courteous and respectful of nature and our great resource.</p> <p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal singletrack trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal singletrack trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p>
166	<p>There definitely needs to be a bridge connection from Auburn to Cool. This bridge should not be for motorized vehicles. I know many people are opposed to camping, however, I'm not sure why camping should not be allowed. We currently have camping allowed at FLSRA, ie., Beals Point. There is residential close by and I haven't read anything about homeless taking advantage of the facilities. Reviews from those campsites are favorable. People like to camp. There are rules and regulations for campfires and to my knowledge, none of the recent fires in California have been started at campgrounds. The grounds will need to be monitored and patrolled.</p>
167	<p>Keep the China bar gate open. That's a freebie. If we don't even allow access that already exists, why do we entertain adding more facilities. Definitely no to a campground. That area is a great retreat for people to go to in order to get away and you can walk or take your horses to it down there already. Don't create more access and more congestion. NO CAMPGROUND.</p>
168	<p>well over due</p>
169	<p>I would like to see more access to the river all year round. It is annoying that there are gates that prevent access to the kayak park near the old Auburn Dam site. This is a great recreational resource for people learning how to kayak! The road down needs to be repaired so that people can enjoy this resource.</p>
170	<p>I have concerns for the wildlife and nature in this area. High traffic and camping will destroy this area, create a high fire risk in the summer and disrupt the lives of folks that live in the area. People are able to come for day use , hike the trails and go to the river and enjoy the beauty already. Lets not destroy this beautiful place with over utilization.</p>
171	<p>We are homeowners on Riverview Dr. and have concerns about increased fire danger due to increased access to the American River canyon. If a fire started in the canyon it would rapidly reach the many homes in our area with minimal time for us to leave the area.</p>

Comments on Auburn Interface

Comment Number	What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?
172	The whitewater park at the old Auburn Dam site is a tremendous resource that is currently under used because the access is restricted. Access should be increased to this high value recreational feature. I support opening Rocky Island Bar Road to vehicles and a Rocky point/Salt Creek Camp ground. I would also like to see Birdsall River Access Road repaired to the boat ramp (which also helps access the whitewater park from the Auburn side). The China bar gate should be open year round, weekdays and weekends, for river access. This is a critical access for whitewater kayaking/rafting and general river access.

Comments on the Confluence

Comment Number	What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?
1	<p>The confluence is used by a very diverse and multicultural community. This area is providing opportunity for engagement with the American River by many different groups, and as such can facilitate recruitment of ethnic and cultural diversity into decision making related to the preservation and restoration of the natural resources of the Auburn area. Development of interpretive, multilingual, information panels, easy and safe parking coordinated with Cal Trans, and infrastructure for rock climbing and rafting, would greatly improve the local economy and future health of this area.</p>
2	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
3	<p>Prohibit commercial access to boat put ins.</p> <p>Yes, expand rock climbing.</p> <p>No shuttle/transit.</p>
4	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>

Comments on the Confluence

Comment Number	What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?
5	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
6	<p>Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.</p> <p>Proposed Lake Clementine Trail: I support the proposed trail connection and assume it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p>
7	<p>2.A. The City of Auburn's Endurance Capital Committee approves the following: (#18 on page 1 of Summary pdf): Construct, improve, extend, or sign the following major trail routes. Actions may include, but are not limited to, re-aligning existing routes, clearing, widening, grading, and the installation of signage, drainage features, and trash receptacles.</p> <p>Specifically we propose an Auburn to Cool Trail ride for mtn. bikes: re-establish the old jeep road between Hwy 49 crossing and the Olmstead loop (it parallels Hwy 49) for mountain bikes in order to provide two-way traffic from the Hwy 49 Crossing to Cool (map available upon request). Mtn. bike riders would travel down Auburn's Stagecoach trail to the Confluence, then ride a short stint on Hwy 49 to the Quarry Rd. Trail, then take the Quarry Rd. Trail to the Wendell Robie Trail connector up to the Hwy 49 crossing, then the jeep trail to Cool. This would avoid the use of the Western States Trail up from No Hands Bridge toward Cool that is too steep, narrow, and technical to allow for both mountain bike and horse/hiker/runner use.</p>

Comments on the Confluence

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8	<p>As an equestrian, my concerns are focused on keeping our horse trails protected and safe. A lot of this has to do with limiting speeds for ALL users and also recognizing and enforcing that single track trails and historic trails not appropriate for all users (i.e., cyclists). This is a key concern. We recognize that many of our region's trails were carved out by explorers, Native Americans, miners and horseback riders. And the great majority exist in their "native" state. As such, they are not appropriate for bicycles and/or motorized vehicles. Imagine if you were on horseback on a trail of this type and encountered a cyclist(s), or worse, a motorized vehicle. It could easily spell disaster for the rider and the horse. Please please please keep these considerations in mind!</p> <p>I thought there was a survey to take? I am having difficulty finding it.</p> <p>So, let me express another thing. I am TOTALLY and COMPLETELY against putting in additional campgrounds in this and other ASRA areas. In the WUI, campgrounds are a KNOWN RISK to starting FIRES, and especially when campfires are allowed. Many of the big fires our state suffers in the WUI are a result of HUMAN negligence. It take just one error, intentional or not, and we have a disaster on our hands. Day use may be OK, but I am completely against overnight use. We are in a NO BURN time of year. Why would we allow people to come in here and build camp fires? That's a BURN! No! Asking for trouble!</p> <p>I'd also like to say that inviting even more traffic onto CA 49/193 between Cool and Auburn near Foresthill Road is not a good idea. It's very dangerous for vehicles on the road as we try to maneuver around cars trying to find a parking spots and then avoid people as they walk on the highway to get to their cars or their destination. It's already very congested. Why would you want to invite more congestion? Not a good idea.</p>
9	<p>Parking along the Hwy should all be fee based parking</p> <p>guided tours of mine - where is the parking? As long as it doesn't interfere with trail use fine</p>
10	<p>Due to congestion and lack of parking, a 15 minute loading zone for boaters is needed by the toilet and shade structure so boaters can drop off boats and then go park. There is an excellent example of a loading zone for boats at Marshall Gold Discovery.</p> <p>Shuttle service would also help reduce crowding and parking problems at the confluence..</p>
11	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a nice, switchback multi-use trail to connect people down to the towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p>

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	<p>3) Create a bike-legal trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
12	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a nice, switchback multi-use trail to connect people down to the towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
13	<p>Please add a bike-legal trail between Confluence and Olmsted Loop in Cool. Riding up from the confluence to Cool on HWY 49 is taking your life in your hands. I have literally been bumped off the road (by a horse trailer) while riding up that road!</p>
14	<p>These are sentiments equally shared by fellow mountain bikers and myself.</p> <p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a nice, switchback multi-use trail to connect people down to the towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
15	<p>First off the idea thrown out to put a bridge over the river for recreation by the dam site seems like a nice idea but honestly it is going to be way to expensive and cost prohibitive for the amount of use it will likely get and should get. That area should be left along. I know this isn't probably</p>

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	<p>popular but this is an area with minimal traffic with only access this keeps things manageable. Adding more access to the area when the park services can't even manage the area that they have seems just silly. This is apparent by the way the confluence area is currently managed.</p> <p>I do think that the mountain bikers should have some rights to access the WS trail system over to cool but the thought of a new bridge seems to me as excessive. The size of such a bridge to accommodate the high waters in the winter is not trivial. Anything less would just wash away every couple years when we get the tropical storms. So as some have suggested maybe one way traffic on WS (uphill only) or alternative routes from the No Hands bridge. This would be really interesting.</p> <p>As for shuttles, PLEASE, PLEASE, PLEASE just say NO. There's an issue with traffic but if you start adding shuttle services you will have congestion (more than we do now) on the trails too. Realize that the Confluence has reached it's capacity and adding parking is not an option (maybe lines on the side of the road at the most) as it will just make a already crowded and congested area even more so. Again I'm VERY much against this even though I'm all about carpooling and keeping the planet green (taking public transit and all), this is just a VERY BAD idea. Again the parks can't clean up and maintain the area now, just can't see it doing so when they double the number of people coming in by shuttles.</p> <p>I don't know what this facility is for above/near the foresthill bridge, but again this seems like a waste of money. Why not put the money and time in to maintaining what you have now. For example all the trash on the trails around the confluence, the toilets that stink 50+ yards away, etc. All I see the park do is take \$10 parking fees now. Since having implemented this fee things have gotten worse not better in the area. I know as I have been visiting the area for 30 years now and have lived in Auburn for more than 10 years now.</p> <p>Bottom line more trails and fair access to all users is something I can see spending money on but no more parking/bathrooms or shuttles are needed. Spend the money available wisely and within what one can manage.</p> <p>Also you already have a ranger station. Why is there a need for another one? They should be out in the park not in the office. I haven't seen the need for dozens of Rangers here. Most people in the area are just out for a hike, bike ride, horse ride, or just enjoying the river.</p>
16	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p>

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	4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.
17	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
18	You must provide an off-road bicycle route between Confluence Zone and Knickerbocker Zone. Immediate solution is to open up Western States Trail from No Hands Bridge to Olmstead. You can make this UPHILL only and even make it bike legal on (e.g.) even numbered days. Cyclists can return to the Confluence on Paige Harper Trail, cross 49, then down Quarry Trail (downhill only and e.g., even numbered days only). Long term solution is to build a new trail that achieves the same connectivity result, but we all realize CA State Parks won't build new trails. Maybe once younger, more "yes we can" types of leaders are running State Parks this can happen (so in about 30 years from now).
19	<p>Item #114 of the Alternatives Summary Table DRAFT June 22, 2018 should not be implemented. Vehicle access should be more tightly limited to emergency, maintenance, and special event support. Shuttle vehicles to the lower quarry rock climbing area should be disallowed.</p> <p>Items 115, 117, and 118 would increase the number of vehicles pulling off of and onto the road at and near the Foresthill Bridge and therefore represent an additional traffic hazard. None of these items should be implemented.</p>
20	Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.
21	I grew up in Auburn and now live in Cool. The drive to my house is horrible on the weekends with all of the congestion at the confluence. I am recommending that no new boat put ins and trail heads be started. The current traffic situation is awful and with the current proposals it will make it worse.
22	<p>1. I support improved river access trails, boat put-ins, and portage trails;</p> <p>2. I support additional areas for rock climbing. The climbing community in the area is well established and existing climbing in the quarry is a fantastic start but needs to be expanded. There areas that are most apt to be developed for rock climbing are generally not in areas heavily utilized by other users; but regardless, rock climbing is a natural progression for many users that enjoy natural setting adventure type activities. The fact</p>

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	<p>that rock climbing is allowed and encouraged in most National Parks and Congressionally designated Wilderness areas should provide adequate evidence that it is an activity compatible with State Parks and that risks can be adequately mitigated by users themselves.</p> <p>3. I support additional transit or shuttle services to alleviate parking and traffic congestion in the confluence area.</p> <p>4. similarly I support formalized and improved parking and wayfinding; to alleviate parking and traffic congestion.</p> <p>5. Along the same lines as described above I support additional rock climbing areas restrooms and interpretive information near the existing rock climbing area.</p> <p>6. Within the Cool Cave Quarry and Mt. Quarries Mine Activity Nodes I support guided tours of the Mountain Quarries Mine. Mining culture is a huge part of california history and something people should understand more fully than they do now. I think the resources within ASRA provide an excellent opportunity to teach students, residents and tourists about this history and it provides an excellent opportunity to provide additional educational and family friendly attractions to the ASRA.</p> <p>7. I support the proposed lake Clementine trail and expect that it will be multiuse because there is a clear disparity between access for mountain bike legal trails and trails that are legal for other trail users.</p> <p>8. I strongly support the building of a multiuse trail from the confluence to Olmstead Loop and Cool. This is a much needed connection. Currently the only bike legal option is highway 49 which is hugely inadequate to safely accommodate bicycle use due to poor site lines and barely existent shoulder. The 2007 Auburn to Cool Trail Crossing Feasibility Study was prepared to facilitate this need over 10 years ago and my understanding is that the trail itself was flagged on the ground but never built. This is a long overdue action that ASRA staff should implement ASAP and before a bridge is built in the China Bar or other area downstream of the confluence.</p>
23	<p>Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
24	I am in favor of all proposals

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25	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
27	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
28	<p>If somehow possible - improve parking at confluence area. Currently a real danger to people visiting the area. Continue ASRA Park policy - no bikes beyond Maine Bar. Also there appears to be an increase in Mt bike activity on the Western States trail between the confluence and Cool. This is a single track trail and designated as Hiking and Equestrian. If possible start guided tours of the Hawver Mine.</p>
29	<p>Parking at the Confluence is dangerous. It's a wonder there hasn't been a fatality there. Until the parking problems there have been addressed, no additional facilities should be added. New facilities will bring more traffic to already busy roads. A legal bike trail is needed between the confluence and Cool to keep bikes off the Western State trail.</p>
30	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine</p>

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	<p>Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
31	<p>We need more mountain bike trails! This is the fastest growing form of recreation at the moment but options for a variety of rides are few. Please help increase the amount of well built, fun and challenging trails!</p>
32	<p>Designate or build at least one bicycle legal trail from Confluence to Cool, currently no such connection exists. Highway 49 is currently not an acceptable bicycle connection with current shoulders.</p>
33	<p>I fully support the plan</p>
34	<p>A 15 minute loading zone for boating is needed at the Confluence near the toilets and shade structure. Similar to the one by the Marshall Gold discovery park river access that has greatly improved boating river access on the South Fork.</p> <p>Reduce speed limit along parking areas on Hwy 49 and old foresthill road.</p>
35	<p>I feel the proposals go a long way to improve access to this very valuable resource.</p>
36	<p>I've looked for a carrying capacity survey in all the on-line literature. I find none. I believe it is irresponsible of State Parks to increase visitation without such an assessment. As someone who drives/hikes/rides horses extensively in this area and who has done carrying capacity surveys on other river systems, I believe this area is already at capacity on most summer weekends. Parking drives capacity. Adding a shuttle, particularly out of Cool, makes no sense to me. You are adding a large vehicle and more people in an already crowded landscape, inviting increased user conflicts and resource damage. Put up a sign in Auburn at Highway 49 and/or put a notice on a website when the river has reached capacity. Offer alternatives for recreation opportunities elsewhere.</p> <p>Whitewater access is already available at China Bar. Again, you are inviting increased use in an area already at capacity.</p> <p>Bikes want their own trail from Auburn to the Confluence. They already have it with the Stagecoach Trail. Making the Russell Road trailhead a paved parking lot eliminated horse trailer parking that used to be available there. Few people want to risk their safety competing with mountain bikers who fly down that very wide trail. There is no need to allow bikes on other single-track trails that pose an extreme safety risk to other users.</p>

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	<p>Maybe the Stagecoach parking lot in Auburn needs to be expanded.</p> <p>Charge users a parking fee on the El Dorado side to be consistent with other parking. If you want to expand parking, do it on the south side in the teeny parking lot along the Middle Fork. Offer true handicap parking there. That trail was constructed by Kenney Glaspie's crew to provide this access. That's how the trail improvement was funded many years ago. Handicap parking was only available on the locked side of the gate. Now it's pretty much overgrown and wheelchair access is near impossible from the existing parking lot. If not there, provide some kind of disabled access to the river.</p> <p>Continue to provide life vests for children during high water.</p>
37	<ol style="list-style-type: none"> 1. Improve river access, trails, boater put-ins, vehicle parking and add concrete vault restrooms at Quarry Rd parking area, add river rapid portage trails and wayfinding. Provide designated 15 minute boater load/unload zone. 2. Work with Cal Trans to fix and designate parking along Hwy 49. 3. Solicit and improve transit and shuttle service from Auburn to the Confluence Area. 4. Add additional rock climbing as Teichert and BOR decommission open-pit limestone extraction mines. 5. Continue to seasonally close rock climbing areas for nesting raptors, owls, ravens and other sensitive species. 6. Add restrooms and interpretive panels to the current and future rock climbing areas. 7. Provide guided tours of the Mtn. Quarries Mine. Shuttle mine tour visitors from location(s) other than the Confluence. 8. Add interpretive panels and shuttle parking lots to both ends of the Auburn-Foresthill Bridge. 9. Enter into an agreement with Placer County to provide shuttle-bus service to the Confluence and Mammoth Bar Areas. 10. Allow, by special permit or other management tool base jumping from the Foresthill Bridge.
38	<p>Need more parking, river access, trails, boat put-ins. Add restrooms and information near rock climbing. . Need restroom facilities and trash cans at top of Stage Coach trail, Russell Road.</p>

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39	<p>Confluence Management Zone</p> <p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
40	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) Create a bike-legal trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>3) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
41	<p>Due to the existing heavy usage of this area, and the likelihood of attracting more people with these improvements, please limit the use of new river access to non-commercial activity.</p>
42	<p>Yes more recreation...</p>
43	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>

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44	increases fire danger. Turns our ASRa treasure into a "Coney Island" atmosphere.
45	DO NOT TOUCH THIS LAND. Everything on this list of proposed actions is a travesty to the natural beauty that already exists. Leaving the ARC alone is the best way enjoy it. I hate all of this and hope it never comes to fruition.
46	Yes we need more local receration.
47	<p>I do not support any of the proposals.</p> <p>Already too many people at the confluence. We don't need more. No on a boat launch area that brings trucks with rafters. No on guided tours. No on all of it. This is a high fire area.</p>
48	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
49	<p>I support the addition of a multi-use foot/bike/horse bridge across the river but have concerns with the lack of bike-legal singletrack trails in that area. Trail connectivity should be increased for bikes first, before a bridge is installed.</p> <p>Mountain biking trails: I support the proposal to build technical mountain biking trails but do not see where those are proposed for this area as the map does not indicate the location of the new trails. We need bike-legal singletrack trails connecting Auburn to the Confluence and from Confluence to Cool. I would like this added to the General Plan as NEW trails in case the Roads and Trails Management Planning process does result in a change in use for the existing trails. These trail connections should also be in place BEFORE a bridge is built.</p> <p>I do not support adding vehicles or more parking to the China Bar area due to safety concerns. The current trails (Cardiac Bypass etc) intersect the roads in several places, and increasing traffic could become a safety issue as vehicles and trail users mix on the roads. Note that we also need a bike-legal access trail from Overlook Park into China Bar as there currently is none.</p>

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	I oppose adding 50 parking spaces on the Cool side, at the river. This will increase noise, traffic and pollution and undermine the natural beauty of the area. I support adding some camping on the Cool side so long as the area is adequately staffed.
50	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
51	Continue to maintain trails and keep trails open to mountain bikes.
52	I am concerned about outside traffic, increased numbers of people, and the potential for fire, traffic issues, and the degradation of the natural area
53	<p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine Dam. Currently the only "trails" are steep fire roads (ie. K2). This will allow people to spread out better.</p> <p>3) Create a bike-legal singletrack trail from Confluence to Olmsted Loop and Cool. Add this to the General Plan in case ASRA does not change Western States Trail to multi-use.</p> <p>4) Confluence Trail: Improve where needed any drainage issues on the trail as this is one off the most popular and scenic trails in the area.</p>
54	<p>I support the recommendations from Fatrac to support and improve cycling trails and trail access:</p> <p>1) Proposed Lake Clementine Trail: I support the proposed trail connection and hope it will be bike-legal.</p> <p>2) I have concerns with the traffic and parking situation at the Confluence area and appreciate ASRA working with CHP and others to improve the situation. I suggest creating more parking at or near Foresthill Road and a multi-use singletrack trail to connect people down to towards Clementine</p>

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55	I don't think providing a transit service to an already overcrowded area is going to help the congestion. This area already gets trashed enough over the weekends with out of town visitors. Adding another way to stuff people into this area won't help.
56	Focus of actions should be to deal with existing overuse and not alternatives to encourage more use and visitation. That can come later. It is not clear the proposed changes will adequately deal with existing overuse.
57	I support all proposals for more multi-use trails. Connecting the confluence to the Cool area with a bike-friendly, multi-use trail would allow cyclists to access the confluence from the south without traveling on Highway 49, which most folks agree is dangerous. Not sure how much room there is for additional parking; a shuttle service seems like a better idea, and will help the Auburn business community by forcing people to leave their cars in town. That works in Yosemite and it will work here. We need to get people out of their cars.
58	I agree with the recommendations!
59	I like the opportunities that the proposed improvements would make.
60	More trash receptacles in this area! Fine visitors who litter. Trail work days to get rid of star thistle & make trails to water less susceptible to erosion.
61	I don't have a problem with expanding recreational opportunities at the confluence IF there a major plan for avoiding more traffic congestion. Even if trails, facilities, etc. aren't expanded, someone is going to get killed at the confluence of there isn't a change in the parking situation.
62	Traffic and dangerous situations with people trying to park. They don't realize it's a highway (with logging trucks and horse trailers that can't stop on a dime when they find a parking place.
63	Very poor planning to have parking along Hwy 49 in the first place with it being the main exit for the Divide residents , and the main thoroughfare for logging trucks and trucks carrying rocks. Pedestrian have the right away and they know it , often crossing the street without giving drivers enough notice . Not to mention children and pets in hand . These large trucks can not stop quickly . Carving into the mountain along 49 sounds like even worse planning . More cars, more people , more stopping and going to wait for people to park . There is plenty of recreation why concentrate it here when it is already a poorly planned and poorly supervised recreation area. . There have been multiple drownings over the years . Multiple arrests . Our wildlife is being encroached upon . We have had an increase in Bears and mt lions over the years . How are you going

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	<p>to protect humans and the wild life . I once drove by a huge dead bear right after the bridge on hwy 49 , probably just going down for a drink . He or she was either hit by a car or shot by a ranger . Why ? Probably because the visitors didn't know how to interact with wildlife . Saddest thing I ever saw . Expanding the area only encourages more swimming in unsafe waters or for inexperienced swimmers . You are basically sending out an invitation to give it a whirl in our unpredictable waters we expanded for YOU!!! Maybe reservations are needed for the weekends like Hidden Falls does .</p>
64	<p>Traffic...litter...fires..safety</p>
65	<p>here is too many people, trash, car break ins, car accidents, etc largely due to lack of ranger presence. Like other popular places, start a quota system with a maximum number of people per day.</p>
66	<p>I live in Auburn Lake Trails in Cool, as the crow flies only a few short miles from the proposed changes to the knickerbocker use area and Olmstead loop. I have lived here for 25 years. I have to say I find it somewhat alarming that BLM and Park Personnel are even considering adding camp grounds to the area in the canyon behind the Cool firehouse. It seems there is a disconnect between these agencies and the new weather and fire realities that all of us in rural areas are living with. Wildland fires have become the norm. They are catastrophic and once out of control nearly impossible to contain within a time frame that would save Cool. The canyon there is steep and heavily treed and a fire could race up the canyon in no time. The idea of having a fire start in the middle of the night while I'm sleeping because someone's camp fire got out of control is really concerning. As an example, the Rattle Snake Bar Folsom Lake campground is one of the most terrifying campgrounds I've ever seen. There is tall brown grass everywhere and usually within short distances from open fire pits, that doesn't even make sense. And yes, there are multiple fires there each year. I spent one night down there last year and a fire broke out in the evening we were there, fire fighting resources were deployed and the fire was put out, but how much is that costing the tax payer for fire fighting personnel to be on the ready and deployed that often just for people to camp. It does not seem a good use of resources or our tax dollars. And one of these days one of those fires is going to race up the canyon and put people and their property at great risk.</p> <p>Each year there are more and more catastrophic fires that roar through entire communities. Santa Rosa last year comes to mind instantly, but there have been many fires in this area in the past few years including the American fire that started in a remote stretch of the canyon on the Middle Fork American by a rafting person. It is my opinion that no campgrounds at all be developed here as the risk to our lives, homes, and town far outweigh people camping. And it is often reported by the news and firefighters that 95% of all fires are caused by humans interfacing with the land it does not make sense to increase the probability of this by inviting this risk.</p> <p>On a related note, the confluence was developed once the dam issue was resolved and quite frankly that project did not take into account that residents from Cool and beyond frequent highway 49 daily to go to work or the store or doctors appointments and the impact that traffic has had on us is intense. There are many more car accidents down there and there does not seem to be much in the way of enforcement of parking or even just help from BLM or Parks personnel to mitigate the congestion. It seems like it was just decided to open the area up, confuse everyone with paid and non paid parking so that people try to squeeze into any space they can find, and there is no enforcement or even organization around any of</p>

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	<p>this. I can't imagine opening up the Olmstead loop area to this much traffic, people, fires, and hope to have any semblance of organization given what I've seen so far.</p> <p>Many of these changes seem like they will negatively impact the people who live here by increasing traffic and negatively impacting the wild lands here. Opening up the road behind the Cool firehouse will drastically change the Olmstead loop trail, many of us run or walk or bike out there and we would now have to share the road with traffic. This just does not seem like a good idea at all. And honestly my biggest concern, fear, is that there will be a fire that comes ripping up that canyon one of these days because of campers. That alone should negate any new campgrounds this close to where people live. I am an avid outdoors person, I hike, kayak, run, camp, so I understand and appreciate the importance of access to wild lands and the great outdoors, but common sense when it comes to the high possibility of fire destroying everything we work for and our beautiful surroundings is what should come first. It seems somewhat surreal to me that this plan is even being considered.</p>
67	<p>Something must be done about the parking on the El Dorado County side. People leave trash, do not watch their kids or pets, stop quickly and cause rear-end accidents...something has to be done!</p>
68	<p>I support the proposals as set forth.</p>
69	<p>Addressing the parking issue is vital. The no-fee parking on the Cool side of Hwy. 49 is a safety hazard for both drivers and pedestrians. Development of more managed parking areas off the main highway is urgently needed.</p>
70	<p>I like the proposals. Additional trails, open to all users, should be added.</p>
71	<p>Safety issues along Hwy 49 should be #1 priority. There should be safe pedestrian access from Placer side to El Dorado side, whether on bridge, alongside bridge or under bridge. All parking on El Dorado side should be paid, not free, to discourage people from parking there and spaces properly defined so vehicles don't hang out into roadway. Parking on 49 needs better supervision or they should be no parking along roadway at all. I am in favor of a weekend/prime time shuttle from outlying parking areas, able to carry bikes, dogs and picnic stuff, in addition to people. Bathrooms on the El Dorado side would be good, along with more garbage cans. Guided tours of the cave would be great. The cave needs a better solution to the entrance issue. Absolutely no vehicle access should be allowed along the Western States Trail, other than park service vehicles.</p>
72	<p>I Believe it will bring a lot more traffic! I have lived here for more than 30 years! I have seen the confluence hiking and swimming has proved that there is an interest for people to want to explor this area! I do believe the businesses and the community of Cool, will gain more revinue and businesses! Which will increase the property values, and increase the growth of the small communities on the Georgetown Divide! Now the Question is???? Are the Residents of the Georgetown Divide Ready for All the Growth!!</p>
73	<p>The chief issue in this area is parking and safety. The El Dorado county side of Hwy 49 needs to be turned into paid parking and both sides need to have designated spots. A walking path on the side of the hwy and bridge needs to be added to keep pedestrians off the hwy for safety. Larger parking areas in Cool and in Auburn with shuttle service daily in the peak months and at least on weekends in the winter months will help alleviate the dangerous traffic conditions we now see everyday near the bridge. Shuttle stops with shade structures and seating should be provided to</p>

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	encourage the use of this service. Dogs, bikes and coolers should be allowed on the shuttle, again, to make it a visitor friendly service. There should be a yearly parking pass for local residents to pay for to let us enjoy our backyard at a reasonable rate. More patrol of the parking areas to discourage theft. More bathrooms.
74	We need better/more parking
75	I love the idea of improving this area. My big question would be parking. Currently, the parking situation is dangerous. Improving parking and a shuttle service seems appropriate for safety.
76	We live in a wonderful natural area. Unfortunately so many folks from out of the area are now finding our hidden secrets. I would hope that Auburn State Parks would realize this and help to enforce road issues such as parking in the road, walking your children or pets in the road which as we all know is a HIGHWAY and people drive it like its an interstate way too fast for all this foot traffic. We are lucky that there has been no MAJOR accidents from cars alone YET. To keep folks from abusing our area we need more visual enforcement. More park Rangers the ones with guns as the other staff just gets mocked at. We need the CHP to enforce the highway parking issues. We need more easily located trash bins located all over. We need more bathrooms. Iron Rangers do not enforce registration/payment. If you want folks to pay for usage you need to be present. I hate to say it but there is no going back to the 80's when you could head to the confluence and be the only person there. We all get ran out at some point and I for one was ran out about 8 years ago. Found my new hidden gem and I am not telling a soul where it is but it is no longer the confluence.
77	This area is the most needed out of all proposed improvements. Start here and do it right!!! Parking, parking, parking!!! Need monitored daily and more on weekends. Add patrolling during high attendance and high flow (late spring/early summer). Find ways to slow down drivers.
78	How can cost be paid without cost to locals?
79	There is way too much traffic at the confluence now and adding more incentives to go there would make it unmanageable. Northern California has many recreation areas for people to go have a good time. Highway 49 is a pathway of necessity for people to get to Auburn and/or 80. If more people started coming to the confluence for recreational activities than already do, it will be even crazier than it is now and unsafe. Parking lots and restrooms will not solve the problem.
80	Recreation use at the confluence has become a public safety issue. I do not think your proposal really addresses the issue: there should be no parking along Hiway 49 and no changes made that increase use of Hiway 49. This is a safety issue. There is so much illegal traffic and parking that emergency vehicles cannot get thru. Your plan would increase the danger. This plan is not needed.
81	Our area is over run with too many vehicles and persons- our area cannot sustain more tourists
82	Traffic is horrendous from Cool to the confluence and Auburn . People, children, dogs.....all walking in front of cars, logging trucks, wtx.

Comments on the Confluence

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83	Any parking along Hwy 49 at the confluence should not be allowed. People are not respecting the dangers of oncoming traffic and not watching their children. There have been several "near misses" .
84	I like the ideas and would like to see them implemented. Having worked on the Hawver Mine Cave tours for 4-5 years and seeing nothing happen, I am skeptical about this happening. Surprise me, and allow it to happen!
85	Manage litter control, more sanitation, larger parking off road parking.
86	Parking is congested on most days and gets worse on weekends. There should be accessible parking that would not allow blocking of and extreme slowing of traffic on Hwy 49. People stop, wait for parking to open up and then back into the space. Also, sidewalks or additional space should be provided to keep kids and dogs off the hwy curb, do away with all the parking along side hwy-49 on the Eldorado County side....
87	have issues with all the illegal turns and parking on a highway
88	In the current configuration traffic is a nightmare, and can be extremely dangerous to motorists as well as pedestrians, children and pets - Do not see how the addition of more parking will alleviate this issue. Need more information.
89	I have grave concerns about the traffic/parking on the Cool side of the Confluence. People walking in the middle of State Hwy. 49 with kids/dogs/rafts/coolers. Cars slamming in brakes in order to back into parking spaces. The increase of trash along the highway. It's a circus every warm weekend. Something needs to be done before a tragedy occurs.
90	Currently not enough parking and everyone want the non-pay making it dangerous for flow of traffic people stopping to back in or darting out into the roadway to leave. Also people walking in road way to access river
91	Traffic, litter, congestion, fire safety is already such an issue in my daily commute to and from home to Auburn CA. We moved to Cool to live in a remote foothill town, and the additional stress of all the tourists and visitors who don't care for our environment the way that we do will push us to choose to sell our home and leave the area. We didn't move to a tourist trap.
92	Traffic congestion through the canyon.
93	I'm all for making it safe for all parties concerned whether it be making safe parking areas or not allowing trucks over a certain length to go up 49
94	No parking on 49. It is dangerous, people sit and wait for a spot to open with no regard that there are 10 cars + waiting to get around them. Kids, pets walk 2-3 abreast, hold up traffic, its a wonder no one has been killed down there.
95	I have concerns about the already congested traffic in the canyon and along the confluence. Grave concerns. Also what about some bike use trails?????

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96	I am hoping that improvements to the park are made so that both the Placer and El Dorado County have better parking options. I will like to see actual crosswalks and parking spaces to improve safety for drivers and pedestrians. I think better signage about water flow would also improve safety. A full time ranger booth would be another excellent addition.
97	No more parking on HWY 49!!!! Its dangerous and gets so out of hand! People sticking out over the white line, parking in the turnout lane! Walking in the street to get around cars! Its so dangerous and ridiculous!
98	The Confluence is a big mess! If there is not enough room for people to park there after the area has filled then park personnel should do what they do at all the other parks, TURN PEOPLE AWAY. People already squeeze their vehicles into the tightest spaces they can all along the canyon / HWY 49. The shuttle idea sounds OK but where would the vehicles park to catch the shuttle? Maybe at the fairgrounds lot? The idea of making more room for parking a the Confluence is not a good idea. Why tear up the landscape just so more people can park there. Part of the reason why people go there in the first place is to enjoy the scenery and nature. That all gets ruined when you start cutting into mountainsides and the natural surroundings. LEAVE THAT AREA ALONE!
99	Again what can you be thinking no no no No more traffic on hwy 49 build in you back yard. Sick of tourists idiots who either can't park or drown
100	Traffic, injuries, accidents, congestion, don't allow parking along Hwy 49 AT ALL. Provide paid parking lots, not along roadway! Hwy 49 is NOT a parking lot!
101	The parking situation along 49
102	We need more mountain biking trails especially those specifically designed for this use.
103	Parking is congested on most days and gets worse on weekends. No parking on HWY 49 should be allowed. There should be accessible parking that would not allow blocking of and extreme slowing of traffic on Hwy 49. People stop, wait for parking to open up and then back into the space. Also, sidewalks or additional space should be provided to keep kids and dogs off the hwy curb. This is dangerous. Where do all of these people use the restroom? Is their waste getting into the river?
104	Safety
105	My concern is that projects like this will negatively impact existing wild lands and wildlife. We are turning our precious and finite wild lands into an amusement park for humans. We have ample trails now. We should leave the canyon and confluence alone.
106	I want to have places for clothing-optional recreation.
107	Parking at the Confluence is already a major problem. Highway 49 is very busy and the section through the canyon can be difficult for drivers who are not familiar with the area. When they get down to the bridge the problems increase because of the people parked (often illegally parked) and those trying to walk 2 or 3 abreast along the narrow roadway. It is if those visiting the area don't understand that Highway 49 is just that a highway

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	<p>with traffic, speeders and bad drivers. The worst area is the parking near the trail entrance to No Hands Bridge. I would prefer if no parking was allowed at that area; however, realistically I understand that the State of California is not likely to make that a complete no parking zone. So, I suggest that there be more Park Rangers for that specific area and more monitoring of the parking situation especially during the busy months. Suggest those that are going to make the final decisions on the Confluence Management Zone actually spend a full busy summer day down there and observe what happens when too many cars meet too many oblivious adults, children and dogs. It can be a bit humorous until you realize how close some of these people come to causing either a serious accident or a death.</p>
108	<p>I generally support the proposed improvements and modifications for the Confluence Management Zone area, with some concerns and additional suggestions:</p> <ol style="list-style-type: none"> 1) Proposed River Access Trail Connection: I support the connection trail with good signage directing people to continue past the Marina at Lower Clementine to keep hiking (see my comments under Lake Clementine). Will it be multi-use? 2. I have concerns with the existing situation of parking/traffic at the Confluence, and the proposal would potentially invite even more people to the area (with more rock climbing and access to the mine). Right now it's a nightmare for folks who live in Cool or on the El Dorado side and have to get up and down the hill on weekends (and those of us just driving through). I'm not sure how to fix this, but something needs to be done to better manage the traffic. Note that while I support the shuttle service, I think it will have little impact on traffic. People want to be by the water and specifically want to take their "Instagram selfies" by the Confluence dam (waterfall). These visitors (they are mostly from outside of Auburn) need to be directed to other "selfie" spots for their pictures and short hikes (which they prefer to do over long hikes) because it's ruining the experience for those of us who are local and have been recreating in the Auburn Confluence Area for many, many years. 3. At Foresthill Bridge, I support the addition of an interpretive sign at the bridge. The GP should include add a parking lot at or near the bridge and add multi-use trails from up top to the river and Lake Clementine dam below. This would entice people away from the Confluence. 4. Confluence Trail: The BEST trail for hikers and bikers. Keep it maintained, address drainage issues, rock slides, etc. 5. Again as I noted in my Knickerbocker Zone comments, I urge a new trail connection between Confluence to Cool. I don't have faith that ASRA will be able to change use of the Western States Trail to open it to bikes due to some entrenched equestrian groups. Plus, there are many users on the WS trail on the weekends, and adding a trail would help spread folks out.
109	<p>BETTER MONITOR highway#49. CALTRANS needs to control the amount of excavation the Cool Quarry is doing , whether or not, but especially if, they are going to increase the amount of traffic by making improvements. The quarry appears to be under-cutting #49, or close to it. IN ADDITION; There is little of a safety barrier on highway #49 through the curves over the quarry. The drop off is deadly, traffic moves faster than it should and the big trucks often cross into oncoming lanes of traffic. I am amazed there have not been cars going off over the side.</p>

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110	Bringing additional traffic to the area could significantly increase fire danger.
111	Population increase, traffic increase, trash and waste increase, increase in wildfire dangers, destruction of local habitats.
112	Increased fire danger with addition of vehicles and "boat access" to river; lack of ranger enforcement of park rules due to limited staff of rangers.
113	The improvements to public for parking, additional facilities will be a good addition.
114	The main safety concern with this area is improving parking. Currently the free parking along Hwy. 49 is extremely dangerous, congested & slows through traffic. Everytime I drive through there I fear that children or pets will run out on the roadway & be hit. As it is people walk 2-3 abreast out in roadway with seemingly no concern that the thousands of cars that pass through there daily won't hit them. I have almost been hit more than once by cars either pulling out or in to park at the Confluence. Take away the roadway parking for safety reasons & better flow of traffic. That is my main concern. I'm not sure where you could put additional parking though. People should not be able to park there for free, they should purchase their annual Poppy Pass like the rest of us or pay the \$10 fee. The rest of your proposals sound good.
115	I moved away in 2008 and used the area a lot being a local. Came back to the area to find a zoo with poor management late 2015. There should be zero improvements that increase the volume of people. Fix the parking situation! I have lost count on how many people just walk right out into the road without looking for a vehicle. So many people who walk their animals in the road while they are off the road, guessing the do not care about their animal. Extremely dangerous to head south on 49 from the confluence as all those cars are barely beyond the white line. The pull out into the road and have seen as well as been almost a near miss. So many drownings and rescues and not enough park personnel to handle the zoo. The drive up Old Foresthill Road is not a picnic either as people are parked over the white line, people walk out in front of cars, people have their stuff in the road while they load or unload their car, and they will keep their car doors wide open. Fix the problem of the over crowding. Limit the parking spaces and put a digital sign at the top of 49 that says parking areas are full as they are full on the summer days. The zoo at the confluence is sending people to Placerville to shop instead of Auburn even though it is a longer drive but less headache. I have to add extra time to get to the vet specialist with my animals because of the issues at the confluence. If a wildfire breaks out in Cool or the surrounding area, the confluence is going to be a major issue for people trying to get to their homes to save their animals. These people could careless that they are blocking the road.
116	concerned about too much traffic
117	<p>Confluence used to be such a locals spot. Now it's become little Tijuana</p> <p>Litter everywhere all the while canyon keepers sit on there ass and do nothing.</p> <p>Does one think adding more to this area is going to benefit us? Or just put more money in State Parks pockets.</p>

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	<p>As for the comments about parking on the Eldorado side, thank god there's still parking we're not forced to pay to enjoy the things we've been enjoying all of our life for free. Does this all come with idiots? Yes! But the country is filled with them. Deal with it.</p> <p>And why hasn't Mammoth Bars moto track been redesigned and opened? It took Marysville less than a month after they were under water. I feel like Placer county needs to get there act together.</p>
118	<p>The CalTrans free parking area must go and be used as turnout. The cave tour is good idea as is information on Foresthill Bridge but parking situation is getting too dangerous</p>
119	<p>I have concerns about the traffic impacts in the canyon, the main artery for people to enter or leave the Georgetown Divide. I also worry about congestion, people being hurt when parking on the edge of Hwy. 49 and walking along the road, litter and fires being started.</p>
120	<p>These proposals seem relevant to the area and appropriate increased access</p>
121	<p>Why did it take someone putting a flyer on my doorstep for me to learn about all these plans?</p> <p>The major new buildings and activities should be located in the confluence zone where the state highway goes, not at the end of quiet city streets.</p>
122	<p>I am upset about all the litter/ trash in the canyon. The parking on the El Dorado side is a ticking time bomb. People walk in the road, walk their dogs on hot pavement, don't clean up after their dogs, push strollers into traffic, disobey traffic laws. Disrespect our land!</p>
123	<p>The Confluence is a traffic hazard. No improvements should be made without first considering how to handle the increased volume of vehicles that would occur with the proposed changes. When people attempt to park in the strip of dirt on the Cool side of the 49 bridge it is very dangerous. Something needs to be done to eliminate this as a parking area. Please do not encourage even more use of the area without taking care of the current traffic and trash issues.</p>
124	<p>All trails must be open to all user groups at all times.</p> <p>Equestrians must be required to remove their animal's excrement from trails.</p> <p>Traffic mitigation is the responsibility of the counties, not State Parks. Every commuter who uses 49 to get from Georgetown/Cool is part of the traffic problem, and made a conscious decision to live somewhere that required a bad commute. Traffic in the 60s, 70s, 80s was not a problem. Placer locals use the Confluence area extensively and appreciate it immensely. The Confluence area is a fantastic recreation resource and I support all of the plans, but agree that all parking should be fee-based, and that roadside parking in El Dorado should be eliminated for safety.</p>

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125	I like the proposed improvements to this area. There is already lots of usage throughout the summer months. I like that you are providing more opportunities for people to use this area.
126	Increased traffic and fire danger
127	If you plan on inviting the whole world to this area then you had better be prepared, which you are not.in your big hurry to open this area up, did you take into consideration that people live in that area? They drive to work and shop down the canyon every day. Now we have to deal with traffic jams and traffic hazards that you did not think through. Where is the staff needed to enforce the bad parking that you do have? Where is the staff to enforce all the littering that is happening up and down the canyon roads? You are understaffed clearly your parking cannot accommodate the amount of people coming. something needs to be done to manage what's going on, you clearly do not have things under control. And your just planning for more ways to get more people to this area without dealing with the issues you have?really who is in charge of all this? Anyone with experience? It doesn't seem so. You are populating this area to a point of being unsafe, and not really seeing what is going on. Fix what you have already started! Instead of planning more things.
128	this area is in need of upgrades to camping, pay parking, more trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced.
129	the area need to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers
130	the area need to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers
131	<p>The number one issue with any proposed changes involves the current free parking situation on the EDCO / south side of the Highway 49 bridge. There are so many close calls with people walking around parked vehicles over the shoulder lines, cars pulling in and out of spots with no regard for traffic, and the congestion has made it very difficult to travel through the canyon in the summer and especially on weekends year round.</p> <p>The confluence used to be a favorite spot for my family to go; now, I do not want to deal with the crowds and rude/drunk people who frequent the area and litter our trails and rivers. I no longer feel comfortable hiking or running alone in that area, which is a shame. I am concerned if nothing is changed with the free parking situation, and expansion of the trails continues, it will continue to attract the type of people who are not respectful to our recreation area. I used to go down to the river with my children and see other outdoor enthusiasts enjoying the scenery after a run or bike ride. Now, more often than not I run into drunk people who are flicking their cigarette butts on the riverbed and using foul language. Not the type of people I want my kids around, so we have stopped going to the confluence the past several years.</p> <p>All parking spots should be fee based, and the Highway 49 area south of the bridge should be a turn out lane. No more parking there, it is too dangerous for drivers and pedestrians. This will require joint cooperation with Caltrans, ASRA, and CHP to resolve the issue.</p>

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	<p>Confluence Management Zone: I support additional rock climbing areas and shuttle service to the confluence only if all free parking is eliminated.</p> <p>Highway 49 Access Activity Node - no geocaching please!!! Let's keep some aspects of our lives technology free. Our children (and we) need to unplug from our devices and appreciate the beauty of nature.</p> <p>Cool Cave Quarry and Mt. Quarries Mine Activity Nodes, I support the guided tours of the mine and additional rock climbing areas, contingent upon the resolution of the parking issue on Highway 49. These proposed changes only bring more vehicle traffic to the already overcrowded area; it must be addressed before any changes are implemented.</p> <p>I support the Confluence View Activity Node for a small overlook and interpretive facility near the Foresthill Bridge.</p>
132	Sound like good ideas to me. Especially to improve the parking.
133	Excessive traffic and parking safety on highway 49
134	<p>The Confluence is a BIG MESS! Once the area /parking spaces get filled, park personnel should do what they do at every other state park TURN PEOPLE AWAY! People already cram their vehicles into the tightest spaces they can all along the canyon / HWY 49. There will NEVER be enough parking spaces near the Confluence for the amount of people who want to visit the area. The shuttle idea sounds OK but where would the vehicles park to catch the shuttle? Maybe at the fairgrounds lot? The idea of making more room for parking at the Confluence is a bad one. Why tear up the landscape just so more people can park there. Part of the reason why people go there in the first place is to enjoy the scenery and nature. That all gets ruined when you start cutting into mountainsides and the natural surroundings. LEAVE THAT AREA ALONE!</p>
135	Traffic foot/vehicle, crime/drugs, homeless and garbage
137	The last thing this area needs is more people! The parking is not sufficient for the amount of people this area brings and the canyon is becoming congested and dangerous. We don't need more trash, more drownings or more accidents.
138	It is extremely dangerous traveling the confluence area, specifically crossing the bridges where river goes walk, (with children, and pets running freely) as parking is not accessible without crossing the double yellow lines and or backing up into spots which requires traffic on hwy 49 to come to a stop, causing accidents. This is really an overwhelming problem during summer months when highway travelers who are not familiar with the road are not prepared for cars to stop on a major roadway. The area is UNSAFE! Please be responsible and STOP the breaking of laws on this stretch of roadway. (Illegal parking and trash are becoming regular here.)
139	Parking along the Hwy on 49 heading to Cool/Auburn is so dangerous. There are multiple accidents here involving cars each week. this has got to stop. People should not be allowed to park here. Drivers are trying to drive on a HWY, and the visitors who are parked or trying to park are

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	stopping and pulling in and out into the lane!! Tourists have dogs, kids, coolers etc, there have been loose dogs too. It is only a matter of time before someone is seriously injured, if not worse. PLEASE stop allowing this parking in this unsafe area along a highway!
140	The parking situation is dangerous and must change. The free parking area along the side of Hwy 49 south of the bridge is out of control. People appear unable to use it responsibly. I'm a resident of the area and frequently drive past, and more often than not I see people doing idiotic things like stopping suddenly in the roadway to try to claim a parking spot with no regard for the traffic behind them, or pulling out into the roadway without looking, or walking out into the roadway with kids, strollers, and dogs without looking for oncoming vehicles. It's a tragedy waiting to happen. If it's going to remain open and free, it needs to be widened, parking spots clearly marked, a walkway clearly marked, and ENFORCED. If the area can't be improved to mitigate these problems, then it should be closed.
141	I am very concerned about the parking and people walking around on State Hwy 49. Someone is going to be killed by an accident! That area should be closed to any parking at any time! I've had cars pull out straight into me without even looking my direction of travel. And then garbage that is left behind is bad! This makes no sense to continue to use the hwy for parking!
142	Fix the parking or regulate all the illegal parking it is a huge hazard with people parking on the hwy and walking across
143	Yes to these improvements. Major concern is parking along 49. If that can be changed to still have parking available, but not in such a dangerous way, without spoiling the beauty of the confluence that would be great.
144	Fire danger.
145	Putting a expanded tourist area in an area that is the only way for an entire community to commute to their jobs and closest shopping area is truly a mistake. Those of us on the Georgetown Divide moved here for a very specific lifestyle, driving thru a tourist area is definitely not part of it. We welcome all the tourism that brings needed income to our area, but quite frankly the income for this plan is not beneficial to those of us that live here. The last few years the boom in tourist at the confluence has been poorly managed and an extremely intrusive in our way of life.
146	Improve to ADA standards trail access from road to river at main Confluence node area. Yes to public tours of the Mountain Quarries Mine. Yes to overlook and interpretive facility adjacent to Auburn-Foresthill Road Bridge - interpretive/meeting/office space could be shared with multiple public agencies and not-for-profit local organizations.
147	Too much traffic now, oppose any use of Sliger Mine Rd for access to the river. This is a very dangerous road now and the added traffic (campers, trailers, motor homes) there will be numerous accidents on that road. It is not wide enough for the rec. vehicles to use. The locals who use this road know how narrow it is, any out of the area people will cause accidents.

Comments on the Confluence

Comment Number	What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?
148	Seem like parking is the main concern by local residents like myself. Traffic is terrible at the confluence and creates dangerous situations for people, pets and cyclists. Any proposal that fixes or eliminates the issues of parking along Hwy 49 (at least on the El Dorado County side) would be a benefit to the park and recreational users. I am in favor of mine/cave tours but feel that there is a lack of detail and planning as to how many people would be allowed in each day. Considerations on how to best approach using this unique resources so be explained. I would also support improvements to trails and boater put-in locations and access.
149	People leave their trash and damage the canyon. Also of great concern is the fire hazard. is the fire hazard. Increase in traffic on a narrow winding road (hwy 49) which us locals are already caught up in the congestion of the logging and gravel trucks, Also of great concern is the fire hazard. We frequently see people flick cigarette butts. An increase in people will increase the fire risk especially if camping is allowed.
151	My concern about the confluence area or any improvements is that people will continue to park on the el dorado county side where they do not have to pay fees to park. I also don't understand why you would won't to boost tourism to an area that is already dangerous. Most locals do not use the confluence to play. How many victims has it claimed already? Now you want to bring more people? Something should be done for the hazardous conditions that already exist on the confluence. It is only a matter of time before there is a fatality on 49 due to someone being hit by a car, let alone the river itself.
152	Increase in traffic on a narrow winding road (hwy 49) which us locals are already caught up in the congestion of the logging and gravel trucks, bicyclists and young people who just want to "hang out" at the river and leave their trash and damage the canyon. Also of great concern is the fire hazard. We frequently see people flick cigarette butts. An increase in people will increase the fire risk especially if camping is allowed.
153	The confluence (Highway 49 at the bridge across the rivers) is a mess. It is TOO CROWDED now...any more development of this area will make it impossible for residents and others to safely access the road. If there are plans to enhance the canyon road, then you will encourage more crowds and more use and more trash and more fire danger. Highway 49 (the canyon road) is a HIGHWAY, it should NOT be chosen to be developed into some sort of park. There are no doubt tons of other areas in Northern Cal that would happily take parking lots and tourists. This is NOT ONE OF THEM.
154	I like the idea of cave tours, but the confluence is a total mess already with the new parking that was added! It's on a highway & I have to dodge people & dogs strolling along the road...I moved here to get away from so many people as did most everyone else up here...please don't do this!!!
155	Bad idea! Very dangerous right now with drunks, dogs and children wandering on the highway! It is awful on weekends and during the summer. We don't have sufficient emergency services in at the confluence or in Cool, especially law enforcement now! Let alone adding many more people!
156	Before anything else happens at the Confluence, the parking issue needs to be resolved. I do like the idea of tours of the mine.
157	The bridge at the confluence has become a daily hazard. Cars stopping, cars pulling in and out of the road causing accidents pedestrians in the road it has made this primary access to the community of Cool a nightmare. Residents of Cool drive this public highway as a means of commute and

Comments on the Confluence

Comment Number	What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?
	access. Having pedestrians and parking right on the fog line is dangerous. The congestion is horrible. Can you get the park activities off of the public highway?
158	Highway 49 parking is a nightmare especially at the confluence. Pedestrians are causing dangerous situations for all autos. Every weekend people walk well into the road lane causing drivers to swerve into oncoming traffic to avoid a child, pet or adult. Cars slowing or completely stopping all traffic for lengthy amounts of time to wait for an open parking spot. I was rear ended as a result of someone making an abrupt stop to check for a possible opening. I have witnessed violent responses to requests to move so traffic can continue. Increasing recreation will exacerbate any already dangerous situation. Pedestrians crossing the confluence bridge are not protected. Currently there is not adequate resources for controlling the situation that has become very dangerous for both the residents of the Divide and for people who that have come to use the recreational facilities.
159	Love the idea to improve this area.
160	Traffic is impossible in the Confluence area. I support the shuttle idea - if all parking at the confluence (with the exception of the two designated lots) is removed. I love the idea of guided tours of the cave.
161	Traffic congestion. Cost too high for local residents to access. Disrespect by visitors to the area and towards local residents. If you build it they will come. Once they are here you will have little control over how visitors treat the area.
162	The congestion has made it so unsafe on the roads, parking lots and on the trails. You are overdoing it. There will be nothing natural left when you're done. I like the shuttle idea with no parking down near the bridge at all except for horse trailer parking so the riders can put in on the trail there if needed.
163	Until the current parking nightmare at the confluence is resolved and controlled, it would be ridiculous to consider increasing or enhancing any current recreational opportunities. Clearly, there is not adequate resources for addressing/enforcing what has become a very dangerous situation for both the residents of the Divide that have to travel through that area as well as those who come to use the recreational facilities.
164	Parking is a hazard - definitely. I would be somewhat in favor of a shuttle but only if it did away with all free parking. Otherwise people would still drive down to the confluence, look for a free parking spot and if it's not available drive back up and only then take the shuttle. That does not eliminate the congestion at the confluence. Better is to just make all the parking for a fee - just like the area near ranger kiosk and the lot near quarry trail. If people want to come here that badly, they should pay for it. Most of time free parking is used up and that lot is empty. I am in favor of opening up the quarry cave for tours. It is ridiculous to have such a treasure and nobody can even see it.
165	Confluence is already a dangerous, over populated mess, particularly on holidays and weekends. Please leave well enough alone, it's already a nightmare for locals (like myself) who drive that route on a regular basis and have to deal with people along the highway. Crowded trails and out of area visitors leaving trash everywhere. Let's keep it as clean, quiet and natural.
166	I made this suggestion 18 months ago at a town hall meeting in Cool with Parks & Rec, Caltrans and CHP there, nothing came of it. Have DOT and Parks&Rec get together for an interagency agreement to allow P&R to mark parking, and charge for parking on the south side of the river on

Comments on the Confluence

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	Caltrans Right of Way as they do on the Foresthill side and enforce rules. As a Caltrans employee who lives in this Dist 3 location, I have done many such interagency agreement with Park&Rec, CCC. and sheltered work shops.
167	Support the shuttle, and trail improvement proposals. Parking is a serious issue
168	Absolutely terrible traffic issues on 49. People driving/parking/walking like they are the only people in the world! Parking on a hwy is a horrible and dangerous idea and makes it a mess to drive thru this area. Make that a no parking area amd figure out more parking areas. Surprised no one has been killed yet.
169	well over due
170	Parking, parking and parking. Without solving the parking problem, the rest is just stupid.
171	We support nude use in the area and wondered if you have looked a the beach ambassadors program AANR provided following the last meeting.
172	The traffic has become horrendous at the Confluence, especially the section where the free parking is along Hwy 49. The parking is a crazy, undefined mess and pedestrians, especially with young children and dogs, are at risk of being hit and causing accidents.
173	Traffic, traffic, traffic. Hwy 49 at the Confluence has become a parking lot.
174	This is an overdeveloped plan: too many parking spaces (ie paving open greenspace is NOT a good idea). Too much traffic and there is not enough room in Cool to manage vehicles turning into that feeder road by the Fire Station. Do you know how many fire calls and CHP calls go down that canyon? California State Parks should not be the agency to increase traffic and inflict over use on a small community and a piece of Highway 49 which is severely overused
175	The parking on hiway 49 should not be allowed or severely limited. There is no room for people walking 2 abreast. It significantly slows traffic and makes for a dangerous situation. People park here to avoid paying for parking. People back In To park with no regard for oncoming traffic. I support parking that does not block hiway 49. Hiway 49 should have a turnout where people park. No parking on 49 should be allowed.

Comments on Mammoth Bar

Comment Number	What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?
1	Allow for year round access for fishing, picnicking, and boating. Assess the possibility of developing and maintaining technical mountain bike trails, and do so if feasible.
2	Please expand any and all OHV uses.
3	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
4	I highly disagree with adding more OHV access (up to 6 days a week). The noise and dust generated from the Mammoth Bar OHV makes the area difficult to feel like you are in nature. NO CAMPING due to fire danger!!!
5	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.</p>
6	Alternative RME is preferred; specifically item #157, phasing out OHV use should be implemented. Noise from the OHV area negatively impacts all other users in a way that no other user impacts the OHV area. Buried in item #158 is a proposal to expand OHV use in the OHV area to up to six days per week. How do you propose to mitigate (near) daily noise impacts, if you are not addressing them now on the three days per week of OHV use. Unless there is a serious proposal to limit noise from the OHV area, the three days/week limit is the only relief other users have.
7	<p>FINDING: Proceedings of the National Academy of Sciences of the United States of America, February, 2017:</p> <p>"Fighting wildfires in the United States costs billions of dollars annually. Public dialog and ongoing research have focused on increasing wildfire risk because of climate warming, overlooking the direct role that people play in igniting wildfires and increasing fire activity. Our analysis of two</p>

Comments on Mammoth Bar

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	<p>decades of government agency wildfire records highlights the fundamental role of human ignitions. Human-started wildfires accounted for 84% of all wildfires, tripled the length of the fire season, dominated an area seven times greater than that affected by lightning fires, and were responsible for nearly half of all area burned. National and regional policy efforts to mitigate wildfire-related hazards would benefit from focusing on reducing the human expansion of the fire niche."</p> <p>Why would you want to bring more risk into our lovely area by allowing more people and vehicles and daresay more campgrounds and campfires? Why? Including "fire prevention measures" in the ASRA plan sounds ridiculous. How about not allowing more careless human beings into our lovely WUI? That's a good place to start! It's as if we are tempting the fates to increase the risk of fires. It is incredibly irresponsible!</p> <p>Please be responsible in your decision making. An under-supply of campgrounds isn't a big deal. Forest fires ARE!</p>
8	<p>A portage trail around Murderer's Bar rapid for boaters is needed because river access is not always available at Mammoth Bar.</p> <p>Increased river access is needed to help reduce crowding and congestion at the Confluence. Mammoth Bar is the most convenient alternative to the confluence, but the OHV park is not compatible with picnicking at the river due to noise, dust and soil erosion. So the OHV park needs to be moved upland to Castle Rock area.</p> <p>Day use river access is needed year-round to reduce congestion at the confluence.</p>
9	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
10	<p>I generally support the proposals with the exception of adding mountain biking trails to the facility. Mammoth Bar is an exceptionally small and crowded facility. The added traffic will increase risk to all parties involved. I personally have already been involved in one head on collision in this area, and know first hand how crowded this facility gets. The addition of users increases risk.</p> <p>I fully support the investigation of the MX track relocation and the addition to parking and picnic facilities.</p> <p>Thanks!</p>

Comments on Mammoth Bar

Comment Number	What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?
11	<p>OHV track needs to be relocated to upland location because:</p> <ol style="list-style-type: none"> 1. It has already been damaged by flooding and future climate models suggest increased risk of flooding in years ahead. 2. OHV track noise, dust, and soil damage is not appropriate in such close proximity to riparian fish and wildlife habitat. 3. Relocating OHV track will allow for increased day use river recreation which will help reduce crowding and congestion at the confluence
12	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
13	<p>Really like the day use and camping idea near the river if the OHV track is relocated. Also like the OHV use 6 days a week. Having overnight camping would be nice to draw in out of area visitors.</p>
14	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
15	<p>I strongly support any expanded opportunities for technical mountain biking and OHV use 6 days a week. I support OHV track relocation as long as the length of the OHV track is not shortened or the quality of the track is not impacted. In other words, move it but don't make it worse.</p>
16	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>

Comments on Mammoth Bar

Comment Number	What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?
17	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
18	<p>I am against adding camping to this area. There are houses at the top of the canyon which would have the added treat of fire from the proposed campsites.</p>
19	<p>I support additional technical downhill mountain biking trails and other active recreation facilities in Mammoth Bar. Specifically I'd like to see Grizzly, Eastside, Murderers Bar, Hoosier etc rehabilitated and rerouted as necessary to reopen them. This area is well designed to accommodate more advanced mountain biking including larger technical trail features.</p> <p>I also suggest new "flow" trails be constructed in the area with intermediate trail features and a more "climbing friendly" ie 5-8% grade with grade reversals on the eastern side of Mammoth bar to help make that portion of the area more accessible and "lapable".</p>
20	<p>I am in favor of all proposals</p>
21	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
22	<p>More camping and day use are needed. Move OHV tracks further away from the river.</p>
23	<p>Day use and camping facilities would help to mitigate the traffic issues at the Confluence?</p>
24	<p>We need more mountain bike trails! This is the fastest growing form of recreation at the moment but options for a variety of rides are few. Please help increase the amount of well built, fun and challenging trails!</p>
25	<p>I feel the proposals will go a long way to improve access and usability to this valuable asset</p>
26	<p>1. Keep Mammoth Bar open year round for day use including picnic, fishing and boating takeout.</p>

Comments on Mammoth Bar

Comment Number	What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?
	<ol style="list-style-type: none"> 2. Relocate OHV track away from the riverside location. 3. Investigate and if possible relocate OHV track and accompanying facilities to Castle Rock Area. If OHV Park is moved expand OHV usage days. 4. Add technical mtn. bike trails. 5. Construct portage trail around Murderers Bar Rapid. 6. Improve the trail to the Murderers Bar day use area. 7. Identify and sign a trail link from Mammoth Bar to the Confluence Area. 8. If the OHV track is moved expand day use facilities and parking at Mammoth Bar. 9. Consider Placer County shuttle bus service from proposed Auburn-Foresthill Bridge parking areas to Mammoth Bar and Confluence Areas using the Old Auburn-Foresthill Road.
27	<p>I fully support extended OHV use and moving the main track to avoid flooding. My family and friends have utilized the OHV area for many years. It has created an unparalleled family experience and is part of who we are and what we do. It is a part of our soul. The area is unique in the world, and one of the best OHV areas we have ever experienced. I understand mountain bikers want to expand their opportunities. But, quite frankly, they have much more access, by at least tenfold, than OHV riders have. They can ride any day and on most trails in the ASRA. Taking away OHV access for their desires is not fair to those who love OHV riding and support State Parks. I visit the area year round on OHV days and non-OHV days. The area receives much more use and enjoyment on OHV days. Other days it is almost always empty, with hardly any users enjoying the area. Mountain bikers have plenty of "flow" trails in the area, and easy trails for beginners. Don't let them make you think they need the OHV area. They just want more. They forgot when they didn't have access, years ago, and worked hard to get access. If they want to eliminate or reduce OHV use, or take trails for their exclusive use, it's just not fair or right. I also believe camping is not a good idea in the area due to fire risks. Thank you for the opportunity to express my thoughts and opinions.</p>
28	<p>I support adding more technical mountain biking trails and also recommend adding a flow trail or "easy" trail in any area of the park. Auburn doesn't have many beginner trails for kids and less experienced riders to use - I want Auburn to support all levels of riding since this is an affordable, available, and and lifelong activity.</p>

Comments on Mammoth Bar

Comment Number	What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?
	Please re-work and then reopen the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. If trails are damaged by rain and then not improved, they only continue to get worse. Partner with FATRAC, local OHV users, and others to maintain these trails.
29	OHV should be removed from the ASRA. It destroys the experience of all other respectful users of the canyon.
30	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
31	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
32	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
33	I support the addition of technical mountain bike trails, opening the OHV area 6 days per week and re-locating the track. All of these proposed changes would provide better recreation in this area. In addition, please re-open existing trails to OHV and mountain bikes in the Mammoth Bar Recreation Area. Partner with locals to maintain these trails!
34	I'm in full support of the proposed improvements to the Mammoth Bar Management Area. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US

Comments on Mammoth Bar

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	<p>Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer’s Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
35	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area, especially 6-day per week OHV use and construction of an OHV track at suitable location.</p> <p>I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer’s Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
36	<p>Yes to all the proposed items especially additional technical downhill mountain biking trails! An additional trail climbing back out of mammoth bar for bike use would be nice too instead of climbing out on the road.</p>
37	<p>I support the ideas of more technical MTB trails, relocation of the moto track to a more sustainable location less prone to flooding, and conversion of the existing moto track zone to a small campground or maybe a group camp. Would be nice to have a singletrack trail connecting the moto track zone with the confluence trail, to avoid that dreadful paved road climb. Better trail connectivity from the Castle Rock and upper portion of this zone to the Foresthill Divide trail or the Connector would be magnificent.</p>
38	<p>I like expanding the OHV trails to 6 days a week, moving the track north with new parking and bathroom , and then creating other attractions around the 6A staging area would be a good idea</p>
39	<p>Here is a place where RV and Trailer camping would make sense with easy access from Foresthill Bridge. Keep the trailers on the northside of the park and away from the Confluence.</p>
40	<p>Actions speak louder than words, Mammoth Bar was a great place for me and my son to ride , putting the tracks and day camping at the top would be great! .</p>
41	<p>Please plan trail work/trail re-routing in the rainy months! We know permits must be approved but stirring up dirt in hot months is terrible for trails! And riders. There should be planned annual/biannual trail maintenance, especially if more hikers will be in the area with the camp ground. Iâ€™m grateful more mountain biking is being planned, as well as campsites.</p>

Comments on Mammoth Bar

Comment Number	What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?
42	I support moving the OHV tracks away from the river and if moved, allow an additional number of days for use. I support expanded day use facilities near the river at Mammoth Bar, but do not support the addition of camping in this area. Would like to see road open year-round for day use activities and whitewater river take-out.
43	We need more ohv options in all of California
44	That the main ohv track and mtb trails be better taken care of and more access
45	Do have a great deal of concern allowing camping due to the danger of fire. Unfortunately people can be careless when it comes to using even a designated fire pit. Also fire seems to move in an uphill manner which would impact homes along the rim of the canyon on the Cool side of the river. I am not opposed to camping, just the proposed location.
46	NO more off road vehicles that the people are rude drunks with lethal weapons on the trails
47	We need more mountain biking trails especially those specifically designed for this use.
48	That we will not have a great OHV park as we have had in the past. I feel that the Rafters and bicyclists are overpowering the OHV community. Mammoth bar is in a sad state and is nothing like it should be and once was. I can only hope that the park system understands how important this OHV park is to Placer County OHV families as it is the only one we have in the whole county.
49	I fully support the proposed improvements and actions to the Mammoth Bar zone! It is an amazing resource for those who love technical mountain biking trails as well as areas to use OHV vehicles in the Auburn area. Allowing for more technical mountain bike trails would be a great complement to the other less technical trails in other zones of the broader area and allow for a wider range of skill progression and fun for those who use the trails. I also really like the idea of potentially adding campsites to the area, as it would be a great resource for those who want to enjoy the natural beauty of the area and have fun enjoying the trails for an extended period. THANK YOU for your efforts to support and build upon this great zone in Auburn!!!
50	<p>I'm in full support of the proposed improvements to the Mammoth Bar Management Area. Thank you for adding technical mountain biking trails. I also support camping at this location as there is paved road access and it's a good spot by the river where people will enjoy the scenery. Campers who don't moto may not enjoy the moto bikes, but I assume they will be moto users mostly. You may want to consider putting a start/stop time on the use of motos if you are also allowing camping).</p> <p>With respect to adding more technical mountain biking trails, please consider adding a "flow" trail that can be used by all ages especially children. Kids need more places to ride. The Hoot Trail in Nevada County, managed by USFS, is a good example of such a trail. Also, Corral Trail in South Lake Tahoe (also USFS).</p>

Comments on Mammoth Bar

Comment Number	What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?
	Please continue to work with local user groups (biking and motos) to maintain the trails and keep them open. It is very disappointing that ASRA closed most of the trails in Mammoth Bar and some like Murderer's have been closed for years. The majority of trails in Mammoth OHV are rideable and although there are ruts, with proper signage warning people, they can and should be left open. ASRA is just now starting to work in partnership with biking and moto groups which I appreciate. ASRA should have a plan to fix a trail and conduct the necessary approvals before the trail is closed.
51	Some concerns about camping & fire danger here. In the past there have been fires here & one that jumped the river but was put out fairly quickly but could have been disastrous if the fire had proceeded & gone up the fire chutes from the river towards the heavily populated Auburn Lake Trails area above the river.
52	I think it is good to balance some improvements for those people who enjoy OHV use in addition to those of us who would rather see much less "improvement." I like the remote feeling of the canyon and I feel that so much "improvement" and campsites only brings destruction to that feeling. But I do believe the OHV have a right to use and make their noises in the canyon, as well.
53	Why did it take someone putting a flyer on my doorstep for me to learn about all these plans? Do not build campgrounds here. They are a fire hazard and will be too close to the city of Auburn.
54	The OHV park and local improvements were paid for from State Park OHV funds. The OHV park has precedence for funding and usage, as it pre-dates most of the other user groups who utilize the area. The OHV park is being mismanaged by State Parks, with trail closures for "erosion" that are obviously fabricated (Murder's Bar Trail). Please restore full access for OHV users in the current Mammoth Bar area. Please restore 2-way trail access to the Squaw Ridge Trail - it is necessary for safety for non-expert riders as opposed to riding down steep 2-way trails. River Rafter access and Mountain Biker access are welcome, but have a huge environmental impact on the area - do not acquiesce to anti-OHV rhetoric from these user groups.
55	this area is in need of upgrades to camping, pay parking, trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced. expand it
56	this area is in need of upgrades to camping, pay parking, trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced. Mammoth bar is long past being upgraded and expanded. To much money comes through OHV not to make the most of this area
57	I am all in favor of improving the OHV park. Since this is one of only a few areas that area specifically intended for OHV use, they should not have to share their trails / park with anyone else. OHV users have a VERY limited number of places they can use - this being one of them. Do NOT make it so they have to compete with Mt. bikers. The OHV people would not only have to share the parking area but the trails as well. KEEP MAMMOTH BAR FOR OHV USE ONLY

Comments on Mammoth Bar

Comment Number	What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?
58	<p>Like having area closed to OHV on current schedule since it allows others (hikers) to use occasionally.</p> <p>Support moving track farther from river to improve water quality.</p> <p>If have to have more camping spots in ASRA - this is good place since area is already degraded and area is not heavily used other than by OHV - so all animals that dislike noise, people will not be displaced since they fled area long ago.</p>
59	see response B
60	<p>I am in support of all these proposals if they benefit the end user. I support adding more technical mountain biking trails and also recommend adding a flow trail similar to Hoot Trail in Nevada County and Corral Trail in South Lake Tahoe, both managed by the US Forest Service.</p> <p>Please re-open the Eastside, Grizzly and Murderer's Bar trails. Do not close trails before a plan is ready to implement to repair the trail. Partner with FATRAC, local OHV users, and others to maintain these trails.</p>
61	Day use access is a great idea - camping near the river is NOT. I support moving the OHV use further away from the river. Days/times should be severely limited, as this type of use is noisy.
62	Oppose- OHV use up to six days... the current Policy seems to provide a better balance of use. If OHV track relocation (either to Castle rock or another area) is approved and completed, then a more liberal policy on OHV use could be possible. Support: Additional technical downhill mountain bike trails; adding camping at river if OHV track is relocated
63	no relocation, just expansion of the OHV area plus camping for long weekends. OHV is the bread and butter of Auburn Rec
64	no relocation, just expansion of the OHV area plus camping for long weekends. OHV is the bread and butter of Auburn Rec
65	<p>More mountain bike specific trails Open back up Grizzly and Eastside.</p> <p>Don't just drive a dozer down the trail for trail work when it's not going to rain for the next 6 months.</p>
66	The access road at Mammoth Bar should be open year round. This road is an important river access and a takeout for whitewater kayaking/rafting especially in the fall, spring, and summer.

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
1	<p>No boat rentals.</p> <p>Yes, more restrooms.</p>
2	<p>I feel that there are already safety concerns on Lake Clementine, with lack of Park Ranger existence. I recently observed newly launched boats speeding in the No Wake zone by the marina, which caused the docks to buckle and water flowed over the top. I have seen unmotorized boards and kayaks spread out across the lake with no awareness as to others might come around the corner and hit them.</p>
3	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use trail along the lake that connects to Connector/FHDL, etc.</p> <p>Foresthill Management Zone</p> <p>Add more trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river. Please re-stripe the trail head parking at the Grizzly Bar parking.</p> <p>We also need a bike-legal trail from FHDL to Foresthill.</p>
4	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use trail along the lake that connects to Connector/FHDL, etc.</p> <p>Foresthill Management Zone</p> <p>Add more trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river. Please re-stripe the trail head parking at the Grizzly Bar parking.</p> <p>We also need a bike-legal trail from FHDL to Foresthill.</p>

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
5	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
6	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use trail along the lake that connects to Connector/FHDL, etc.</p> <p>It would be nice to keep cyclists, runners and hikers off the paved road, so add a multi-use trail to the south of it (connecting Confluence area on existing dirt to the gate that is at the top... trail head across from Connector Trail).</p>
7	<p>I am a member of the Auburn Boat Club and have been using lower Lake Clementine area for boating, mountain bike trails, kayaking, and SUP for the past 35 years. I have questions about a new hiking trail - will the road be widened, will separate parking be added? The road is narrow and unsafe to share with hikers and the parking is not large enough to host more cars. I also have concerns regarding the proposed dock rentals and updates. With the small amount of parking, non-boating amenities would make it more difficult for boaters to use the lake. Auburn and Placer County have an unlimited supply of hiking trails and non-motorized lakes. Because I am an avid outdoorsman and enjoy many aspects that our town has to offer, I do not think Lower Lake Clementine should cater to non-motorized boats.</p>
8	<p>In theory, the ideas are great. In reality, there are not enough resources to fund, or provide service, including law enforcement to this area. As a 37 year user of the lake, it is great to see all the excitement and use, including water-skiers, jet skiers, wake boarders, and paddle/kayakers, swimmers; but I have a hard time with the fact that I cannot even get down to park my car and use my boat because the parking lot fills up with kayakers and paddle boarders, and hikers, that do not pay boat registration, and dock fees. They should not get priority parking. Where would folks park if there was an Added hiking trail around the lake? Also, the proposal about the docks is interesting, as they are not owned by the state, or is that incorrect?</p>
9	<p>A new North Fork Trail should be added to the proposals. This was on the table prior to the most recent General Plan meetings, but was in a mapping stage only. It would go from the lower Stagecoach Trailhead via the Clark's Hole Trail to connect to a new trail. The new trail would follow the north side of Lake Clementine and the Upper North Fork of the American River all the way to Ponderosa Road Crossing (bridge by the Codfish Falls Trailhead outside of Forest Hill). Use designation would be decided by the condition of the trail once it was built, but the hope would be for multi-purpose.</p>

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
10	Improve road to upper clementine and allow year round day use
11	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use trail along the lake that connects to Connector/FHDL, etc.</p>
12	I support the Lake Loop trail, as long as bikes and horses are included (multi-use). I would also prefer Lake Clementine to be non-motorized, or at least a WAKE FREE lake... it is far too narrow for water skiing and fast boats.
13	<p>Lake Clementine Zone:</p> <p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use trail along the lake that connects to Connector/FHDL.</p>
14	<p>Upper Lake Clem should be paved. This would also be a good place for kayak rentals etc. Needs plenty of parking though.</p> <p>Lower Lake Clem would not have room for boat and kayak rentals, classes etc. The current Lower Lake Clem parking area would not support the rentals. Also, don't believe the lake can support the additional boats generated from rentals as there is already a limited number allowed on the lake now.</p> <p>In favor of trail the length of Lake Clem however not adequate parking to support additional hikers. Suggest widening trail from top of Clem road down and connect to trail at lakeside. Would need to increase size of parking area at top of Clem road (currently dirt area on right side of road). Suggest placing a park kiosk at top of hill to collect fees for hikers and bikers who park on the right and left sides. The bikers are using the road and trails like everyone else and should also pay the fees. Since there has been a huge influx of hikers due to increased advertisement of our pristine area, the current parking in the Lake Clem marina area has become grossly insufficient and should be increased. This has also created a dangerous situation for hikers. There should be two designated parking areas: one area to accommodate boaters/kayaks and marina users; the second should be a parking area designated for hikers/bikers.</p>

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
15	<p>Upper Lake Clem should be paved. This would also be a good place for kayak rentals etc. Needs plenty of parking though.</p> <p>Lower Lake Clem would not have room for boat and kayak rentals, classes etc. The current Lower Lake Clem parking area would not support the rentals. Also, don't believe the lake can support the additional boats generated from rentals as there is already a limited number allowed on the lake now.</p> <p>In favor of trail the length of Lake Clem however not adequate parking to support additional hikers. Suggest widening trail from top of Clem road down and connect to trail at lakeside. Would need to increase size of parking area at top of Clem road (currently dirt area on right side of road). Suggest placing a park kiosk at top of hill to collect fees for hikers and bikers who park on the right and left sides. The bikers are using the road and trails like everyone else and should also pay the fees. Since there has been a huge influx of hikers due to increased advertisement of our pristine area, the current parking in the Lake Clem marina area has become grossly insufficient and should be increased. This has also created a dangerous situation for hikers. There should be two designated parking areas: one area to accommodate boaters/kayaks and marina users; the second should be a parking area designated for hikers/bikers.</p>
16	<p>You have issues with parking down there now and limit the number of boats on the lake. So how is it a good idea to create a rental center for motorized and non motorized craft. Not to mention the fact the road access to this area is not meant for high traffic. This lake should always keep a limit on the number of boats on it for safety. Expanding this or anything in the way is just a BAD idea and has no benefit except for creating a new job and some revenue for the parks.</p> <p>I'd love to see a hiking/biking trail along this, but remember that this was proposed several years ago and the funds were there to build it but there was a lawsuit which killed this project. However, if you do proceed with the trail I want way more details on how to address parking without requiring access to lake clementine by either road as those points of access will be expensive to improve to handle the additional traffic and should be well beyond the budget here.</p>
17	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
18	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p>

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
	Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.
19	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
20	Thank you for the opportunity for input to the plan. I am not in agreement with a proposal to add additional motorized watercraft, rentals, classes, trips. There were studies done in the past that allow the number of boats for safe use allowed. . In favor of Existing marina to be renovated without expanding. I am also in favor of a restroom at upper lake clementine. More parking at lower lake would be welcome for use of individuals launching boats and marina tenants.
21	<p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
22	I am against adding more trail access and motorized boats and storage in this area. The cost to improve the road would be significant due to how narrow it is. There are parts of he road that one car can barely get through without the added trails and people.
23	I support the building of a new trail that connects Lake Clementine to FHDL or "Connector" trails
24	I am in favor of all proposals
25	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
26	Road should be improved for year round access.
27	No comment.
28	We need more mountain bike trails! This is the fastest growing form of recreation at the moment but options for a variety of rides are few. Please help increase the amount of well built, fun and challenging trails!

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
29	Please consider hiker-biker and/or primitive campsites accessible for bikepacking.
30	I fully support the plan
31	<ol style="list-style-type: none"> 1. New trail connection along the lake from Lower to Upper Lake Clementine. 2. NON-MOTORIZED watercraft rentals, classes, trips and storage at Upper Lake and if feasible at Lower Lake. 3. Improve Upper Lake Road for year round day use. 4. Flood proof vault toilet(s), concrete picnic tables and shade structures at Upper Lake. 5. Renovate existing marina without expanding. 6. Add floating deck in camping area for on lake non-motorized camping.
32	Need new trail from Lower to Upper Lake Clementine. The road to Lower Lake is very dangerous for hikers and there is no room for two cars to meet. Improve Upper Lake Road for year round day use. I love to use this place to launch my kayaks. Shade structures at Upper Lake are needed. Improve path from Upper Lake to additional beach areas. The camping areas need more restrictions on noise and trash.
33	<p>Lake Clementine Zone:</p> <p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
34	I generally support the proposal with these modifications:

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
	<p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
35	<p>People bring trash and pollution. We don't need to encourage more people to visit Lake Clementine. I do not like these propositions.</p>
36	<p>Need mor recreation locally</p>
37	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
38	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
39	<p>I generally support the proposal with these modifications:</p> <p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
40	<p>Agree with plans to improve marina with no increase in size.</p> <p>Parking lot is clogged with hikers preventing access to lake for boating, and pedestrian hazards with dozens of hikers on the one lane road up to trail junction. Something must be done to mitigate hiking crowds, certainly before considering any type of watercraft concessions.</p>

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
	<p>Pave Upper Clementine Road, add more parking spots and an option for shuttling people up/down to the Lake.</p> <p>Add a multi-use singletrack trail along the lake that connects to Connector/FHDL, etc.</p>
41	Yes, build additional trails that allow bikes! I don't see a need to include storage, watercraft rentals, classes, trips at Clementine though. Current watercraft access and restrictions seem like they are working just fine.
42	None
43	Road improvement and a restroom would be great!
44	Definitely like the improved access for upper lake. Does that mean paving the road?
45	I do not think motorized boat rentals should be allowed. I support non-motorized rentals and the other proposals as set forth.
46	Needed improvements - I would vote yes.
47	I support the proposals and recommend additional trails on the north side of the lake open to all non-motorized uses.
48	I am in favor of improving the access road to Lake Clementine. Increased parking at upper lake Clementine would be great. I am against adding any more motorized boats on the lake in the form of rentals, but would be for adding paddle board and kayak rentals. A drive in camping area near the beach would be a much better place for new camping than the proposed camping area in Cool. I love paddleboarding here and would like to see improved facilities and access into the water for non motorized watercraft.
49	As long as the number of vehicles is limited and same rules remain in effect (no glass, alcohol etc) the added restroom, hopefully large trash cans so folks stop leaving trash everywhere and road repair (pavement?) would be a welcome site!
50	don't know never been there
51	I don't agree with any of these proposed ideas. I'm a Auburn native and use the ASR for a variety of things such as Mountain Biking, hiking, boating.

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
	<p>The new trail proposal along lake</p> <p>Clementine is a horrible idea! This will create more of a traffic, and pedestrian problems on the road down to the lake. If anything put in a trail from the confluence to the damn so people are not all over the road way. I Boat there a few times a week in the summer, and it has become dangerous to get your boat down the road. The amount of people that are walking to look at the damn is unreal, and most all are Not local to Auburn. They park all along the road in all the turn outs that were out there so boaters could get around each other. The entire road from top to bottom need to have no parking signs!</p> <p>I also don't agree with the watercraft rental. As a regular boater to Clementine I can say this</p> <p>Would just cause more Harm then good! Lake Clementine is very small as we all know! Both the launch area, parking, and the lake. There already is a safety issue with Kayakers and paddle borders who do not paddle along the shore but stay in the middle of the lake making it very hard for boaters to navigate. Park staff already has trouble keeping an eye on the ramp area as is. There is regularly people parked in the middle of the ramp area using it as a loading zone which it is not, and park staff does not stay on top of this as is. Having rentals will only compound this issue and put inexperienced people operating watercraft or kayaking on a very small water way.</p>
52	<p>I generally support the proposal with these modifications:</p> <ol style="list-style-type: none">1) The plan states you will improve Upper Clementine Road. How? Please PAVE it! The erosion and dust make driving very difficult, and I hate having to wash my car every time I go. ;-)2) Add more parking spots at Upper Clementine: There is one section where cars are getting stuck so ASRA closed off the area to parking, which is a big loss of capacity. Find ways to increase parking spaces there if possible.3) Add a shuttle service from the top at Upper Clementine to the river with capacity to bring paddle boards and canoes/kayaks down (or at least allow people to drop off those, return and park at the top and take the shuttle back down). Add overflow parking to the top with shuttle service

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
	<p>(could use the spot where you propose camping to instead be overflow parking).</p> <p>3) Management of Upper Clementine: I have concerns with how traffic is managed at this location which I've shared with ASRA staff and greatly appreciate that they heard and responded to my concerns. I'd like to have greater access to this area but lately we have visitors from outside of Auburn who take up the room! I suggest more staffing resources need to be deployed. Specifically, I think someone at the parking area needs to direct people how to park. Someone needs to monitor open spots and communicate that to the front kiosk to know how many cars should be let in so that cars are not idling along the highway for hours waiting to be let in. Upper Lake Clementine is probably your second most popular visited area during the summer after the Confluence area (including Lower Lake Clementine) and should be resourced and managed accordingly. I would also encourage installation of a cell phone tower in the area so there is some reception (especially in case of emergency). I don't think we need permanent bathrooms and support putting the money instead towards improving parking or building trails. I also believe dogs should be allowed into the area.</p> <p>4) I think there should be an ordinance against loud music from boats on the lake (over a certain decibel level) . Music is fine - it's just when it's so loud, it carries throughout the canyon and disturbs those of us trying to paddle/raft/etc.</p> <p>5) Lake Clementine Trail: I support a trail that continues past the marina and along the length of the lake. I tried hiking along the lake once and the current trail is overgrown and barely used. I also recommend improved signage and creation of spots where people can cool off by jumping into the lake, this will spread out hikers/runners and invite more people to enjoy the lake. I would recommend the existing trail be widened, made multi-use, and connected to other trails such as Foresthill Divide Loop Trail and/or Connector Trail.</p>
53	What steps will be taken to mitigate fire danger with added traffic into the canyon?
54	Proposals sound good
55	I like these proposals
56	Any plans to acquire the AKT 1500 acres in the long point area to help mitigate fire risk and environmental damage caused by ATV misuse?
57	Why did it take someone putting a flyer on my doorstep for me to learn about all these plans?

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
58	this area is in need of upgrades to camping, pay parking, trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced. more trails and access to the other beaches
59	the area need to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers
60	<p>It would really be nice if they paved the access road to Upper Lake Clementine. There is a lot of erosion that happens all summer long as the vehicles drive. There is also a lot of erosion in the winter with the rains. There is currently little river access that is paved and people need an option besides the confluence.</p> <p>The connector trail along Lake Clementine is a fantastic idea. Please do this to make a loop with the Foresthill Divide loop and connector trail</p> <p>I don't think a bathroom is necessary at upper lake. The current porta potties are very nice. Please spend the money on more trails.</p>
61	Lake Clementine is an area neglected by most people who visit the area. It is "out of sight-out of mind" but such a beautiful place to visit. More people should go there instead of cramming themselves into a non-existent parking space at the Confluence. There should be many improvements and upgrades made there including more parking so more people could enjoy it.
62	<p>Pave the road to upper Lake Clementine. Provide rest room facilities and improved parking.</p> <p>No concessionaires.</p> <p>New trails are always nice - but first ASRA needs to start maintaining existing trails. Get the water off the trails so people do not have to make new work around trails in winter due to pools of water on all trails - do tree, bush trimming, destroy the home made bike jumps, create rolling water bars through ASRA before building new trails that will then be ignored by staff.</p>
63	Yes to all of these improvements.
64	Agree to all.
65	Yes to new trail running alongside the lake.

Comments on Lake Clementine

Comment Number	What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?
	<p>Yes to improving the rough and overly dusty road to Upper Lake Clem.</p> <p>Yes to more restrooms and Upper Lake Clem.</p>
66	<p>These are great proposals. It is good for local residents and businesses and we already pay for it through our taxes. People I have encountered in these areas are friendly, courteous and respectful. Any new trails should be open to cyclists. I think Clementine should be open year round. Add a multi-use singletrack trail along the lake that connects to Connector-Foresthill Divide Loop, etc.</p>
67	<p>Traffic congestion. Cost too high for local residents to access. Disrespect by visitors to the area and towards local residents. If you build it they will come. Once they are here you will have little control over how visitors treat the area.</p>
68	<p>I am in favor of improving upper lake access road - it is terrible. I am against a lot of other proposed ideas - especially new roads, campgrounds, etc - when we can't even maintain existing roads like upper Clementine. It should definitely be open year round also.</p>
69	<p>this is a resource that is long over due for expansion and improvements. i like it. more cash for the rec area and local business re tourism. might as well make use of the lake before it completely silts up</p>
70	<p>Upper lake Clementine gates should be open year round. This provides a critical link for whitewater kayaking, especially in the spring. Fall, winter, and spring use would be light with the colder temperatures. I also support the trail connection which should also be accessible year round.</p>

Comments on Foresthill Divide

Comment Number	What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?
1	Foresthill has only one fire department open and one ambulance for our entire town. A campsite below one of the most populated areas of Foresthill is a horrible idea. The increased risk for fires and medical emergencies is not worth a few campsites. The roads in Todd Valley are residential roads that were not meant to support the amount of traffic this would bring either. Most people commenting seem more concerned with improvements to the multi use trails not with the addition of a campsite.
2	I'm very concerned about the chance of fire danger from people visiting, camping etc! I am a home owner in Todd Valley and am aware of our fire department crisis! That being said I just don't think it would be a smart move to continue with this project.
3	Fire hazards!!!!!!!!!!
4	Very popular mountain bike trail and I want to make sure it stays accessible
5	I think it is a terrible idea to add campsites to the Ruck-a-chucky area. It is also a bad idea to create access over McKeon-Ponderosa road. This will bring additional fire danger from cooking fires, camp fires, car sparked fires....etc. to an area that is nearly inaccessible to fire crews and down slope from Todd Valley . With Hundreds of houses in Todd Valley, difficult terrain and limited fire resources on the Foresthill divide the increased potential for a huge fire disaster and loss of so many structures does not justify a few campsites and a second access road to a very small recreation area. After the recent fire in the middle fork canyon, which proved nearly impossible for Cal Fire to fight and the unprecedented drought and high fire danger of the last few years, it would be reckless and dangerous to put a high risk ignition source directly below and so close to a large residential area. Not to mention the increased traffic that would be affecting Todd valley residents.
6	Add more trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river. Please re-stripe the trail head parking at the Grizzly Bar parking. We also need a bike-legal trail from FHDL to Foresthill.
7	Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river. We also need a bike-legal singletrack trail from FHDL to Foresthill.
8	Open all existing trails to bikes. Those who oppose this will most likely claim it cant be done for 'safety' reasons. Please reference Parks own survey from 2012 that essentially stated user conflicts are a figment of the imagination. Plenty of options to mitigate safety concerns also exist at little to no cost to Parks, rendering the argument void; odd/even day access, seasonal closures, trail improvements, etc etc.

Comments on Foresthill Divide	
Comment Number	What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?
	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill!!! Allow bikes on the WST. Safety concerns can be easily and effectively mitigated for little to no cost!</p> <p>Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.</p>
9	<p>I am HIGHLY against campgrounds in this area. The fire risk is so high and there are not enough ways to mitigate the risk by ADDING significant fire danger with campgrounds to the area.</p>
10	<p>FINDING: Proceedings of the National Academy of Sciences of the United States of America, February, 2017:</p> <p>"Fighting wildfires in the United States costs billions of dollars annually. Public dialog and ongoing research have focused on increasing wildfire risk because of climate warming, overlooking the direct role that people play in igniting wildfires and increasing fire activity. Our analysis of two decades of government agency wildfire records highlights the fundamental role of human ignitions. Human-started wildfires accounted for 84% of all wildfires, tripled the length of the fire season, dominated an area seven times greater than that affected by lightning fires, and were responsible for nearly half of all area burned. National and regional policy efforts to mitigate wildfire-related hazards would benefit from focusing on reducing the human expansion of the fire niche."</p> <p>Why would you want to bring more risk into our lovely area by allowing more people and vehicles and daresay more campgrounds and campfires? Why? Including "fire prevention measures" in the ASRA plan sounds ridiculous. How about not allowing more careless human beings into our lovely WUI? That's a good place to start! It's as if we are tempting the fates to increase the risk of fires. It is incredibly irresponsible!</p> <p>Speaking of which, I was in Foresthill last week looking at real estate. There were abundant yard signs bringing awareness to a local ballot</p>

Comments on Foresthill Divide

Comment Number	What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?
	<p>measure to bring back the Foresthill Fire Station. What does that mean? Is it closed already? Or is it at risk of closing? If localities are losing fire stations, how can we be assured that there will be adequate resources to fight fires WHEN they occur? If I lived in Foresthill, I'd be up in arms about this. Talk about not being good for real estate values!</p> <p>Please be responsible in your decision making. An under supply of campgrounds isn't a big deal. Forest fires ARE!</p>
11	<p>Consider having a Connecting trail from the Foresthill Loop Trail to Ponderosa Road using a portion of #19 Long Point Fuel Break Trail. Map available upon request.</p>
12	<p>I don't mind more trails, but extra camping going through a residential area is ridiculous. Not only for traffic but the fire danger is too risky. We've lost a fire station because the county doesn't fund us and are having to try to put through a tax to get our second station opened. If our houses go up in flames due to campers in the canyon it would be horrible. And if we are paying the tax for a station to get reopened some of that should have to be offset from the campers accessing the campground through our area. I seriously don't see that happening.</p>
13	<p>If there's money to spend (not tax payer money) then use it on trail maintenance/expansion/improvement.</p> <p>I know some comments were pointed at the fact that this is dominated by mountain bikes and hikers can't safely use this. I have a hard time with this. I'm a runner and hiker but I also ride the mountain bike. The biking here is limited to just a couple trails (single track). There is some reasonable argument for this to exist if there is not some compromise to use of the other trails in the ASRA to be had, such as odd/even days. Right now the trails are congested and not enjoyable with two way traffic on the connector if you aren't out at the crack of dawn or late in the evening. Just like I don't use the Mammoth Bar OHV when they riding motorcycles I wouldn't run or hike on high traffic (narrow single track trails) when high bike traffic. Adding more people the area is not something I support with out adding additional trails. Unfortunately the truth is I doubt you can get any new trails built as the last proposal was killed in court by some activist against building the super wide trails that was proposed.</p> <p>Again I'm HIGHLY against camping in the area. I love camping and backpacking but the risk of fire here can't be mitigated no matter what one might argue. This area if impacted by fire just will be destroyed for generations, and if Cal Fire has some hiccup the fire could rip through peoples homes which is an unacceptable risk. I'd go so far as to say if ASRA decides to put in camping facilities they best get insured for a suite that will likely come not if but when a camper accidentally starts a fire. If it doesn't burn down a home(s) then it will ruin the park for all those that enjoy it and live in the area now.</p>
14	<p>Add more trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p>

Comments on Foresthill Divide

Comment Number	What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?
	<p>We also need a bike-legal trail from the Foresthill Divide Loop Trail to Foresthill. Working with the local trails groups we can make these trails safer for all users.</p>
15	<p>Add more trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal trail from the Foresthill Divide Loop Trail to Foresthill. Working with the local trails groups we can make these trails safer for all users.</p>
16	<p>Add more trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal trail from the Foresthill Divide Loop Trail to Foresthill. Working with the local trails groups we can make these trails safer for all users.</p>
17	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
18	<p>I strongly support any any facilities that enhance the technical mountain biking in the area.</p>
19	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
20	<p>Add more trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal trail from the Foresthill Divide Loop Trail to Foresthill.</p> <p>We need ASRA to make it so qualified volunteer organization can maintain the popular trails in this zone without getting an Act of Congress. There should literally be an annual calendar with set trail work dates, primarily for brushing work but also some tread maintenance and drainage repair.</p>

Comments on Foresthill Divide

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21	<p>We do not think this idea is a good option. Safety alone should be the 1st thought.</p> <p>This is a very poorly thought out idea. Find a better way please.</p>
22	<p>Increase in human/road traffic, access roads, fire danger, trash. Specifically Mckeon Ponderosa way.</p>
23	<p>Simple..we are currently in a discussion about having to come out of pocket to open back up our second firehouse that was closed due to lack of funds. Now the proposal to open up more access to the river which wld allow more weekend people, more traffic, more trash, not to mention call attention for more laws to be broken</p> <p>My understanding is there is already accessibility to compensate the need. Thank you</p>
24	<p>We have minimal Fire/Paramedic coverage as is, we don't want this to take attention away from the town of Foresthill and its residents. If this plan goes through, it should include a substantial annual stipend to our emergency services with potential of those services being able to get a raise in that stipend annually. This should not be visited on the taxpayers locally, or countywide.</p>
25	<p>The traffic of the water rafts will make traffic in Todd Valley unbearable! I say no to any improvements including campgrounds. I'm a lifelong camper but I would never want to see people's neighborhoods sacrificed for whitewater rafters and 30 campsites! This is a quiet area since the 1960s. Property values would most likely drop.</p>
26	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
27	<p>I support the building of new singletrack trails to replace all portions of double track/and road connections on the current existing FHDLT. This would improve the quality of this trail system immensely.</p> <p>I support the expansion of the FHDLT system to add additional trail mileage to this popular area that has not met it's potential but specifically would like to see a multiuse (bike legal) connection to the town of Foresthill as well as consideration to make the Western States trail legal to bike use on an odd/even daily schedule.</p>
28	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p>

Comments on Foresthill Divide

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	We also need a bike-legal singletrack trail from Foresthill Divide Loop to Foresthill.
29	I am in favor of all proposals
30	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
31	No improved facilities needed in this area. Keep Mt bikes off the Western States Trail.
32	Keep bikes off the Western States Trail!!
33	I would expand narrow multiuse trail system while restore road width trails. This would improve erosion control and survival of native plant life and other species. In addition this would provide a more desirable experience for ALL USER GROUPS, trails should never be segregated.
34	<p>Add more trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river. Please re-stripe the trail head parking at the Grizzly Bar parking.</p> <p>We also need a bike-legal trail from FHDL to Foresthill.</p>
35	We need more mountain bike trails! This is the fastest growing form of recreation at the moment but options for a variety of rides are few. Please help increase the amount of well built, fun and challenging trails!
36	Please consider hiker-biker and/or primitive campsites.
37	I fully support the plan
38	I feel the proposals will go a long way to improve access and usability to this valuable asset
39	<ol style="list-style-type: none"> 1. Improve trailhead parking, picnic sites and restrooms. 2. Provide "traditional" State Park camping with campground host up to 20 sites at a site that doesn't conflict with trail use and cultural resources. 3. Improved maintenance of the popular Foresthill Divide Loop Trail.

Comments on Foresthill Divide

Comment Number	What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?
40	<p>Foresthill Management Zone</p> <p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
41	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
42	No Camp ground
43	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
44	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
46	Preservation and expansion of existing mountain bike access is critical.
47	<p>Add more singletrack trails to the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners and I'd like to see more loop options added here, including down to the river.</p> <p>We also need a bike-legal singletrack trail from FHDL to Foresthill.</p>
48	Please add more biking trails
49	I don't see a need for campsites in this area. More multi-use trails for bikes would be nice here instead of just the one loop.

Comments on Foresthill Divide

Comment Number	What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?
50	<p>I support more multi-use trails. The FDLT suffers from a lack of maintenance. Allow FATRAC and other groups to perform routine maintenance without the endless bureaucratic hassles. Multi-use connection from FDLT to the town of Foresthill would be awesome. I am puzzled by the prospect of a large campground near Todd Valley. I do not think the demand is there for low-elevation camping in the summer months, and I agree with the locals about fire danger and lack of emergency services. Low elevation camping is needed in the cool season, but Peninsula Campground is always closed. That makes no sense. Keep Peninsula Campground open longer, and encourage its use in the cool season by large groups of cyclists, equestrians and trail runners. Peninsula is ridiculously hard to reach and a boat shuttle for campers might get you a lot of use.</p>
51	<p>1) I urge ASRA to add more bike-legal trails to the General Plan. Your draft plan seems to have left some major connections for bikers off the plan, specifically bike-legal trails from Auburn to the Confluence, from Confluence to Cool, and from Confluence or Cool to Foresthill. If these are not added, an EIR cannot be done. I have no faith that the Road and Trails Management Plan will result in any change in use of Western States Trail or other possible trail connections due to some entrenched equestrian groups who falsely believe Western States belongs to them (as if a public trail is a private commodity). Even if the local Roads and Trails Planning process does lead to change in use, these entrenched equestrian groups will instead plead to elected officials to make their case, thus thwarting the will of the majority of the public. We've seen this happen for years in this area and in areas such as Marin. Which is why I'd like to see the General Plan add NEW bike-legal trails added so that an EIR can be done. That way, if the Road and Trail Management Plan is unsuccessful in making changes to trail use, ASRA and cyclists have a back up plan.</p> <p>2) Improved trail access for youth: Youth are one of the largest demographic of bike riders yet there are few areas in Auburn where youth can ride their bike safely. Auburn and our surrounding area lack paved trails and many neighborhoods lack sidewalks. We want and need to get our kids outside, exercising, and appreciating nature! I urge the ASRA General Plan to include some "flow" trails (not just "technical" mountain bike trails) that can be ridden by kids of all ages. The Hoot Trail in Nevada County (maintained by the USFS) is an excellent example of such a trail.</p> <p>3) I also wish to respond to the negative comments I've seen to this survey question submitted by some equestrians regarding mountain bikes. Their claims of "danger" and that bikes harming equestrians are greatly exaggerated. One study conducted by CA State Parks noted specifically, "Analysis of the data collected shows that the primary management concern on multi-use trails is conflict based on users perceptions and behaviors, and that actual accidents involving different user types were rare." http://www.parks.ca.gov/pages/980/files/app_c_trailuseconflictstudy_chginuse_draft.pdf Some entrenched equestrians simply refuse to train themselves, and their horses, for what they may encounter on the trail. Horses will spook at anything - a squirrel, the wind, etc. The reality is that anything can happen on a trail with ANY user group - we all assume the risk, within reason. There are a number of strategies to minimize these risks, and education is the most important strategy. Shared use is possible with everyone taking responsibility. Other strategies include</p>

Comments on Foresthill Divide

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	trail maintenance for clearer lines of sight, improved signage to note that the trail is shared-use, a bell program for cyclists, odd/even use days, etc.
52	Trail work in the rainy months when there are no nesting restrictions would be more beneficial for everyone. Trimming bushes in spring (including star thistle) would be welcomed.
53	Trail/Road improvements to Ponderosa Rd entrance to river access.
54	I support the proposals as set forth for the Foresthill Divide Management Zone.
55	Improved trails in this area would be helpful. I vote against camping spots which increase the fire hazard, waste left behind and damage to the habitat.
56	I support the proposals but recommend additional trails open to all user types, and more frequent trail maintenance without bureaucratic and unnecessary delay.
57	Making the trails more accessibly is great, especially for the equestrians. There should be some trails designated for foot traffic only, hikers and horses. Safe off road parking for the horse trailers. It appears the campground will not be right under Todd Valley, so a campground would be nice, especially if it was accessible for horse trailers. Oregon has some of these and they are very popular. Campgrounds must have camp hosts. You can not leave people on their own to follow the rules. You will have nothing but a wild party spot if there is not a camp hose. The result will be crime and a fire.
58	Need more accurate info. Too many contradictions on social media
59	Does the "added parking" include horse trailer parking? If it does, then GREAT! Not enough camp sites in the area is not an issue. Dangerous mt. bikers on a multi use trail IS an issue. Most of the mt. bikers are very polite and considerate but there is always somebody who does not want to follow rules and puts other people's lives in danger and that will always be a problem - one person ruins it for everybody. What can be done about that? It is more important to keep people safe than to provide camp sites.
60	Don't care as I do not live on that side still waste of tax dollars
61	Traffic
62	We need more mountain biking trails especially those specifically designed for this use.
63	Traffic congestion, trash, vandalism
64	make sure that quality motorcycle single track is maintained, and opportunities increased, given the demand.

Comments on Foresthill Divide

Comment Number	What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?
65	I have owned property in Foresthill since the 1960s. We live here because of the natural beauty, privacy and peaceful serenity of the area. We don't want development here. It disrupts and often destroys the wild lands and wildlife. We do not want or need these projects that negatively impact nature here.
66	Bad idea, Todd Valley is residential area and the traffic would be murder! Also greater fire danger, more crime, more trash to clean up. Just a matter of time before you burn Todd Valley Down !!!!!
67	I feel that expanding recreational use into the Forest Hill area and up the river through the Canyons is a bad idea because of environmental impact and cost to the taxpayer it is just another drain on the public and a way to deteriorate was a natural Wilderness Area in the last 10 to 15 years Forest Hill and areas surrounding have become overrun by people moving into the area and causing damage and destroying Wilderness areas this impact is worsening every year and creating recreational use in these areas will take it to the point of no return and Wildlife will disappear in these areas I myself have lived in Foresthill for 30 years and what I've seen in that. Of time sickens me because of the people from outside of the area do not appreciate our way of life and turning the surrounding areas into a recreation Area is like creating a carnival for Outsiders to come and use and abused and the Parks and Recreation Department cannot manage it efficiently
68	<p>1) Campsites - I don't support the campground as proposed. It's a really odd place to locate a campground, just off the road, not near any water, and just above the Connector Trail. To reach the proposed campground would require a left turn on busy Foresthill Bridge. I think it adds little value to have a campground there and not worth the resource to install/maintain it. I suggest instead using that site for overflow parking for Upper Lake Clementine (with shuttle service) and instead, improve the camping/access at Ruck-a-Chucky off Driver's Flat Road.</p> <p>2) More trails! I urge you to consider adding more trail options and better signage around the Foresthill Divide Loop area. This is a very popular section of trails especially for bikes and also for runners. Please also re-stripe the trail head parking at the Grizzly Bar parking. It would also be great to have a bike-legal trail from FHDL to Foresthill. If you cannot change the designation, then please make an alternate plan for this (ie. include it in your General Plan but if you change Western States use then you just don't build the trail, but at least you'll have completed an EIR for it!).</p>
69	I fully support the additional campsites and recreational improvements. The more access to nature we can provide to families, especially children, the better the future is for all of our wild areas. Using McKeon Ponderosa as an access point is a mistake and should not be included in the plan.
70	I think it will great to add sites.
71	We do not need more people from the city coming up here with fireworks and lighting unattended camp fires. In case it failed to cross any minds out there, we live in a high fire hazard area. Who is being billed for it? The residents of Foresthill who are being asked to pay more property tax

Comments on Foresthill Divide

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	to protect us from city resident's ignorance of fire hazards. I plan to vote know on the upcoming fire tax because we do not need to be paying for others.
72	To much traffic for that road, concerned that there will be to many accidents.
73	I have concerns with the additional load on the already understaffed/underfunded Foresthill Fire Protection District, as well as the increased fire danger. Ingress & egress in an emergency is via Foresthill Rd, bringing camping facilities will increase the potential for a wild land fire to start, cutting off the main artery to evacuate off the hill. I am also concerned with the increased traffic and litter this will bring.
74	As others have mentioned , Foresthill and especially Todd Valley are already under staffed when it comes to Fire & Ambulance services, no mentioned has been made of the impact this would have on our services and safety as well as the increase in traffic thru our neighborhoods.. What do you propose to do to, give us more Fire and Ambulance services as well as Police services ? It seems the only ones gaining from this action aren't the people who live here in Foresthill & Todd Valley. I see no mention of increasing our services or of compensating us for the intrusion on our lives. As residents of this community I would expect that we would be able to vote on this ? I await your response ?
75	Non residential traffic in a residential area that is not designed to accommodate high traffic, is a huge safety concern. There is a lack of law enforcement presence especially at night, whether it be rangers, sheriff's or CHP. There is only one ambulance and fire department open which is already not enough resources for the small community and would definitely not be enough if there were a medical emergency or fire at the campsites. Campsites will be downhill from many homes and the higher risks of a fire traveling uphill and destroying homes possibly even causing death to residents is the largest concern.
76	Who will be responsible for fire protection and what freshwater sources will be used? If these are from Foresthill fire department and the Foresthill public utility organizations, how will these entities be compensated?
77	Please promote tourism or exploration of Divide with these new amenities. Increase signage at the intersection of Lincoln Way and Foresthill Divide Road. In addition, please charge for parking/ day use fees (and share a portions with the Fire Department) and monitor these locations. There are may problems, conflicts and dangerous situations up here where there is not monitoring in site.
78	Hate the idea for so many reasons... top of list fires and congestion for Foresthill rd. Not to mention more idiots to leave there trash.
79	Huge concern about fire safety because it's in the canyon below so many homes. We already have decreased fire and ambulance services here in Foresthill and that will add to the work load leaving less protection for our town. Access to the proposed areas need to be adequate to allow escape in case of fire. They also need to be through areas other than rural small community streets.
80	My concern is who will pay for medical and fire services. We only have one fire station. It will not be able to handle all of this. Who will fund it?

Comments on Foresthill Divide

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81	No camping due to fire danger reasons. Keep this a day use area. Proposals for improving parking, restrooms & picnic sites sounds good.
82	<p>Foresthill residents already deal with enough cityiots during the summer month via upper lake clementine. I as a 27 year resident don't even occupy that portion of the river anymore. Nonetheless we've had to pay to use such spots as Yankee jims, Pondorosa, and all others state parks took over. It did nothing in a positive way, more trash (they don't pick up either) and more visitors. So they win with more money in hands as we suffer from the unsafe drivers with no mountain etiquette.</p> <p>Having an access in through Todd Valley would be a nightmare! We moved up here to avoid these things. Notice all's comments that are for this, do not reside on the hill.</p> <p>Grab the lube state parks, because once again you're screwing us.</p>
83	I don't want people getting river access through the residential area in Todd Valley
84	I moved up here in 1983 to enjoy my surroundings. Now you charge us to park in our backyard. Next your going to bring people up who don't care about our area and put us even closer to fire danger. Without any financial help to local fire. This is just a money game for state parks where everyone else suffers.
85	<ol style="list-style-type: none"> 1. Foresthill Road is not patrolled well enough and we already deal with speeders and drunk drivers on this windy road. What extra services will be provided to support safety on the road for this extra "tourism". 2. Who is providing emergency response? Who is paying for emergency response? This project CANNOT rely on Foresthill services which are underfunded and already stressed. 3. Who will pay for the campfire management? What about trash impacts from visitors , already an issue. Look at the current issues with Sugar Pine with improper campfires, etc. Sheriff and Forestry can barely manage that area and lack of cell reception further complicates response and support times.

Comments on Foresthill Divide	
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	<p>4. Is CEQA being conducted, What size? What noise? Traffic impacts? What mitigation is being provided for the local impacts? What noticing is being provided to the Foresthill community?</p> <p>5. Foresthill does not make money on this tourism "opportunity" but will have to endure the brunt of the traffic, emergency calls, potential of fires unless properly planned and supported with these services.</p>
86	I am concerned with the increase usage of this area by people who may not be as careful about the habitat or fire mitigation as the residents are
87	<p>1. Foresthill Road is not patrolled well enough and we already deal with speeders on this windy road.</p> <p>2. Who is providing emergency response? Who is paying for emergency response? NOT RESIDENTS OF FH.</p> <p>3. Who will manage the campfires? Look at the current mess we are dealing with at Sugar Pine with improper campfires, etc. Sheriff and Forestry can barely manage that area and lack of cell reception further complicates response and support times.</p> <p>4. The residential roads are not designed for the weight and/or volume of traffic that 245 camp sites will bring (1.5 vehicles for each). What size? What noise?</p> <p>5. FH does not make money on this tourism "opportunity" but will have to endure the brunt of the traffic, emergency calls, potential of fires.</p> <p>For those in Todd Valley and McKeon areas, I can only imagine how this will impact your quiet neighborhoods.</p> <p>4.</p>

Comments on Foresthill Divide

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88	I would like a study done on the emergency service cost impact to the Foresthill Fire Department. I would also like to see you, ASRA, the State, and any other entities who will be profiting off this venture, to buy the Foresthill Fire Department new ambulances, fire trucks, and salaries for personnel as the impact you are proposing to impose on our Community is something we cant afford and are not equipped to deal with.
89	Why did it take someone putting a flyer on my doorstep for me to learn about all these plans? Do not install campsites, they are a fire hazard.
90	Are you adding any parking and facilities for equestrians?
91	the area need to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers
92	I think that the current trailheads are fine. What we need is more trails that branch off from the current trailheads. It would be nice to have more options on the Foresthill Divide Loop. It would be nice to do connectors to McKeon Ponderosa to make a loop from Driver's Flat.
93	Does the "added parking" include horse trailer parking? If not then do not change anything from how it already is. Not enough camp sites in the area is not an issue. Dangerous mt. bikers on a multi use trail IS an issue. Most of the mt. bikers are very polite and considerate but there is always somebody who does not want to follow rules and puts other people's lives in danger and that will always be a problem - one person ruins it for everybody. What can be done about that? It is more important to keep people safe than to provide camp sites.
94	Traffic concerns getting down to the river and the increase in fire danger due to this area being opened up for public access.
95	What are people thinking? There's already enough traffic on Foresthill rd, the last thing we need is more flatlands driving on the road. And what about fire danger has anyone thought about that? No to mention the environment impact on the river.
96	Increased traffic in Toad Valley. Especially on Glen, and Cold Springs which are already busier roads. Also the increase of people to the area which is normally a quite and peaceful place. People moved here because it is away from the traffic and city and this would bring it to their back door.
97	No campsite. NO picnic areas.

Comments on Foresthill Divide

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	<p>Do improve parking and restroom facilities at trail heads.</p> <p>Do something to make it safe for hikers and equestrians to use the Foresthill Divide Loop trail. Now, esp on weekends there are so many packs of bikers and speeding bikers on blind curves a hiker or equestrians is risking serious injury if they try to use this trail on a busy weekend. Get rid of the blind curves. Improve sight visibility. Enforce rule - bikers are suppose to yield to hikers and equestrians not run into them since they are going so fast they can not stop when they see a hiker in front of them.</p> <p>Poorly designed trail. Insufficient sight visibility for multi use, especially with hundreds of speeding bikers on narrow, serving trail sections. Needs improvement.</p> <p>Same problem on Confluence Trail. I had speeding biker run into me careening around curve since unable to stop when he saw me. If I had not been facing him and able to grab his handlebars I would have been seriously hurt. Not an isolated incident. Improve sight visibility and create some way to force bikers to slow down on curves and steep descents.</p>
98	<p>As a Foresthill resident, I drive thru the divide area of the park regularly. Two things would greatly improve this area and the town and Forest above. 1. Treat the weeds. There is some beautiful grassland along the way but it is all choked with star thistle and other weeds. Then it spreads with users, wildlife, and on its own. This is a very visible part and while not as popular as the biggest areas like the confluence, very popular with mountain bikers, hikers, and others.</p> <p>2. Since there is an existing managed target shooting area for law enforcement, can this be improved and expanded for the public? The public currently goes to several areas on the National Forest that are unmanaged and leaves a toxic and ugly mess. The shooting is constant in the Sugar Pine Lake area. It would be more convenient and better managed if concentrated shooting were in a nice outdoor range like the existing one. And a new source of revenue!</p>
99	<p>I am an equestrian and have wanted to ride the Forest Hill Loop. I have not been able to do this as I have been advised by other trail users that although this is designated a multi-use trail, it has pretty much been taken over by the mountain bike community. This trail is unsafe for equestrians and hikers due to some areas with limited sight distances and steep drop offs. In my view, this trail is no longer "multi-use." Some areas of the trail should be re-routed or it should be designated for specific user groups on certain days of the week, or both. Due to the speed reached by some bikers, I'm not willing to take the risk of ending up over the side of the mountain.</p>
100	<p>Support parking improvements and additional campsites</p>

Comments on Foresthill Divide

Comment Number	What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?
101	<p>My name is Tim Crum.</p> <p>I represent the Foresthill Trails Alliance, a trails advocacy group based in Foresthill.</p> <p>We are currently working with Lisa Carnahan and the Placer County Trails initiative, and Matt Brownlee, the trails manager from the American River Ranger (AARD)of the Tahoe National Forest.</p> <p>We are interested in establishing some through trails and connectors to link the community of Foresthill with ASRA, and the AARD. Specifically, we are interested in establishing trail connections in the Mineral Bar Management Zone, Upper North Fork Management Zone, Foresthill Divide Management Zone, Cherokee Bar/Ruck-a-Chucky Management Zone, and Upper Middle Fork Zone.</p> <p>As a trails group we are establishing a non-profit status and grant writing capabilities. We are willing and interested in working with ASRA in providing labor, and financial support to better incorporate the community of Foresthill with a Foresthill Divide trail system that links ASRA, Foresthill, and USFA ARRD that could potentially link the entire Foresthill Divide from Auburn to the Donner Summit area.</p> <p>We look forward to working with you for the purpose of creating an active and vibrant trails community withinin the Foresthill Divide area.</p>
102	<p>this is a resource that is long over due for expansion and improvements. i like it. more cahs for the rec area and local business re tourism</p>
103	<p>Although the Divide Loop Trail is designated a multi-use trail, it and its offshoots are not currently safe for hikers and equestrians due to the large amount of use by mountain bikers who enjoy timed speed trials here. Many sections are very narrow with a steep drop off and very poor sight distance. Thus a hiker or horse rider can suddenly encounter a mountain biker who is riding at speed and is unable to stop quickly to avoid a wreck. These trails either need significant redesign or separate days for hikers/runners and horseback riders vs mountain bikers for them to be useable by all. Very few hikers and horseback riders use the Loop Trail anymore, even on weekdays, due to the popularity with mountain bikers and the danger of serious injury. This is a very pretty loop, and it saddens me that we are not able to safely enjoy it.</p>

Comments on Lower Middle Fork

Comment Number	What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?
1	<p>This was my input - I think it is a terrible idea to add campsites to the Ruck-a-chucky area. It is also a bad idea to create access over McKeon-Ponderosa road. This will bring additional fire danger from cooking fires, camp fires, car sparked fires....etc. to an area that is nearly inaccessible to fire crews and down slope from Todd Valley . With Hundreds of houses in Todd Valley, difficult terrain and limited fire resources on the Foresthill divide the increased potential for a huge fire disaster and loss of so many structures does not justify a few campsites and a second access road to a very small recreation area. After the recent fire in the middle fork canyon, which proved nearly impossible for Cal Fire to fight and the unprecedented drought and high fire danger of the last few years, it would be reckless and dangerous to put a high risk ignition source directly below and so close to a large residential area.</p>
2	<p>I am concerned about the increased traffic to the area that was constructed for rural/low use. Do not add improvements or better trail signs to this area, it will commercialize it and make it too busy for local residents. Trails are fine as is, although I do agree with allowing bike use on at least one of the Western States trails, even if it is on even/odd days. Should be a multi use non-motorized access so different users can enjoy the trails.</p>
3	<p>Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.! Open all existing trails to bikes. Those who oppose this will most likely claim it cant be done for 'safety' reasons. Please reference Parks own survey from 2012 that essentially stated user conflicts are a figment of the imagination. Plenty of options to mitigate safety concerns also exist at little to no cost to Parks, rendering the argument void; odd/even day access, seasonal closures, trail improvements, etc etc.</p> <p>Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.</p>
4	<p>I am generally supportive of efforts to improve pedestrian and equestrian access to areas of the ASRA other than those accessible from the Overlook, Confluence, and Cool area trailheads. However in a world of increasing fire danger due to climate change, uses such as overnight camping should not be facilitated or allowed.</p>
5	<p>Why are there two Western States trails on both sides of the river and neither are open to bicycling? Please create a bike-legal route in this area.</p>
6	<p>Why are there two Western States trails on both sides of the river and neither are open to bicycling? Please create a bike-legal route in this area.</p>
7	<p>Why are there two Western States trails on both sides of the river and neither are open to bicycling? Please create a bike-legal route in this area.</p>
8	<p>Why are there two Western States trails on both sides of the river and neither are open to bicycling? Please create a bike-legal route in this area.</p>
9	<p>Why are there two Western States trails on both sides of the river and neither are open to bicycling? Please create a bike-legal route in this area.</p>

Comments on Lower Middle Fork

Comment Number	What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?
10	There are two sections of Western States Trail that run parallel to eachother. This would be an excellent area to accommodate and test odd/even mountain bike access. Regardless, a bike legal option along the river should be created in this area.
11	I am in favor of all proposals
12	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
13	Keep bikes off the Equestrian/Hiking trails.
14	Keep bikes off the equestrian/hiking trails.
15	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
16	We need more mountain bike trails! This is the fastest growing form of recreation at the moment but options for a variety of rides are few. Please help increase the amount of well built, fun and challenging trails!
17	1. Improved trail access including American Canyon and Robie/Canyon Creek trail heads with improved parking, interpretive and map panel signage panels that identify WST and Tevis Trails in this area. Trail sign WST and Tevis Trails.
18	Lower Middle Fork Management Zone Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
19	Allow bikes on at least one of the two Western States trail sections or add new bike legal trails
20	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
21	need more local recreation
22	Yes, More recreation local is good
23	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
24	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
25	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
26	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.

Comments on Lower Middle Fork

Comment Number	What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?
27	Everything listed in the proposed action section seems reasonable. Why not open the trails to bikes though? Even if it's on specific days only. It works in other areas of the state.
28	<p>Since the only trailhead to this part of the Recreation Area is the American Canyon Trailhead, steps will really need to be taken to rethink this access point. A great deal of resident traffic passes the current trailhead with limited parking that verges on blocking traffic flow for the community. The trails here are great nonetheless, so I hope the park will take steps to rethink this important access point and find a way to make parking available without impacting traffic flow. Maybe push the trailhead back towards HWY 193 or acquire land from GDPUD or private owners as the SRA land here is all very steep.</p> <p>I think providing interpretive information about the mining history in the area would be fantastic.</p>
29	I support the proposed improvements.
30	Needed improvements.
31	I support the proposals but strongly recommend all existing trails be open for all non-motorized users. New trails should be added and open to all non-motorized users.
32	Fire safe fire breaks, litter control, sanitation off road parking.
33	I am all in favor of more horse trailer parking! Some small interpretive signs in the area explaining the historical significance of the area would be ok too.
34	By all means put signs for stupid people do you really think anyone reads that crap and the kids will spray paint signs
35	Traffic, congestion, vandalism, trespassing into Auburn Lake Trails POA
36	Please keep the trails away from the community at the top of this area. We already have trails and they work well. Increased trails will increase trash and destruction already taking place. There are plenty of trails that don't get near homes please keep it that way. I want to see improvements but not at the threat of trash, chance of fire and poor management of trailheads. Many times facilities are built but not maintained because of a lack of funds.
37	Please refer to my prior comments on the Cherokee/Ruck-a-Chucky Zone, where I propose a trail that connects from Foresthill Divide Loop to the Foresthill community. This trail could/should tie into the Western States Tevis Cup route so that additional resources are not unnecessarily expended to build an entirely new and costly trail given limited resources.

Comments on Lower Middle Fork

Comment Number	What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?
	ASRA should pick one of the two WS trails to make it bike legal (preferably the one along the river). It is ridiculous that there are two trails on both sides of the river, both are labeled "Western States" trails and both are off limits to bikes, especially given that there are more cyclists than equestrians who recreate in ASRA. There is no historic protection for the WS trails and ASRA is able to change use of the trails, which it should do in order to spread out user groups from the Confluence area. Claims by some equestrians of "danger" and "safety" if bikes share a trail with horses are without merit, as evidenced by previous research studies. With adequate lines of sight and signage (and perhaps adding bell boxes for added precaution) bikes and horses can share trails. That said, I have no problem keeping bikes off of one of the Western States Trails but not both of the trails.
38	These proposals seem reasonable.
39	Trail improvement.
40	Why did it take someone putting a flyer on my doorstep for me to learn about all these plans?
41	the area need to to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers
42	I am all in favor of more horse trailer parking! Some small interpretive signs in the area explaining the historical significance of the area would be ok too.
43	Excessive traffic foot/vehicles, garbage, drug dealers, theft of near by homes and criminals.
44	Need better parking for trails. E.g. Wendell T Robbie and American Canyon. Maine Bar Trail badly needs trail maintenance. More an maintained water channel in lower sections than a trail. Since ASRA has almost no trail maintenance, other than fallen tree removal - all its trails are in serious need for trail maintenance.
45	No thank you to all 3 suggestions. Congestion and traffic to that area are already too high. Parking a major issue along Hwy 49 to access Middle Fork Trail. It's perfect how it is. I'd rather see the cave opened up than any of these other options available. How sad it was closed with cement. We could have monitored it through Auburn Rec - charging vans to go on tours.
46	These are great proposals. It is good for local residents and businesses and we already pay for it through our taxes. People I have encountered in these areas are friendly, courteous and respectful. Any new trails should be open to cyclists. Open bike legal singletrack on at least one side of the river.
47	Traffic congestion. Cost too high for local residents to access. Disrespect by visitors to the area and towards local residents. If you build it they will come. Once they are here you will have little control over how visitors treat the area.

Comments on Lower Middle Fork

Comment Number	What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?
48	There must be updated, adequate parking at sweetwater trail
49	long overdue

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
1	It's a dumb idea. It increases traffic in a neighborhood. It increases fire hazards in a difficult area to already access
2	Non residential traffic in a residential area that is not designed to accommodate high traffic, is a huge safety concern. There is a lack of law enforcement presence especially at night, whether it be rangers, sheriff's or CHP. There is only one ambulance and fire department open which is already not enough resources for the small community and would definitely not be enough if there were a medical emergency or fire at the campsites. Campsites will be downhill from many homes and the higher risks of a fire traveling uphill and destroying homes possibly even causing death to residents is the largest concern.
3	If your going to open the road to the river from McKeon Ponderosa Rd, is the county going to start maintaining the road past the pond. This road goes on my property and my husband and I already have to go out and clear drains from debris when it rains and trash from the driver's who use this road as a short cut to Todd Valley and throw their trash into our property. The county doesn't fix the pot holes or repave when needed. Please don't add to our chore list by encouraging more drivers to use our little road, without providing a solution to keeping our road clean and maintained.
4	<p>I live in Todd Valley. I think this is a bad idea. It will bring increased fire danger to a congested neighborhood</p> <p>In the Ponderosa Mckeon Area along with un wanted traffic in a residential neighborhood. It will bring strangers</p> <p>Directly through our residential streets creating a traffic problem for the children.</p> <p>I and against this.</p>
5	I am very concerned about opening McKeon Ponderosa for public access to the river. Routing the traffic thru residential neighborhoods will be a nuisance and unsafe. Also the increased fire danger to our neighborhood is an added danger that we sure don't want. I feel improvement to drivers flat access to Rucky chunky is the best way for more people to enjoy access to the river Thanks for listening to the people that would be directly affected by this proposal
6	Should not open Mckeon/Ponderosa to rafters as this is a private road for the homeowners and we do not have hundreds of people traveling through our neighborhood causing problems, trash and additional fire hazards. We pay for the private road and it is not open for casual use. Also do not need more campgrounds along the river to contribute to add'l fire hazards. The Trailhead fire of 2016 was caused by rafters and threatened hundreds of homes in FH. We don't need any other opportunities for fires to be started near residential neighborhoods.
7	I think it's a great idea that can show many people the nature and beauty of the area.
8	Add a bike-legal trail connecting to Foresthill.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
	I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.
9	This was my input - I think it is a terrible idea to add campsites to the Ruck-a-chucky area. It is also a bad idea to create access over McKeon-Ponderosa road. This will bring additional fire danger from cooking fires, camp fires, car sparked fires....etc. to an area that is nearly inaccessible to fire crews and down slope from Todd Valley . With Hundreds of houses in Todd Valley, difficult terrain and limited fire resources on the Foresthill divide the increased potential for a huge fire disaster and loss of so many structures does not justify a few campsites and a second access road to a very small recreation area. After the recent fire in the middle fork canyon, which proved nearly impossible for Cal Fire to fight and the unprecedented drought and high fire danger of the last few years, it would be reckless and dangerous to put a high risk ignition source directly below and so close to a large residential area.
10	More river access would a benefit the Foresthill community!!
11	Add a bike-legal singletrack trail connecting to Foresthill. I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.
12	I think it is a terrible idea to add campsites to the Ruck-a-chucky area. It is also a bad idea to create access over McKeon-Ponderosa road. This will bring additional fire danger from cooking fires, camp fires, car sparked fires....etc. to an area that is nearly inaccessible to fire crews and down slope from Todd Valley . With Hundreds of houses in Todd Valley, difficult terrain and limited fire resources on the Foresthill divide the increased potential for a huge fire disaster and loss of so many structures does not justify a few campsites and a second access road to a very small recreation area. After the recent fire in the middle fork canyon, which proved nearly impossible for Cal Fire to fight and the unprecedented drought and high fire danger of the last few years, it would be reckless and dangerous to put a high risk ignition source directly below and so close to a large residential area.
13	Open all existing trails to bikes. Those who oppose this will most likely claim it cant be done for 'safety' reasons. Please reference Parks own survey from 2012 that essentially stated user conflicts are a figment of the imagination. Plenty of options to mitigate safety concerns also exist at little to no cost to Parks, rendering the argument void; odd/even day access, seasonal closures, trail improvements, etc etc. Add a bike-legal singletrack trail connecting to Foresthill!!!!!! Allow bikes to travel to and from Foresthill and Auburn via the existing WST. Mitigate any concerns through any number of options! I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river. Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
14	I am generally supportive of efforts to improve pedestrian, equestrian, and selectively, boating access to areas other than those accessible from the Overlook, Confluence, and Cool area trailheads. However, item #179 goes too far. Further, in a world of increasing fire danger due to climate change, expanding uses such as overnight camping should not be facilitated or allowed: item #169 is preferred; #171 and 172 are not.
15	I don't mind more trails, but extra camping going through a residential area is ridiculous. Not only for traffic but the fire danger is too risky. We've lost a fire station because the county doesn't fund us and are having to try to put through a tax to get our second station opened. If our houses go up in flames due to campers in the canyon it would be horrible. And if we are paying the tax for a station to get reopened some of that should have to be offset from the campers accessing the campground through our area. I seriously don't see that happening.
16	McKeon Ponderosa and Sliger Mine roads need to have a trail remain alongside road if improvements for vehicles are made please also make trail easement and trail improvements
17	Public boaters who are not with a commercial outfitter need river access upstream of ruck-a-chucky falls, so there needs to be a permit system for boaters with a permit to camp on the upper middle fork to open the gate at the end of drivers flat road.
18	<p>I don't support new/additional camping in the area. To high a risk for fire here and to the communities that live close to them. The bridge seems like a pipe dream. The high water in this are would take out any small bridge so it would have to be very large to avoid being washed out. So unless ASRA has money burning a hole in their pocket it would be better off spent focused on managing and maintaining the area for small groups to enjoy as it is today.</p> <p>If you want to do anything allow trail access here on WS tail for cyclist. Even if it is seasonal or odd/even days. Low cost with high benefit, seems like a win for all. Unfortunately I know the horse activist will die trying to squash this compromise.</p>
19	<p>Add a bike-legal trail connecting to Foresthill.</p> <p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.</p>
20	<p>Allow day use of driver's flat road upstream of the current gate to all boaters, not just commercial outfitters. River access is needed upstream of ruck-a chuck falls for private overnight trips. OK to Require boaters to obtain special use permit.</p> <p>Prefer day use only at Cherokee Bar</p>
21	<p>Add a bike-legal trail connecting to Foresthill.</p> <p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.</p>

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
22	<p>Add a bike-legal singletrack trail connecting to Foresthill.</p> <p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.</p>
23	<p>Add a bike-legal singletrack trail connecting to Foresthill.</p> <p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.</p>
24	<p>I am against opening up campsites and improving Sliger Mine Road. I would like to see the area preserved as itâ€™s part of our gold country history. More people brings more traffic, congestion, and fire hazard. Please preserve our rural area and not open it up to more people.</p>
25	<p>I am in favor of all proposals</p>
26	<p>Add a bike-legal singletrack trail connecting to Foresthill.</p> <p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river</p>
27	<p>No changes to the current Cherokee Bar/Ruck-a-Chucky Management Zone. Improvements will require infrastructure improvements for both Placer and El Dorado counties.</p>
28	<p>No changes should be made to the Cherokee Bar area. Additional facilities would cause the traffic on Sliger Mine Rd to increase to unbearable levels. It is already too busy.</p>
29	<p>Add a bike-legal trail connecting to Foresthill.</p> <p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.</p>
30	<p>Please consider hiker-biker and/or primitive campsites.</p>
31	<p>1. Improve, grade, add base rock and fix water drainage features on Drivers Flat and Sliger Mine Rds.</p> <p>2. Replace the washed out Greenwood Bridge with a non-motorized trail bridge crossing of</p>

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
	<p>the Middle Fork at Ruck-a-Chucky campground.</p> <p>3. Improve Drivers Flat Road upstream of gate at Greenwood Bridge site.</p> <p>4. Add additional campsites to Greenwood/Ruck-a-Chucky campground as space allows.</p> <p>5. Add parking, day use facilities and restrooms to Cherokee Bar day use area.</p> <p>6. Block vehicle access to beach areas.</p> <p>7. NO CAMPING at Cherokee Bar.</p>
32	<p>build a trail bridge crossing of Middle Fork at Ruck-a-Chucky campground. Add more campsites, parking, day use facilities . No camping at Cherokee Bar. Provide way to access area when the camp grounds are closed. The additional 1.5 mile walk isn't fun.</p>
33	<p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.</p>
34	<p>I am primarily concerned with the increased traffic on roads that are already out-dated and over crowded. Sliger Mine Rd cannot handle the traffic that it has now with just residents. I am also skeptical of the proposal to "work with El Dorado County" to improve the road. I would prefer to see commitments from the county and a confirmed plan of action, in lieu of optimistic hopes. The residents have been complaining to the county for decades and have been completely ignored. The current park is already under-staffed and cannot keep out the undesirables as it is, adding campsites will only make that issue worse.</p>
35	<p>Add a bike-legal singletrack trail connecting to Foresthill.</p> <p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.</p>
36	<p>Yes, we need more local recreation</p>
37	<p>Add a bike-legal singletrack trail connecting to Foresthill.</p> <p>I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.</p>
38	<p>Add a bike-legal singletrack trail connecting to Foresthill.</p>

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
	I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.
39	Add a bike-legal singletrack trail connecting to Foresthill. I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.
40	Add a bike-legal singletrack trail connecting to Foresthill. I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.
41	I have no problems with what is being proposed but how about opening up the trails to Mountain Bike use or create new trails for bike use between Foresthill Divide, Upper Middle Fork, and Lower Middle Fork areas?
42	Opening it up to more traffic in a rural area. Fire danger is exponentially increased with more activity! Let's preserve what is left of the park!!
43	I like all of the proposals for this management zone. Primitive camping facilities would work well here. I would recommend improving the roads to a point. As at other locations, RV's and camp trailers should be discouraged because of the steepness of Sliger Mine Rd. and the improvements that would be needed for them at Cherokee Bar. I'm really looking forward to the trail bridge, which would allow deeper access to trails by hikers and runners not willing to ford the river.
44	I live off of Mckeon Ponderosa road. A large portion of this road is not county maintained, and is one lane wide. (I have been run off the road several times). Also, the drive in via Glen and Bradley is thru a residential area, and many people walk along this road. The increase in traffic would bring more noise and issues in this area.
45	I do not agree with a plan for a campground at Cherokee Bar. I support the other proposals.
46	Additional camping spots increase the fire hazard and waste that is left behind in these areas.
47	Yes to trail bridge. Everything else will spoil the peaceful quality of the area, disrupt wildlife and increase fire danger.
48	I do not support opening McKeon-Ponderosa road to motorized vehicles. I would support all trails, existing and new, being open to non-motorized users such as biking, even on the Western States Trail.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
49	Both the Drivers Flat Road & the road out of Georgetown at this point really limit the kind and type of cars going to these area. I like that. I think that Auburn State Parks is looking for a way to make more money. So by improving all these areas they can then start to charge for more usage. Unless the State Parks can also staff these areas and I mean all these areas and all the time. I think they are just opening up a big can of worms. And will be the ones responsible for the devastation of these natural resources. Stick to what you know the Confluence area, Lake Clementine area etc. Don't open up areas to be overran and abused just to make the almighty buck at our expense (the locals who live here and respect here). Look at what impacts you will be having on our small local roads. Will you be responsible for fixing those roads by all the extra use? If folks find these areas by good luck then so be it. Don't make them a well known and well accessed area. Don't let it be another University Falls here one day then closed the next due to overuse and abuse.
50	Trail bridge connector and Sliger Mine road improvements are needed. The integrity of the area needs to remain intact. Keeping the area a little hard to get to makes sense to naturally keep population down in order to preserve wildlife. Increased camping spots pose too much risk for fire, trash, pollution, etc.
51	This is the fire the residents of Todd Valley worry about. From Cherokee Bar/Ruck-a-Chucky to TV it is straight up slope. Bringing more people in, on these narrow roads is a bad idea. Fire insurance is already a problem here...1000s of more people will just make the odds of fires and the cost of fire insurance go up (if you can get it/maintain it).
52	Leave the road as a 4x4 access.
53	Traffic congestion on Sliger Mine Road and the possibility of increased traffic on road off of Sliger Mine. Many of the side roads off of Sliger Mine are private roads that are maintained by the residents living on those roads. When traffic increases so does road damage. Is the county to improve and maintain Sliger Mine AND all of the roads that join it?
54	Some good ideas regarding road improvements. NOTHING mentioned about horse trailer parking or equestrian use, how come? More horse trailer parking would be a good thing. No need for that many new camp sites.
55	Really what about bad ideas you do not get do not want my tax dollars spent on stupid crap
56	Traffic, congestion, vandalism
57	Thruway traffic for local residents
59	I have owned property in Foresthill since the 1960s. I am opposed to the proposed development of this area. It will compromise wild areas, wildlife, and the privacy of local residents.
60	1) Campground access: It looks like Drivers Flat is a more direct route to the existing facilities that are proposed for improvement/expansion. I suggest improving Drivers Flat Road so that it is accessible 12 months of the year rather than routing traffic through the neighborhood in Foresthill

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
	<p>or up/down Sliger Mine.</p> <p>2) More Bike-Legal Trails - Please add a trail that's bike-legal to connect the Foresthill Divide Loop (FDHL) Trail up to the town of Foresthill. I do not think ASRA will ever change use of Western States Trail due to entrenched equestrian groups. Therefore, please include a trail that connects the Auburn and Foresthill communities in your General Plan for the EIR study. Also, add a trail that is biker/hiker only that goes downhill (a fun trail) from FHDL to Ruck-a-Chucky to the proposed new bridge to make a nice additional loop off of FHDL. The number of bikes, hikers and runners far outnumber equestrians. Therefore, the GP should focus its scarce resources to meet the needs of a broader community of user groups.</p>
61	<p>Providing access to the river via McKeon-Ponderosa is absolutely a crazy idea. Just look at the narrow road with its twists and turns, and it is within a residential area, and offering other ways to avoid those twists and turns by traveling on other intersecting residential roads is worse. Better to put the funding into improving Driver's Flat access which does not have any residences.</p>
62	<p>Opening up the McKeon-Ponderosa Road in order to provide access to the river is not prudent. This road is not designed to handle traffic, especially not visitors who are unaware of how narrow it is. Please do not move forward with this proposal!</p>
63	<p>I have lived in Foresthill for many years. I have also noticed the ever increasing traffic, garbage along the Foresthill Road, vehicle accidents, and most of all, the increasing danger of forest fires. There have already been a number of fires started in the canyon areas on both sides of the Foresthill Divide. All of them by humans. I am 100% against more recreation in that area. If a fire started in that area, it would sweep right up Gas Canyon and Todd Creek causing way more damage to residents in this area. Who knows where it would stop, all of these areas are very rugged with steep terrain. Almost all the users of this area are from somewhere else and don't even respect what a beautiful place the canyons and mountains around here. Count me out. Thank you for allowing my input. Wade Webb</p>
64	<p>I am against opening McKeon Ponderosa Road to the river. This is a very narrow road going through a residential neighborhood. The increase of traffic on these residents is unacceptable. Having campers and day use people on the river that close to a large residential population is just begging for a fire. Any fire started down there would run right up into Todd Valley. Every fire started on the river was from campers or rafters. The fire danger is too high.</p>
65	<p>The McKeon Ponderosa access to the river is a steep windy road, and it would be too dangerous to open this road as a public access to the river. This area is also a steep hillside with many draws, and very heavy fuel loading. Allowing public into this type of area will result in rapidly growing fires that will destroy homes and potentially kill people. Opening this road to the public is unsafe, and should not happen.</p>
66	<p>We moved to a small community so we wouldn't have to put up with the masses. Our roads and community infrastructure are not set up to deal with the influx of people. The increased fire danger alone is a huge concern, along with the additional traffic. If the state has so much money how about maintaining the current state campgrounds or lowering the cost so that everyone can enjoy our public lands.</p>
67	<p>Major improvements would need to be done to Sliger Mine Road, essentially the entire road would need to be reconfigured to make access safe. Camping would increase fire danger and unless Sliger Mine road was completely overhauled, the response to any fire in the canyon would be</p>

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
	extremely difficult and response would be extremely slow. Fire response from Placer County side would also be very slow allowing a catastrophic fire to begin. What type of ranger patrols would be conducted at the camp site and would the camp site be secure from people using it during the "non-camping season".
68	I like these proposals but I am worried about out-of-area drivers driving on Sliger Mine Road without significant improvements to that road.
69	Opening up that road down to the River would certainly impact all the private residences all along that road. It is not needed, because the current access through Drivers Flat access the same area and impacts no Foresthill Residences.
70	Preserve the Robie trail & make improvements of the trail & access.
71	My main concern is the Mckeon/Ponderosa road access. This is a very narrow one lane road and is not able to handle an increase in traffic flow. The road starting at Bradley Way is not even maintained by the county.
72	Why did it take someone putting a flyer on my doorstep for me to learn about all these plans?
73	I have 2 major concerns with these initiatives; increased traffic on hwy 49, from Auburn to Cool, and increased fire danger. In regards to the traffic: hwy 49 is a two-lane road that is already inundated with commuters, bicyclists, logging trucks and quarry trucks. The home and property owners (ie taxpayers) in Cool/Pilot Hill/Greenwood/Georgetown that must travel along the 49 corridor over the confluence already suffer from a lack of CHP patrol, are often impacted by accidents and road work, and since it's only two-lanes, the delays are significant. Adding more campsites = more traffic, which this already dangerous road cannot handle. In regards to my second concern, which is an increase in fire danger: we as homeowners and business owners on the Divide live in, not a HIGH wild land fire risk area, but a SEVERE wild land fire risk area. We pay higher homeowner insurance policies because of this. Hundreds of homeowner policies have already been cancelled by the insurance companies, leaving residents to scramble and find different policies that are always more expensive. The stress on residents during fire season is great! Every time there's smoke in the air, we're watching Facebook to make sure we don't have to evacuate our families and animals! Who in the world would think that adding campsites to this area is a good idea? I'll tell you who: people who WON'T be impacted by a devastating wildfire! It's not going to be locals camping; we already live here! It's going to be out-of-towners, who are oblivious to our fire concerns, or will not be impacted by one. If a wildfire is started at these campsites, the campers get to leave, while the residents up here have to deal with the devastating aftermath. Residents will be left with charred homes, decreased property values, and the INCREASED uncertainty that we will even be able to get homeowner insurance policies in the future. Campsites with access to the American River is a bad idea! An idea that could devastate lives of the people who live here, work here, and already pay taxes here!
74	I believe that this proposal will put many lives in danger both at the site and above it in the Todd Valley neighborhood. With increase use of the area you are increasing the fire danger. A fire starting below Todd Valley you are increasing the life hazards!
75	The people that live on Glen Dr, Cold Springs Dr, don't need any more traffic on their streets. That's is not why we live here!

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
76	Not fair to existing residents on McKeon Ponderosa who will have to put up with traffic, littering, speeding on our private road. Not to mention accidents! Overall a terrible idea!
77	Opening up McKeon Ponderosa Way would be a bad plan. This is a private road with no improvements. The street is narrow and has blind corners. This street is already busy enough with the Todd Valley bypass. For being a supposed private street, it gets a lot of traffic. This quiet little neighborhood would not be quiet any more.
78	What are your improvements for equestrians on this plan?? Will opening the trail bridge on the Western States trail have an impact on types of usage on that trail?
79	I am concerned about the public access on mckeon-ponderosa road. That is a residential area and not appropriate for public access. If there is a way to create another access point that does not go through the residential area, I would support that.
80	I am opposed to river access through a residential neighborhood on McKeon Ponderosa Rd and increased fire risk by expanding campgrounds closer to residential areas. This area is loved by hikers and campers because it isn't over developed and still peaceful and natural. Expanding the improved areas will increase fire risk and diminish it's beauty.
81	the area need to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers
82	On lands that are already being used, I am all for this however one of the sections is just below a heavily homed area and could cause a forest fire hazard and danger to homes that fire suppression may not reach in time to save life and property.
83	I feel the traffic would be disruptive and a safety hazard to the residents that live in the areas that are wanted for access, not to mention the disruption of the serenity due to the potential disrespect and speeding of non residents going through an otherwise peaceful and serene area.
84	This is a terrible idea for the people of this community already dealing with issues on this road and now you are opening us up for even more traffic and road issues and outsiders bringing up trash and not hauling it out no way!
85	If you think you're going to access through McKeon Ponderosa get ready for a long legal battle. I'll be contacting my attorney.
86	I strongly oppose the opening of McKeon ponderosa as an additional river access point to the public. It is a very narrow and windy road, and think increased traffic (other than residents, who drive the road frequently and safely), would create many more issues than it would solve. I walk several times weekly on the roads near mckeon ponderosa, as well as mckeon ponderosa, and would not feel safe continuing to do so (because of the increased traffic, and high likelihood of people not driving as safe on such narrow roads as the residents that live here) if this area was opened up as public access. One of the reasons I, as well as most people, live here is because of the quiet and safeness of the area to raise my kids and feel safe walking around the roads and letting them play outside. Please do not open public river access in our quiet, residential community.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
87	Upper Clementine and Sugarpine are great examples for the potential number of visitors that this would attract. McKeon Ponderosa is a winding one lane residential road, mostly unmaintained by the County that in no way could support this traffic. The residents in this area largely have chosen it as their community for the serenity and lack of traffic that a rural community can offer. The amount of traffic the proposal would create would negatively impact the residents in this area.
88	Both Slinger mine road and McKeon Ponderosa both travel through narrow residential areas where some houses are very close to the roadway. Having vehicles from other areas pass through would impact the quality of life for the people that chose to live there, and possibly bring crime to the area. I live a few miles from one of those roads and drove down a ways. I felt like i was being disrespectful to those folks.
89	I do NOT think it's a good idea to Open McKeon Pondorosa as a new river site. As a resident of Foresthill I feel there are plenty of areas for people to go down to the river and do not think that's a suitable area for high traffic! There is a reason we live up on the hill we do not want traffic going thru our residential areas!
90	If you do river access, it would be great if it was paved. The current road has a lot of erosion. Currently there is not a paved river access besides at the confluence. The confluence is too crowded. We need another paved river access...I would prefer Upper Clementine or Driver's Flat, but I would take this also.
91	Some good ideas regarding road improvements. NOTHING mentioned about horse trailer parking or equestrian use, how come? No need for that many new camp sites.
92	This is a ridiculous proposal which will negatively impact a residential area and its residents.
93	No river access through residential areas! Develop Driver's Flat! Also, divert funds from this project and all other events and activities to Foresthill's emergency and fire department. Foresthill tax-payers should not, nor should they ever have been, responsible to carry the financial expense of providing emergency and fire services when there are monies being collected for activities in our area. This is long over-due! Foresthill has many events and activities, some world renowned, and yet we have an antiquated emergency and fire services with a limited and underpaid staff. This is not the standard, nor should it ever have been! Foresthill should have the best emergency and fire services in the county especially if the county is going to promote tourism to our area and reap the financial benefits. The financial burden should not be carried by the Foresthill tax-payers to provide emergency services when the county is now bringing more fire risk and emergency situations to our are. Time to give Foresthill tax-payers financial relief by diverting funding! Also, where's the Environmental Impact Report. I'm sure there was one done recently, right?
94	I oppose opening McKeon Ponderosa road for river access. Only a small portion of the road is maintained by the County, while the majority is a one lane, residential road in bad shape. Residents know the dangers, exercise caution and politely move over to allow oncoming traffic to pass. If opened as is, there will be a significant increase in accidents and likely head-on collisions stemming from increased traffic that is unfamiliar with the risks.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
	<p>I also opposed building more campgrounds within the Greenwood/Ruck-a-Chucky Activity Node due to increased fire risk and trash.</p> <p>A trail bridge on the Western States Trail across the Middle Fork of the American River for hikers and bicycle traffic is acceptable. Also, improvements to Drivers Flat road is acceptable.</p>
95	<p>Concerned about increased traffic, fire hazard, too much easy access losing the feel of the area as is. Opening two roads that go to the same place. Making it harder for hikers, runners, cyclists and horse riders to have a vehicle free, gagging dust free way to get to the river. Driver's flat is vertically unusable already with the many raft vans in spring through fall.</p>
96	<p>Increased traffic in Toad Valley. Especially on Glen, and Cold Springs which are already busier roads. Also the increase of people to the area which is normally a quite and peaceful place. People moved here because it is away from the traffic and city and this would bring it to their back door.</p>
97	<p>Improve Sliger Mine Road for access to river and provide parking area for Wendell T Robbie Trail off of it as well.</p> <p>Restoring bridge at Greenwood would be great.</p> <p>Do improve Drivers Flat Road for access to river.</p> <p>Do not open McKeon Ponderosa to cars.</p> <p>Do improve parking at McKeon Ponderosa so hikers, equestrians can have better access. Clearly sign small parking area at top of McKeon Ponderosa.</p> <p>Stop the dirt bike usage of McKeon Ponderosa.</p> <p>Do not open to bikes since so steep it would be unsafe fro hikers, equestrians if bikers are speeding down this steep, twisty trail.</p>
98	<p>I support a bridge here for trail access alone and not for vehicles. I believe there was previously camping at Cherokee Bar, and it would be nice to see that return. I don't recall it causing issues or being crowded. One addition that is not included in here, that would be great to see, is to extend the Wendell Robie Trail to Dru Barner and repair the washout portion of the trail encountered near Canyon Creek at the terminal end of the Robie Trail.</p>
99	<p>This is unacceptable in risk to residents. Please refrain from stealing land or access from the private landowners . I for one will sue for the exact amount you stole and hid from all of us in your secret liberal slush fund . (30 million should about cover it .)</p>

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
100	Have concerns with camping at the bottom of this canyon - Rucky-a Chucky side - area due to fire danger - many homes just uphill from this area. Also concern with Sliger Mine Road traffic. The road would need significant improvements. As it is now the road is not easily passible with two small cars meeting. Could there be a parking area and backpacking in, permitted only camping? Less of an impact. Yes to improved trails, restroom facilities and trail bridge.
101	Yes to improved portage trail at Ruck-a-Chucky rapids area. Yes to added campgrounds facilities, but don't crowd them together like a KOA campground so that campers can better experience the beauty and tranquility of surrounding nature.
102	Fires for one, I live near Peninsula Campground off Rattlesnake Bar Rd in Pilot Hill Every year there are several small fires that (could get out of control) !! We don't any more campgrounds to risk our community and homes. If you need more cash in your budget, start charging for parking on The Confluence like Placer County!! Big cash cow sitting there not being utilized We certainly don't need more drivers on the Ravine driving toward Cool and back to 80
103	Camp sites in this area will be a Hugh fire danger to greenwood. Sliger mine road is not designed for the traffic this will bring. Leave the area how it is unimproved!!!!
104	No campsites at Cherokee bar! This will increase fire risk and trash! Sliger mine road cannot handle the traffic! This is not good for our community.
105	I am concerned about the proposed campsites and expanded public access to Ruck-a-Chucky. It would be a fire hazard for the residents that live in that area. It would also cause traffic on a road that is in a residential area causing dangerous driving conditions for the residents.. The cost of any widening or improvements to the road would be extensive, as anyone that has gone done to the river knows. I am sure there are already established camping and day use areas that our tax payer money could be better put to use.
106	Sliger Mine is a terrible road. It is narrow, winding, not paved the best and the dirt part is steep, rough and dusty. I would not be encouraging the public to drive down it hauling trailers, etc. to camp. Many of the residential roads up here are not great public works built to any kind of code, but are what evolved out of the gold rush.
107	I am in support of all. The bridge should be open to all non-motorized users including cyclists. Add a bike-legal singletrack trail connecting to Foresthill. I support the bridge at the river but want to see a bike-legal trail that allows bike riders to get to also enjoy the river.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number

What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?

108

I cannot believe there is a proposal on the table to increase any traffic on Sliger Mine Road (and by default Spanish Dry Diggins Rd.) in Greenwood and Georgetown. Anyone who would propose anything that increases traffic on these 2 roads has obviously never traveled them. They are both extremely dangerous already, with the local residential traffic, and, the existing Ruck a Chucky facilities have already experienced numerous issues, at times having to be shut down. Clearly, someone is not thinking. The roads are not even wide enough for 2 vehicles to pass in some areas; just because a road has "County maintained" status, does not mean it is up to standard. Many of these roads' COCs were bought and paid for by developers (Land Trust on Spanish Dry Diggins west of the airport, and the Rancho Cumbre development on Sliger Mine) back when that was common practice in El Dorado County. There are accidents all of the time on both roads, and sometimes emergency responders have a tough time getting to them. This is on the main portions of the road, not on the non-paved rutted out dirt part of Sliger Mine that heads toward the river, the very road that this proposal seeks to use. Again, have you traveled these roads? People already use Spanish Dry Diggins to access their homes on Sliger Mine or to access Ruck A Chucky, simply because Sliger Mine is SO bad. There is a lack of enforcement on these roads currently, with the majority of travelers (and therefore law breakers) being the people who live on them, or are visiting residents. ASRA seeks to add a tremendous amount of automobile users to these roads, without considering the impact. Who will pay for the increased need for EMTs, fire trucks, and other first responders to accidents? Who will police the roads that are currently non-policed, for traffic violations? Who will pay for that? Who is going to pay to bring these roads up to a legal 2 lane standard, with the required signage and road markings to accommodate the traffic? And who do you think you are assuming we want all of that? This isn't even touching on the potential increase in pedestrian and non-motorized bicycle traffic that would likely result. Add in the big-rigs and equipment from John Duarte (Duarte's Georgetown Vineyards) that are up and down both roads on a regular basis, consistently failing to follow California Vehicle Code law, and the potential for accidents and fires as a result of accidents exponentially increases. On top of all of this, there is added roadside litter, added potential for wildland fire (for parts of this area are truly still wildland) as a result of an errant vehicle spark or cigarette thrown out the window, potential for additional crime due to the influx of non-local people, and what we have is a proposal made as a pipe dream on the part of ASRA. The money it would take to improve the access roads alone is likely larger than ASRA's entire budget. Aside from the money it would take simply for the road improvement, where is the money for the required additional law enforcement, fire protection, and medical first responders going to come from, and who is going to foot the ongoing bill for those? The existing fire facilities (which get broken into, and lose assets on a regular basis now without the additional traffic) are inadequate to protect the area now, and the State of California has never been in a worse state of danger from fire. Yet I'm not seeing a huge line item in the budget here for the required additional fire protection. Although I think a trail bridge (non-motorized) would be fun across Ruck A Chucky, and would provide great equestrian access, I'd rather swim my horse across, and not be dealing with a full on camp with hundreds of people covering the beach there. The increase in the actual trash down there alone over the last 25 years is phenomenal, and that is currently being "managed" with little success. I just can't imagine what anyone was thinking making this proposal. This isn't a knee jerk NIMBY (not in my backyard) reaction, this concern is based on factual issues we are already dealing with as locals here. To add even 10 more vehicles a day to these roads, loaded with campers and camping gear, to go down to the river and light campfires and carry on, is exponentially increasing the risk of auto accidents, medical emergencies (non-accident related), drownings and water related accidents, wildland fires, and all of the liability that goes with all of the aforementioned issues. Thankfully that liability would land straight in the lap of ASRA and the County and the State and whoever else people would think of to sue, but unfortunately, in the end, it is us, the taxpayer, that foots the ultimate bill. Don't build these campsites. Don't expand the facilities already there (except for perhaps the footbridge); expand the parking at the Confluence and let folks hike. If you have to, expand Mammoth Bar, which has better access already.

Comments on Cherokee/ Ruck-a-Chucky

Comment Number	What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?
109	The bridge across the river will invite crime to the El dorado county side. I don't want it.
110	I support a trail bridge on the Western States Trail. Even though I do not live in that area, I am aware of the McKeon-Ponderosa Road and all the problems surrounding it. I have attended public hearings in the area specifically for that road. I firmly believe nothing should be done with that road until the County takes it back and mitigates damages with the homeowners. At the present time, that road is not suitable to support additional traffic. It's barely passable as it is. If my memory serves me correctly, there are problems with asbestos contained in the road base which is the other reason that whole road issue has never been resolved. You should resolve these existing issues before you take any further action.
111	absolutely NO additional camp sites on the Cherokee bar side. first issue is Sliger Mine Road cannot handle the additional traffic. also cell service is spotty in that area for emergencies. last increased fire danger. SMR is already a hazard to drive let alone letting in RV larger trailers. NOW having a trail bridge on the Western States Trail across the Middle Fork of the American River would be nice for hikers and equestrians to access the other side. currently cross at poverty bar when the water is low enough. but I live off SMR and this road cannot handle the increased traffic.
112	<p>Concerns about environmental impact on entire area as well as increased fire risk to local communities. In particular, Sliger Mine Road is the only access from the south and even with considerable improvement it would not be sufficient to safely accommodate the ingress and egress of the additional vehicles on top of local traffic.</p> <p>SMR is a several mile long twisty dead end road - ONE WAY IN AND ONE WAY OUT! One minor accident and all traffic flow ceases. Emergency services for recreational users and residents would be too unreliable.</p> <p>At this point in time an orderly emergency evacuation under optimal circumstances is almost impossible to imagine for those of us at the higher elevations of Sliger Mine. Add to that the increased risk of accident and fire and the increased vehicular traffic that would result from the proposed development and we would be looking at a tragic disaster just waiting to happen.</p>
113	Totally in favor of the Western States bridge. We claim to have access to that great long distance trail and yet no way to connect the two sides. The trail is an icon to our region - let's complete it. In regards to extra camping and more car traffic - I say NO.
114	I believe inviting 33 million Californians to trespass across or participate in taking of private land and roads will be encouraging a war .
115	this is a resource that is long over due for expansion and improvements. i like it
116	How do you plan to compensate all the people who live on McKeon Ponderosa Way for the damage done to that street with greatly increased traffic? While the County owns part of the street and has abandoned another part, the County provides no maintenance on the street except for one small portion between Big Oak and Bradley Way. How do you plan to make the street, which is, in most places, only a winding one lane street,

Comments on Cherokee/ Ruck-a-Chucky

**Comment
Number**

What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?

safe for more traffic? Would you be exerting eminent domain to obtain the portions of the street which the County abandoned?

Have you considered opening up access from Dahlberg Street in Todd's Valley as well, either to vehicles or at least to non-motorized traffic? This would allow an additional route into ASRA for local people.

We would hope you would not do to our community what the County has done to the people who live near the only current access to their Regional Park, Hidden Falls...The County did not plan for the amount of traffic, damage to local streets not maintained by the County, etc.

Comments on Upper Middle Fork

Comment Number	What thoughts, questions or concerns do you have about this Upper Middle Fork Management Zone proposal?
1	The management agreement should be pursued, along with investment in maintenance of day use access roads.
2	Non residential traffic in a residential area that is not designed to accommodate high traffic, is a huge safety concern. There is a lack of law enforcement presence especially at night, whether it be rangers, sheriff's or CHP. There is only one ambulance and fire department open which is already not enough resources for the small community and would definitely not be enough if there were a medical emergency or fire at the campsites. Campsites will be downhill from many homes and the higher risks of a fire traveling uphill and destroying homes possibly even causing death to residents is the largest concern.
3	Our concerns include EMS egress, evacuation route, additional traffic concerns (speeding vehicles and lack of parking), additional noise, and additional trash. How is CDPR prepared to address the extra people using our local streets and EMS resources? How will additional use affect the degradation of the area in the future?
4	<p>The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.</p> <p>Open all existing trails to bikes. Those who oppose this will most likely claim it cant be done for 'safety' reasons. Please reference Parks own survey from 2012 that essentially stated user conflicts are a figment of the imagination. Plenty of options to mitigate safety concerns also exist at little to no cost to Parks, rendering the argument void; odd/even day access, seasonal closures, trail improvements, etc etc.</p> <p>Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.</p>
5	<p>I don't see any issue with the outline change of providing Whitewater rafting access.</p> <p>I do think it would be nice to work on some sort of agreement to allow shared trail rights on the WS trail between Foresthill and Ruck-a-Chucky. Odd/even days. This trail goes very much unused through out the year, so this has little cost and a high benefit return on it. However, the horse community are rarely willing to compromise from what I have seen.</p>
6	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
7	Please see my comments under the Lower Middle Fork Zone.
8	There needs to mountain bike connectivity in this area.
9	Open bike legal singletrack on at least one side of the river.
10	Please see my comments under the Lower Middle Fork Zone.

Comments on Upper Middle Fork

Comment Number	What thoughts, questions or concerns do you have about this Upper Middle Fork Management Zone proposal?
11	<p>1. Inter into a management agreement with US Forest Service for Whitewater put-in at Oxbow/Indian Bar.</p> <p>2. Improve road for day use at Cache Rock/Volcanoville Areas.</p>
12	Open up Western States to cyclists
13	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
14	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
15	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
16	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
17	The proposed action sounds fine but lets open up Western States for Mtn. Bike use or build more multi-use trails in the area. Even odd days work in other parts of the state.
18	I support the proposal.
19	No issues with improving an already existing white water input site.
20	We live above Ponderosa. My concern is if your plan goes through your putting us at risk for added fire danger. We now only have one fire station and one ambulance in our town of Foresthill. Are you prepared to add more emergency services on your dime?
21	Please see my comments under the Lower Middle Fork Zone.
22	I do think these ideas are good but actually could be expanded to include some improvement of access to the Georgetown Divide, as well.
23	I would like access on the Georgetown side to improve trails & connect with the Robie trail, Roanoke, Kelliher & Otter Creek trails.
24	<p>Why did it take someone putting a flyer on my doorstep for me to learn about all these plans?</p> <p>With the new rafting put-in, where will they be getting out of the water? Why wasn't that explained? Don't want any rafting companies operating in Auburn interface zone.</p>
25	this area is in need of upgrades to camping, pay parking, trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced.

Comments on Upper Middle Fork

Comment Number	What thoughts, questions or concerns do you have about this Upper Middle Fork Management Zone proposal?
26	this area is in need of upgrades to camping, pay parking, trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced.
27	No issues with improving an already existing white water input site.
28	We need to build more trails up in this area. We need to develop recreation closer to Foresthill, to help revitalize our economy.
29	long overdue. I would also like to see more trails and camping in this area
30	Have you considered allowing additional non-vehicular access to this section? How about access from Todd's Valley in the area of Dahlberg Court/Happy Pines Drive? This would greatly benefit the majority of residents of Foresthill, most of whom live in the Todd's Valley area.
31	I support maintaining facilities for continued whitewater rafting access.

Comments on Upper North Fork

Comment Number	What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?
1	This area is getting very heavy use, some of which is not managed well. Despite offering stunning views of the canyon, trails originating from Windy Point can sometimes be inundated with garbage. As use increases, monitoring and attention should be increased accordingly.
2	Yes, new trail connections along the North Fork of the American River.
3	<p>The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.</p> <p>General Comments:</p> <p>I generally support the ASRA General Plan’s proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p> <p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special events in ASRA.</p> <p>3) I support changes in use of current trails to bicycling to improve trail connections and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.</p>
4	<p>The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.</p> <p>General Comments:</p> <p>I generally support the ASRA General Plan’s proposal for increased recreation and resource management. My additional comments are as follows:</p> <p>1) The General Plan should generally seek to increase trail access for mountain biking given this is one of the most popular activities in the area yet there are few trails accessible to bikes. Ensure NEW trails are added for bike-legal connections between Auburn (from China Bar and Overlook Park) to Confluence and from Confluence to Cool. Add more fun loop options for all riding levels and types off riding.</p> <p>2) I suggest improved coordination between ASRA, Auburn Rec District and the City of Auburn to improve recreational opportunities for bicycling and other outdoor recreational activities, and to leverage resources to develop those opportunities. I would like to see more bike-oriented special</p>

Comments on Upper North Fork

Comment Number	What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?
	<p>events in ASRA.</p> <p>3) I support changes in use of current trails to bicycling to improve trail connections and increase safety for cyclists between communities. This can be accomplished through trail improvements to improve lines of sight, odd/even use days, etc. However, plans should be made to build new bike-legal trails in the General Plan in case the ASRA is unable to implement changes in use through the Road and Trails Management Plan.</p>
5	<p>The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.</p>
6	<p>Open all existing trails to bikes. Those who oppose this will most likely claim it cant be done for 'safety' reasons. Please reference Parks own survey from 2012 that essentially stated user conflicts are a figment of the imagination. Plenty of options to mitigate safety concerns also exist at little to no cost to Parks, rendering the argument void; odd/even day access, seasonal closures, trail improvements, etc etc</p> <p>Partner with trained volunteer groups (ie FATRAC, Nevada County Woods Riders, etc) to allow ongoing, routine trail maintenance to take place with short notice, as needed, without excessive red tape and bureaucratic redundancy to keep trails safe, open, and to minimize environmental impacts caused by neglect.</p>
7	<p>In favor of all proposals if they are low cost and low maintenance. This is a low use, remote area and does not need a lot of money spent to "better" the area.</p>
8	<p>As an equestrian, my concerns are focused on keeping our horse trails protected and safe. A lot of this has to do with limiting speeds for ALL users and also recognizing and enforcing that single track trails and historic trails not appropriate for all users (i.e., cyclists). This is a key concern. We recognize that many of our region's trails were carved out by explorers, Native Americans, miners and horseback riders. And the great majority exist in their "native" state. As such, they are not appropriate for bicycles and/or motorized vehicles. Imagine if you were on horseback on a trail of this type and encountered a cyclist(s), or worse, a motorized vehicle. It could easily spell disaster for the rider and the horse. Please please please keep these considerations in mind!</p> <p>I thought there was a survey to take? I am having difficulty finding it.</p> <p>So, let me express another thing. I am TOTALLY and COMPLETELY against putting in additional campgrounds in this and other ASRA areas. In the WUI, campgrounds are a KNOWN RISK to starting FIRES, and especially when campfires are allowed. Many of the big fires our state suffers in the</p>

Comments on Upper North Fork

Comment Number	What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?
	WUI are a result of HUMAN negligence. It take just one error, intentional or not, and we have a disaster on our hands. Day use may be OK, but I am completely against overnight use. We are in a NO BURN time of year. Why would we allow people to come in here and build camp fires? That's a BURN! No! Asking for trouble!
9	If Yankee Jims road improvements are made please keep a trail easement and trail improvements and if possible connect from Applegate side to Foresthill via trail for more trail access and provide ample trailhead parking for all users
10	I'd suggest leaving this area as is unless you have money burning a hole in your pocket. This is a remote area and would be very difficult to manage. Add another trail if you like but none of this should be done at the expense of the tax payers. You started charging fees at the Yankee Jim a few years back and that was about the last time I used the area other than riding my bike here. Road improvements or paving of these roads would be detrimental to the area in my humble opinion. The remote nature of this are is what makes it what it is. More traffic in this area is just not reasonable considering ASRA can't manage the confluence area.
11	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
12	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
13	I like the additional parking spaces and picnic areas. Would like to see full access on trails where appropriate - mountain bike, horse, motorized vehicles. And this is prime hunting and fishing habitat, access to the river for fishing and open areas for hunting would help take advantage of the resource area for everyone.
14	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
15	Why are there two Western States trails on both sides of the river and neither are open to bicycling? Create a bike-legal route in this area.
16	I am in favor of all proposals
17	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
18	Proposed improvements sound good to me.
19	Proposed improvements sound good!
20	We need more mountain bike trails! This is the fastest growing form of recreation at the moment but options for a variety of rides are few. Please help increase the amount of well built, fun and challenging trails!
21	The road from Ponderosa Way to the Codfish falls trail is now closed? The last time I took it, it was almost impossible to use, even with my high clearance vehicle. This trail has some nice markers that need to be replaced along with the trail guide. Codfish falls is one of the most beautiful trails and the beach is great too. Needs some tender loving.

Comments on Upper North Fork

Comment Number	What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?
22	<p>1. North Fork Trail improvements from Windy Point to Yankee Jims.</p> <p>2. Trail footbridge across Shirttail Creek.</p> <p>3. Add and improve parking, picnic and toilet facilities at both Yankee Jims and Ponderosa Bridges.</p> <p>4. Improve; grade, base rock and fix or add water bar and drainage features for both sides of Ponderosa Way and Yankee Jims Road. Develop a maintenance plan for both roads.</p> <p>5. Work with Placer County on Yankee Jims Bridge replacement project that includes preserving the historic bridge for pedestrian use.</p>
23	Will the proposed trails be bike and horse legal?
24	New trail connections: YES! However these really need to be connected along the length of the North Fork from Clementine up. Otherwise they are too difficult to drive to. Auburn is home to many many long distance runners, cyclists, and equestrians. They would make a lot of use of a trail SYSTEM along the north fork. However, isolated shorter trails will be to inconvenient to have to drive to use. If they are to get used, they need to be accessible from other trails, presumably from the Foresthill Divide Trail or Upper Clementine.
25	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
26	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
27	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
28	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
29	The proposed improvements seem reasonable. I generally support the improvements but ask for more bike-legal trail access in this area.
30	Add more multi-use trails that allow bikes.
31	Need to improve multi-use trail options in this area. The existing North Fork trail is overgrown and trails which go down into the canyon are mostly too steep. A lot of potential here for connectivity. Otherwise, I support the proposals.
32	I support the proposed improvements.
33	Fire brakes.fire roads, brush removed.

Comments on Upper North Fork

Comment Number	What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?
34	<p>We live off Ponderosa. The traffic down to the river during summer is very heavy. Many users are young adults who come to jump off the Ponderosa bridge, BBQ illegally and drink alcohol. We have had multiple DUI related crashes on Ponderosa at Whitehawk Ridge Ct, Eagle Ridge and Foresthill Road. Trash and alcohol containers frequently litter our road. People caravan to Ponderosa and park illegally on OUR property. They then get into one vehicle and proceed to the river. Every year people come onto our properties to throw trash and urinate; people with car issues request gas, jumper cables, tools or a tow. ALL of these issues reduce the property owners quality of life while increasing the risk of FIRE and Emergency Response for injuries sustained by drunken idiots at the river.</p> <p>The parking fees initiated several years ago have NOT served to increase law enforcement patrol or frequency. The only time Stare Parks responds here is in response to a call for service. This is an extremely High Fire Danger area and increasing the number of users absent a full time law enforcement presence is problematic and only increases Fire, property damage and theft risks to area property owners.</p> <p>The Ponderosa Road down to the river has been closed the last year due to erosion issues - adding restrooms and parking areas only add to the erosion issues by increasing traffic and large service vehicles.</p> <p>This is a bad idea. We do not support expanding accessibility in this area without establishing full time law enforcement and maintenance services to reduce associated risks including fire.</p>
35	<p>Concern about traffic on Yankee Jim's and Ponderosa. These are bike-ways too and are basically one vehicle wide, so any improvements will increase traffic. On quiet days these are great places to be, but if more people use the roads they will have to be wide enough for all of us to be SAFE. I don't know the answer. Paving seems to just speed people up.</p>
36	<p>We live above Ponderosa. If your plan goes through your opening us up to more fire danger. We now have one fire department with one ambulance up here on the hill. Are you prepared to add more emergency services on your dime?</p>
37	<p>Work with Foresthill Trails Alliance, and Foresthill Community, and Economic Development Committees to build trail connectors from the community of Foresthill to the neighboring ASRA zones. This will allow trail users options for extended stay use by accessing services.</p>
38	<p>I have no problems with expanding trail connections but worry about how much road improvement there will be and the resulting increase in traffic and fire hazard. Increasing traffic will undoubtedly cause the bridge to be rebuilt. Will there be enough rangers funded to handle increasing population at the river? What about responsibilities for fire prevention? Right now Foresthill is responsible for this and the station has been closed. I think the state should take responsibility for fire since it is a state recreation are- this seems obvious! Fire danger is my main concern.</p>
39	<p>Please make the new trails a multi use trail to allow bikes.</p>

Comments on Upper North Fork

Comment Number	What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?
40	Trail connection along the North Fork would benefit many. Concern about growing the Ponderosa Way river access due to the condition of the road and increased traffic (visibility is difficult on this steep, narrow and windy road with two way traffic, bikes, horses and hikers). Current use is already high especially during rafting on the North Fork. I live nearby and am aware of the number of people that enjoy the North Fork swimming areas. Often alcohol and BBQs are involved. Currently FH has a single fire station with one ambulance to cover the entire area including part of Tahoe National Forest. This is very concerning when considering increasing the number of people using this amazing, but potentially dangerous area. It is questionable as to whether the roadway, the fire department and park service personnel can support this proposed increase without also increasing personnel support.
	The proposed improvements seem reasonable. I support having continuous trail access along the river. Please make the trails multi-use (open to cyclists). Please also build trails that can connect with other trails including Foresthill Divide Loop and make a loop down to the river. Improve Ponderosa Rd. access and pave if possible to prevent erosion.
41	Sounds good
42	These improvements seem reasonable for this area
43	Why did it take someone putting a flyer on my doorstep for me to learn about all these plans?
44	this area is in need of upgrades to camping, pay parking, trash pickup, and general job / income potential for the area. Pay parking should help cut down on some of the shenanigans as long as it is patrolled and enforced.
45	Plans sound OK, but as a tax payer I am concerned about the cost of all these improvements to all areas in ASRA.
46	Please build more trails in this area that can connect with the Foresthill Divide Loop and make a loop down to the river. Improve Ponderosa Rd. access and pave if possible to prevent erosion.
47	Need improve rough Ponderosa Road. Yes to new trail connections. Yes to more parking and restrooms at Ponderosa Road Bridge and Yankee Jims Bridge.
48	This is a beautiful area and any improvements would be welcome. Any new trails should be open to cyclists.

Comments on Upper North Fork

Comment Number	What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?
49	long overdue
50	Improvements to the North Fork trails, especially the trail connection will be very valuable providing more access to great places on this amazing river. Improvements to Yankee Jim road would be good.

Comments on Mineral Bar

Comment Number	What thoughts, questions or concerns do you have about these Mineral Bar Management Zone proposals?
1	Expanding the Mineral Bar campground as feasible is good. Installing a camp host should facilitate the very intensive use of this area such that the natural resources are preserved and the public can continue to get a maximum benefit from this area. Providing some staff for natural history interpretation may should increase awareness and stewardship by visitors.
2	Please focus on improvements to current facilities, do not add campsites to crowd the campground. Local use access to river, no commercial river company access.
3	I've never been here and have no comment.
4	I am in favor of all proposals
5	The proposal for this area sounds good to me.
6	Proposed improvements would be great.
7	<ol style="list-style-type: none"> 1. Expand Mineral Bar campground and day use parking as space allows. 2. Add campground host. 3. ENFORCED NO CAMPING along Pennyweight Trail. 4. Improve commercial and private boater put-ins as needed, including additional parking spaces.
8	Need more local recreation
9	I agree with this plan
10	I support the proposed items. Give people more options to recreate in ASRA.
11	I support the proposed improvements.
12	I vote against additional camping spots which increase the fire hazard, waste left behind and damage to the habitat.
13	I support the proposals.
14	Please do something about the Pennyweight access. There needs to be a real trail, and real parking if you are going to be consistent up and down the river.
15	Making improvements to already existing facilities that are outdated and need repair = GOOD. More campsites = BAD
16	Oh yea great provide more space for tourists to ruin it
17	Proposed improvements are fine.

Comments on Mineral Bar

Comment Number	What thoughts, questions or concerns do you have about these Mineral Bar Management Zone proposals?
18	20 campsites seems like too many. Perhaps 6-8 campsites that are spaced far apart to keep with the feeling of the remoteness of the area. I do not like the idea of river access for commercial companies but improved only for individual and family use. I think some improvements would enhance the area. I do have concerns about increased traffic on those roads
19	Why did it take someone putting a flyer on my doorstep for me to learn about all these plans? What are the additional put-in points for? Are they for rafting? Why wasn't that explained? Don't want any rafting companies operating in the Auburn interface zone.
20	the area need to be regulated - upgraded to better handle attendance - parking and income potential. More park aids and more rangers. more parking and more access
21	Making improvements to already existing facilities that are outdated and nee repair = GOOD. More campsites = BAD
22	Yes to more campsites at Mineral Bar, but do not crowd them together like a KOA campground.
23	long overdue

Section 4

Written Comments from Agencies

This section presents the narrative comments from public agencies, including comments on the alternatives submitted prior to and after the public workshop. Comments were received from the following agencies:

1. ASRA Fire Chief Kirk Kushen
2. Greater Auburn Area Fire Safety Council
3. Placer County Visitors Bureau

From: [Kirk Kushen](#)
To: [Howard, Mike@Parks](#); "[Jocelyn Maddux](#)"
Cc: [Essex, Cheryl@Parks](#); jmontgomery@placer.ca.gov
Subject: RE: fact checking / info verification (ASAP)
Date: Wednesday, August 01, 2018 2:44:16 PM
Attachments: [image001.png](#)
[image003.png](#)

Mike,

It was a pleasure meeting you yesterday on the fire in Applegate and I appreciate your desire for California State Parks to work together with both Foresthill Fire and Placer Hills Fire in both emergency responses and future training opportunities. Additionally, the information you provided me regarding the long range strategic planning aspects of the potential campground development and access utilizing McKeon Ponderosa Rd. will assist me in keeping the Foresthill Fire Board of Directors informed of the status of, and the potential impacts of the future campground development ideas we discussed. As you are aware, the Foresthill Fire Protection District is primarily funded by local Foresthill tax payers and their current fiscal situation is bleak. Any additional responses created by State Park improvements will significantly impact the ability of Foresthill Fire District to serve the community with time critical fire and EMS response, due to the added call volume and responses created directly by the increased recreational uses.

Please reach out for any drills or training opportunities you could include us in and I will do the same!

I will also notify you as soon as we reschedule the California State Fire Marshal compliant Rope Rescue class we had to postpone due to the current fire activity and our personnel being deployed on fire siege incidents.

Thanks,

Kirk Kushen



Fire Chief
Placer Hills, Foresthill, Newcastle
Fire Protection Districts
Office (530) 878-0405
Cell (530) 830-8484
chiefkushen@placerhillsfire.org

“Accept the challenges so that you can feel the exhilaration of victory” – George S. Patton

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From: Howard, Mike@Parks <Mike.Howard@parks.ca.gov>
Sent: Tuesday, July 31, 2018 11:55 AM
To: Jocelyn Maddux <JMaddux@placer.ca.gov>
Cc: Essex, Cheryl@Parks <Cheryl.Essex@parks.ca.gov>; chiefkushen@placershillsfire.org
Subject: RE: fact checking / info verification (ASAP)

Jocelyn,

I ran into Fire Chief Kirk Kushen this morning on a fire at Boole Road. We have all received the same feedback from locals. In essence, I told him the plan is a long term range of possibilities and that we would work with local fire and EMS to address any problems before going about implementation of any new facilities. The McKeon Ponderosa alternative is not one that is high at all on our end. He had obvious concerns about EMS staffing and fire response drawing their resources out of town and into the canyon, leaving Foresthill uncovered.

Chief- See the below email I sent to Jocelyn. There are links to what we are actually proposing there.

Mike Howard
Sector Superintendent
Auburn State Recreation Area
501 El Dorado St.
Auburn, CA 95603
(530) 823-4141



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From: Jocelyn Maddux <JMaddux@placer.ca.gov>
Sent: Tuesday, July 31, 2018 11:19 AM
To: Howard, Mike@Parks <Mike.Howard@parks.ca.gov>
Subject: RE: fact checking / info verification (ASAP)

Hi Mike –

Thank you for this detailed response and for your phone call to both myself and Supervisor Montgomery yesterday. I think this is enough info for us to respond to the constituent now but please do keep us in the loop on any new developments. Like I said, we spent a couple of months with the residents on McKeon Ponderosa and surrounds last year talking about road issues and

responsibility and access and are keenly aware of their various concerns and objections.

Best,

Jocelyn

Jocelyn Maddux

District 5 Director

Office of Placer County Supervisor

Jennifer Montgomery, District 5

[County Website/D5](#)

Phone: (530) 889-4010

jmaddux@placer.ca.gov



From: Howard, Mike@Parks [<mailto:Mike.Howard@parks.ca.gov>]

Sent: Monday, July 30, 2018 10:11 AM

To: Jocelyn Maddux

Subject: RE: fact checking / info verification (ASAP)

Jocelyn,

Our actual proposals are listed within the link below. Those specific to McKeon Ponderosa start at 175. At this point opening McKeon Ponderosa on federal Lands is our preferred alternative, however we are looking into easements and the status of the road so this may change. I have received numerous emails on the topic and none are in favor of it. I believe Cheryl Essex is still completing research and will respond to local homeowners when our findings are complete.

The general plan basically lays out all of the possibilities for expansion of facilities. This does not mean we would immediately set out to complete all of the expansion.

https://www.parks.ca.gov/pages/21299/files/ASRA_GP_RMP_Alternatives_Table_6.22.2018.pdf

Our GP webpage has a lot of information here: https://www.parks.ca.gov/?page_id=24325

I'm in the office today and will be available for a call if you need more information.

-Mike

From: Jocelyn Maddux <JMaddux@placer.ca.gov>

Sent: Friday, July 27, 2018 4:06 PM

To: Howard, Mike@Parks <Mike.Howard@parks.ca.gov>

Subject: fact checking / info verification (ASAP)

Hi Mike -

I just left you a voicemail and luckily was able to track down your email. Supervisor Montgomery has asked me to reach out to you to help us verify some claims/concerns one of our constituents in Foresthill is making about the General/Resource Management Plan update proposal. As you may or may not know, fire service in Placer County is facing some substantial fiscal challenges, but especially in Foresthill and the Foresthill Fire Protection District is going out for a tax measure in November and there is a lot of good and bad information floating around.

A constituent recently emailed Supervisor Montgomery with a multitude of claims and concerns and we are in the process of formulating a response. To summarize and quote the constituent directly "the ASRA is planning a huge expansion of trails, campsites, parking, and bathrooms. ASRA is taking BLM land. They are planning to reopen McKeon Ponderosa even though the County abandoned the road and it is presently private property owned and maintained by the property owners."

We actually spent about 3 months last year with the community around McKeon Ponderosa going over the road history and maintenance responsibility, etc. so we are very familiar with issues along that road and it's historical use as an access route to the river. I was hoping we could get a copy of the proposal to review ourselves and/or get your take and perspective on this claim. It would definitely cause some concerns around traffic and maintenance for both the County and residents if this is true.

Happy to discuss over the phone or continue via email, whichever works best for you but we are hoping for a response fairly soon.

Thank you in advance for your assistance.

Regards,

Jocelyn

Jocelyn Maddux

District Director, Office of District 5 Placer County Supervisor Jennifer Montgomery

(530) 990-2505 cell

(530) 889-4010 office

placer.ca.gov

Greater Auburn Area Fire Safety Council
Kevin Handley

Dave Spenser, Auburn Fire Chief

State Parks expansion concerns

- Fuel load reduction
 - ingress - egress / evacuation
 - Fire access - safety
- BOR fire plan not adequate

Shaded fuel break: annual maintenance
Expand width from 300' to 600'

16 Firewise communities in Placer

Ad hoc community for public safety awareness
Bob, Dave, Kevin, Mary, Luana



Placer County Visitors Bureau
1103 High Street, Suite 150/ Auburn CA 95603 / 530.887.2111 / 530.887.2134 fax
866.752.2371 toll free / visitplacer.com



June 25, 2018

To: Cheryl Essex
California State Parks
Strategic Planning and Recreation Services Division
One Capital Mall, Suite 410
Sacramento, CA, 95814

RE: Auburn State Recreation Area (ASRA) General Plan

Dear Ms. Essex:

The Placer County Visitor's Bureau has a vested interest in experience-related destination opportunities within Placer County. As the organization enlisted to promote tourism throughout the county on behalf of Placer County Economic Development, the PCVB welcomes the opportunity to comment on the Auburn State Recreation Area (ASRA) General Plan/Resource Management Plan. At its regular meeting on June 21, 2018, the PCVB discussed the California State Park's proposal and unanimously voted to provide the following comments for your further considerations:

"The PCVB is supportive of increased efforts to open up more visitor opportunities for recreational experiences in the ASRA that generally promote the 'Placer Experience.' In general, these areas could include activities such as, expanded trail access, continued and expanded river rafting access, formalizing access to Hawver Cave, zip lines, a canyon festival, and BASE jumping, etc., provided that these activities would not significantly impact that scenic and esthetic appeal of the canyon and its surrounding areas."

We look forward to participating in this exciting process in the coming weeks, months and years. If you have any questions, please don't hesitate to contact us.

Warm regards,

A handwritten signature in black ink, appearing to read "Rob Haswell".

Rob Haswell
Executive Director, PCVB
530-887-2113
rhaswell@visitplacer.com

Section 5

Written Comments from Organizations

This section presents the narrative comments from organizations, including comments on the alternatives submitted prior to and after the public workshop. Comments were received from the following organizations:

1. Action Coalition for Equestrians
2. Endurance Capital of the World Committee
3. Loomis Basin Horsemen's Association
4. Protect American River Canyons (PARC)
5. Protecting Earth & Animals with Compassion & Education (PEACE)
6. Public Interest Coalition
7. Sierra Club, Placer Group and Friends of the North Fork



ACTION COALITION FOR EQUESTRIANS

Dedicated to preserving safe equestrian trails and activities in Northern California

ASRA SCOPING COMMENTS

January 8, 2018

Revised 1/8/18 9:15 PM*

Submitted by:

Action Coalition for Equestrians
American Endurance Ride Conference
Back Country Horsemen Of CA - Mother Lode Unit
Emigrant Trail Conservancy
Mother Lode Trails
Safe Trail Alliance
Sierra Foothills Audubon Society
William O. Davis, Attorney at Law
Western States Trail Foundation*
Gold Country Trails Council *
National Pony Express Association, CA Division*

INTRODUCTION

Action Coalition for Equestrians (ACE) is a nonprofit advocacy organization that draws its membership from the five counties that surround the Auburn State Recreation Area (ASRA) and represents equestrian interests on a local and state level. ACE was formed in 2003 as the first, and still, the only organization whose mission is to aggressively protect equestrian access to public land and to actively work to enhance both the safety and the pleasure of equestrian trail riding. For this comment, trail safety will be emphasized.

We believe the scoping should include the subjects of environmental and public health and safety required to satisfy the California Environmental Quality Act (CEQA), the National Environmental Quality Act (NEPA), and the issues and concerns addressed by the policies of the US Department of the Interior and Bureau of Reclamation, and the policies of the California State government and State Parks agency. Those include the public health and safety as it is related to the environment and the recreational projects and agency approvals that should precede project implementation, including realistic assessments of funding in many cases.

SUMMARY OF TOPICS OF CONCERN

By way of this letter, our membership would like to express their appreciation for this opportunity to participate in the scoping process and to offer suggestions that represent the equestrian point of view on the foreseeable impact of a new General Plan for the AUBURN STATE RECREATION AREA. This is a summary list of topics our members and others have expressed to be major concerns. A more detailed discussion of each of these major topics, and others, follows this summary list.

I. HEALTH, SAFETY AND LAW ENFORCEMENT

There is a unanimous concern among equestrians that an inadequate amount of attention has been placed on trail safety and that to enjoy a peaceful, socially pleasant trail ride without fear of injury to themselves or their horse, a

seemingly simple request, has been largely ignored or left unaddressed by California State Parks (CSP) and other public agencies including US Bureau of Reclamation (BOR). There is a universal concern for the inadequacy of or total lack of any law enforcement in some public recreation venues that have been developed by state partners on federal lands. This is an issue, including a review of the funding opportunities for staffing that should be a part of any review of state projects on federal lands pursuant to the relevant management agreements and US Department of Interior and Bureau of Reclamation policies and the laws governing the agencies.

II. ENVIRONMENTAL JUSTICE

There is a concern that recreational opportunities be distributed throughout the region in a fair and equitable way, so the type and placement of recreation facilities does not favor any one sport and that residents of all socio-economic classes have equal access to public recreation. For example, we are concerned that specialized single purpose or specialized small park units, like the Maidu Bike Park (in the Auburn City area) may be placed on federal lands in areas adjacent to higher income communities (as occurred in the case of the Maidu Bike Park in Auburn City), and in areas not readily available to or accessible to the lower income and minority communities in our region.

III. RECREATION EXPERIENCE

The long-term planning for ASRA must put an emphasis on safety, as an integral or core part of the recreational experience. A more open and creative utilization of resources needs to be adopted to discourage, interrupt, and prevent illegal behavior, homeless encampments, vandalism, vagrancy, drunkenness, illegal mining, fires and dangerous activities.

IV. LONG-TERM PLANNING- NEW PROJECTS

The General Plan for ASRA will provide the highest level of directives and standards in all management zones for both current and future uses, for future facilities and the interface between federal, state, and local agencies where projects extend beyond the ASRA. The general plan must account for the cumulative impact that all facilities have on natural and financial resources and the recreational opportunities given to the public. Regional recreational facilities for special uses such as equestrian riding, bike riding, natural history education, etc. should be considered as part of all localized smaller projects. Funding is again important to consider in this vein.

V. EQUESTRIAN PARTICIPATION

Equestrians have been led to believe that their input to the public process would bring about results particularly in safety. Historically this has not been true. The agencies should look into this issue. Moreover, equestrians wishing to comment at public meetings have been interrupted, overshadowed, and harassed by unchecked vociferous, inappropriate behavior and disrespectful actions on the part of mostly mountain bikers. The aggressive and hostile reactions leveled at equestrians by a certain group of mountain bikers at meetings and out on the trails need to stop, and this reality needs to be reviewed as part of the scoping process to fully understand and incorporate equestrian comments on this project.

DISCUSSION:

HEALTH AND SAFETY-LAW ENFORCEMENT FOR THE ASRA

LAW ENFORCEMENT

- I. Personal safety is foremost in equestrians' minds when riding on public trails since mountain biking was integrated with foot traffic and multiuse trails were created. For decades equestrians and hikers have requested the enforcement of existing laws, regulations, and ordinances that place limits on speed, determined specifications for multiuse trails, and give the right-of-way to foot traffic over bike. Public agencies have failed to protect equestrians and hikers from the imminent threat and considerable danger of bikes traveling at speeds

that exceed all allowed and posted levels on trails where bikes are prohibited.

- II. The abandonment of enforcement has led to the flagrant poaching of hiking/equestrian trails by bikes. Regardless of how many miles of trails are made bike friendly, the challenge of riding where bikes are prohibited is irresistible and unchecked
- III. Equestrians who have attempted to confront offenders have been verbally assaulted, threatened with bodily harm, experienced property damage, and prohibited from maintaining trails that have been horse and hiker only for decades.
- IV. Overcrowded trails have led to greater conflict, a predictable result of no enforcement. The 2012 Interim Management Agreement assigns the responsibility of public safety to CSP and gives rise to its own land owner responsibilities and federal policy and law requirements, in addition to the standard NEPA and CEQA project review requirements:

"Good Repair" means maintaining functional use and longevity of facilities and equipment through appropriate actions including, but not limited to, controlled maintenance, standard operating procedures, maintenance manuals, meeting Federal, State and applicable local health department standards; meeting public safety needs and standards; ..." At p. 7-8.

"Management of the Project Areas" means to administer, operate, maintain, and develop the Project area ... to provide a benefit to the public and to assist Reclamation to meet the authorized project purposes including, providing public health and safety, recreations, and protection of lands and surface waters ..." at p. 9.

"The State assumes full responsibility for maintaining lawful order and providing for the safety of the public in the Project Areas managed by the State pursuant to this MPA." At p. 22.

Labor allocation in the form of law enforcement rangers has been stripped away by budgetary limitations. Regardless of the funding received by CSP, the land belongs to BOR who is accountable to the public pursuant to the laws, regulations, and Department of the Interior policies, to provide safe recreation regardless of the state budgetary constraints. It is unreasonable to think that CSP could sign a 25-year management agreement and assume the lion's share of financial responsibility when the Park System has no control of funding allocations. The Management Agreement offers the resources of a Regional Special Agent and "resources" to address violations of federal law - what the federal laws are and how they will be enforced is a necessary element of the project review in this case.

- V. Such law enforcement resources need to be applied to the enforcement requirements that currently cannot be met using CSP resources, based on incidents and examples articulated by equestrian users and residents in the vicinity of recreation projects on federal lands, such as the Auburn City Skate Park. These kinds of issues and concerns include establishing rules and limitations or otherwise enforcing the laws and policies of the state and federal agencies regulating these kinds of impacts:
 - A. SPECIAL EVENTS
 - B. LIGHT AT NIGHT
 - C. NOISE AT NIGHT AND DURING THE DAYTIME
 - D. TRAFFIC PATTERNS AND LOCAL COMMUNITY SAFETY
 - E. DOGS OFF LEASH (WHERE APPLICABLE)
 - F. ILLEGAL NIGHT RIDING BY MOUNTAIN BIKES WITH HIGH POWER LIGHTS

As a general statement, hiking/equestrian trails have been converted to multiuse trails (bikes added) without data to substantiate user safety, or lack of, and no action has been taken since to address the obvious problems of high speed bike riders on the trails, aggressive behaviors towards equestrian riders, the use of equestrian and pedestrian trails by bike riders in violation of the trail designations, vandalism and removal of trail designation signs and posts, and other various problems which the equestrians confront in attempting to use trails in this Northern California region. As a separate matter - safe staging areas to load and unload horses from trailers are often not planned or included in recreation areas such that equestrians are forced to park and manage horses in unsafe areas and in unsafe conditions.

This failure to adequately address safety issues, particularly equestrian issues, is negligent planning and demonstrates an indifference to the safety of hikers and equestrians, the largest group of trail users, in favor of the ever more specialized and aggressive sport of mountain biking. Measures to improve the safe use of trails need be a central issue in scoping and drafting a new General Plan. The federal and state laws and policies provide for the safety of recreational users, and in the case of CEQA the health and safety of the people is the intent of the law as its ultimate purpose in protecting the environment within which we live. Unless safety becomes a core point in the development plan, new facilities will only exacerbate the existing conditions.

HEALTH AND SAFETY

The following are some of the concerns expressed by equestrians regarding matters that should be considered in the scoping and review processes for this project and federal approvals:

- I. The so-called "education" programs promoted by various user groups as a means of curtailing rude, aggressive, abusive and dangerous behavior on trails have failed in large part because such behavior has no consequences. Education only works if the alternative is fines, impounding of bikes, or ejection from the park and there is evidence of consistent enforcement.
- II. ASRA needs to create an outreach program to youth mountain bike clubs. Equestrians have complained that coaches and leaders of these teams currently ignore the trail designations as important and encourage young riders to ride "wherever and whenever they please."
- III. The newest models of E-bikes have a top speed of 40 mph, do not require licensing or training to operate and, as an indisputable motorized vehicle, they introduce a new and significant danger to trail users and wildlife. If such bikes are to be allowed they should be limited to only bike-only trails or OHV facilities like Mammoth Bar.
- IV. Volunteers remain an underutilized resource. Law enforcement volunteers from the California Highway Patrol, Placer County Sheriff, Sacramento Mounted Sheriff Posse, and El Dorado County Sheriff are available on horseback, mountain bike, ATV and on foot and could be a strategically wise supplement to Park personnel. Teaming up volunteers with uniformed law enforcement officers is an option that should be tapped. Lastly, Placer, El Dorado and Sacramento Counties have highly trained Search and Rescue volunteers that are already trained in the same disciplines, safety, public awareness, and teamwork that professional organizations use. Given the severity of the existing safety issues, resources outside of CSP must be considered.
- V. Poor trail maintenance contributes to unsafe conditions for trail users. Trails that are designed for multi use are built to very specific standards but frequently fail to be maintained to the same standards, allowing elements as critical as line of sight to disappear. Trails that no longer meet multiuse standards should be re-designated until repairs are made.

- VI. The public has few ways of contacting park management and park management has no technology to track the calls, emails, US Mail, personal visits that report incidents, needed repairs, homeless encampments, fire danger, drunk driving, altercations, trail impediments, reckless behavior, etc. The ParkWatchReport software program and free phone app has been utilized on a voluntary basis for several years with moderate success by ASRA. If this tool received greater support and was used by park volunteers, the "eyes and ears" of the public, to extended and focus park management. <http://www.parkwatchreport.com>
- VII. LAW ENFORCEMENT - To reiterate - proper review of enforcement needs, and funding realities should be a part of the project review, to assure that the environment is not degraded by illegal uses and violations of recreation area rules, state and federal laws and policies, and sound environmental management policies. Things like unpermitted trail construction and use need to be dealt with and considered.

ENVIRONMENTAL JUSTICE

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.. <https://www.epa.gov/environmental-justice>

Environmental justice cannot be achieved without the scoping process being extended to include consideration and review of the recreational facilities and future recreation plans of Folsom SRA, the local counties of Placer, El Dorado, and Sacramento and cities such as Folsom, Granite Bay, Loomis, Newcastle and Auburn. In order to satisfy the requirements of CEQA the cumulative impact on land, people, natural and financial resources and the socio-economic needs and balance of the region should be included in the scoping process. The availability of recreational resources to lower income and minority communities cannot be assured in a fair and equal manner unless the necessary demographic studies and mapping are known and publicized during the planning review processes.

In the Auburn city incident -- Auburn has seen the more economically advantaged residents of south Auburn awarded with a bike park at the Maidu site, effectively in their neighborhood on federal lands, while the racially mixed, socially and economically disadvantaged population of north Auburn was virtually ignored and unrepresented. This again smacks of favoritism, cronyism, and an underhanded application of the environmental laws that are supposed to serve and protect all citizens equally.

In effect, many equestrians perceive that the State is subsidizing the multi-million-dollar sport of cycling by mandating the installation of bike lanes for "commuters" while ignoring needs of other forms of recreational transportation such as trail riding - while converting all the historic equestrian and pedestrian trails to multi-use. Opportunities exist to equalize access and funding for unpaved, destination oriented trail routes on public lands by investing in new trail routes, improved maintenance and safety measures for equestrian and pedestrian recreational trail users.

RECREATIONAL EXPERIENCE

The pleasure of horse riding or hiking in peace, free from fear and the stress of a potential collision is no longer one that equestrians or hikers can expect no matter what trail they are on or use. These specific concerns should be addressed in the project review for the ASRA.

- A. It takes nothing more than common sense to determine that objects moving at 3-5 mph and objects moving at 15-30 mph should not be expected to share the same lane of travel. Ignoring a speed differential of 10-20 mph is just as insane as expecting 18-wheelers and bicycles to share a lane on a freeway and do so in peace

and harmony. The faster moving traffic and slower moving traffic *will* endanger each other. Segregating traffic and enforcing the rules of segregation is essential to the safety of all trail users.

- B. The future expansion of multiuse trails should not occur until a successful means of speed control can be applied to bike traffic
- C. Multiuse trails that by default have become bike-only trails need to be re-characterized for use by all. The Auburn SRA has a Mounted Patrol unit that does not patrol the multiuse trails off Driver's Flat because these trails now are overrun with high bike traffic and are too dangerous to both horse and rider. How is it fair to hikers and equestrians when a trail is designated multiuse but their safety on these trails is irrelevant?
- D. The only new facility for the sport of horseback riding mentioned in the scoping survey is overnight camping at Knic kerbocker. Horse camping has been requested numerous times in previous scoping meetings and comment periods and would be a welcome enhancement. This would be particularly true if it were located with quick access to the Cool business district on Hwy 49.
- E. Trail standards and specifications need to be maintained on multiuse trails so that line of sight and room to pass aren't degraded by tree limbs, overgrown shrubs, and reduced trail width. Trails that can't be maintained need to be re-designated, permanently, or temporarily, as bike only or as horse/hiker only.

LONG-TERM PLANNING - NEW PROJECTS

- A. Equestrians assert that CSP and equestrians have been the victims of poorly conducted surveys that resulted in the publication of badly skewed data. For instance, previous surveys of equestrian trail use were done mid-week, on rainy days, on multiuse trails that few equestrians use and while equestrians staging areas were omitted. Additionally, equestrians who participate predominately in non-trail activities such horse shows were queried by phone to ascertain their interest in trails. Trail-riding equestrians were not contacted. Surveyors who are not equestrians, not familiar with the type of equestrian activities, not connected to appropriate resources for their work, need to be directed to local equestrian groups whose members use the SRA for guidance. The skewed data is still floating around in public documents and has been used to deemphasize equestrian causes.

Equestrians are hopeful that in this scoping of public opinion that their concerns and requests for enhanced safety measures will be attended to. It is fair to point out that equestrian comments on public projects have been largely ignored, received no action, not taken seriously, placated with nonsense. Examples would include the ARD Pump Track and previous attempts at creating a General Plan for both Folsom SRA and Auburn SRA.

- B. Categorical Exemptions have been inappropriately used to circumvent CEQA and NEPA requirements in projects on Bureau of Reclamation lands. An example of such would be the construction of the Auburn Skate Park. That park was built with BOR approval under the management of ARD by using some still unclear categorical exemption - there is no record of any environmental document in the case of this park, only some minor references to the project in the State Clearinghouse. The Pioneer Express Trail was left mere feet from the edge of the skate park and when it was eventually rerouted, a categorical exemption was again used to change the designation from hiking/equestrian to multiuse.

The skate park is just one example of rogue behavior by a public agency and the scoping process and its use leaves a sense of distrust and apprehension about the degree of honesty and transparency that can be expected from CSP and BOR.

- C. The required 5-year review of the Management Plan between BOR and ASRA should be public, include a comment period and all comments should be addressed as a meaningful part of the review.
- D. Of specific concern is the Auburn to Cool Bridge project. A river crossing was removed over the top of which had passed a multiuse trail. As a result, the bicycle riders had no direct access to their trails systems across the river. This problem was not resolved in the planning or implementation stages of the bridge removal project, and results in a serious problem at present.

EQUESTRIAN PARTICIPATION

- A. Equestrians believe the following matter should be addressed and considered in the current ASRA project review regarding the Auburn-to-Cool Bridge: A multiuse river crossing must be including in the ASRA plan. Such a crossing should have been satisfactorily mitigated in the Pump Station EIR more than 10 years ago. The complexity and expense of including the replacement of the Coffey Dam trail in the Pump Station Project exceeded BOR's motivation to mitigate a crossing as part of the Pump Station Project. Since a new crossing will require funding and, very likely, a new EIR/EIS, it is unlikely that the Coffey Dam crossing will get replaced.

Regardless, equestrians responded in abundance to the Feasibility Study and emphasized repeatedly that the safety of all trail users needs to be included as critical design criteria and that would remain as the single most important feature of any new crossing.

- B. Oregon Bar, with certain modifications, has the greatest support from the equestrian community. Funneling bikes onto the Pioneer Express Trail is not going to be accepted by equestrians and probably not by hikers. This area has already been impacted by the potential Maidu Bike Park where bike/horse/hiker conflicts on the Pioneer Express Trail are expected. Equestrian parking was relegated to the street (curbside parking on Maidu Drive) when rafting access was granted and the road to the river was unsafe for horses and rafting vans to share.

IF Oregon Bar is to be the preferred site, equestrians are going to fight for abundant, equestrian designed parking, the preservation of the Pioneer Express Trail for hikers and equestrians only and, because of the steepness of the canyon, shared use trails cannot be used for the descent from staging to the bridge entrance on the Auburn side.

- C. There is tremendous support for one or more horse camps, a new arena and a trail trial course, and hitching posts near restrooms would be a convenience.

CONCLUSION

Action Coalition for Equestrians respectfully requests that the new ASRA General Plan place a significant emphasis on safety the form of additional law enforcement, the addition of parallel trails, equal access to recreation for all people and a greater support for styles of recreation, such as horse riding, that was once so enjoyable in the ASRA.

We look forward to assisting with this project review and hope that the final scoping agenda will include consideration of all the matters we have discussed in this comment.

Randy Hackbarth

President, Action Coalition for Equestrians

P.O. Box 3204, Auburn, CA 95604_

info@acequestrians.org



WESTERN STATES TRAIL FOUNDATION
sp of the, Twwcup 100M Orw-V Ride,

January 8, 2018

Cheryl Essex
Northern Service Center Project
One Capitol Mall, Suite 410
Sacramento, CA 95814

Dear Cheryl,

The Western States Trail Foundation commends and strongly endorses the work and recommendations the Action Coalition for Equestrians submitted to you for your consideration. I have attached these recommendations to this letter.

The WSTF was established to both sponsor the Tevis Cup Ride and to save and preserve the Western States Trail. The WST is a special and long used trail by both the equestrians and runners who love and respect the mountains and canyons it traverses from Lake Tahoe to Auburn. The Tevis Cup 100 Miles in One Day Ride dates to 1955 and continues to this day.

Thank you for your work and for your consideration of the recommendations by the Action Coalition for Equestrian. These recommendations are strongly supported by the Western States Trail Foundation.

Sincerely,

Tony Benedetti

President

Attachments



ACTION COALITION FOR EQUESTRIANS

*Dedicated to preserving safe equestrian trails and activities in Northern California
ACE is a 501(c)(3) and donations are tax deductible*

Proposed Action ASRA General Plan Comments July 23, 2018

Supporters of the Action Coalition For Equestrians, January 8, 2018, ASRA Scoping Comments would, by way of this letter, like to offer comments related to California State Parks' draft proposed action for the Auburn SRA General Plan/Auburn Public Lands Resource Management Plan (Draft GP/RMP). A review of the Draft GP/RMP finds most of our concerns to be unaddressed.

Paramount among these concerns is HEALTH, SAFETY and LAW ENFORCEMENT and each is detailed in our ASRA Scoping Comment, January 8, 2018, which is attached here.

Unless this opportunity is taken to adopt a comprehensive safety management plan that is designed to protect the park's visitors, facilities, sensitive environmental areas and wildlife, it appears that the public's health and safety will be sidestepped in favor of the non-committal, boiler plate text used in government documents to evade difficult topics.

The 1992 Interim Resource Management Plan did not include a safety plan and now, 26 years later, ASRA is suffering the consequences. An estimated 900,000 visitors per year recreate in the ASRA, with 46,000 acres open to the public, and 40 miles of shoreline on two branches of the American River. Until very recently (summer 2018), the ASRA survived at times with only two rangers. Attrition and better pay and working conditions offered by other agencies has drained the law enforcement resources allocated to ASRA through a shared-cost agreement between CSP and USBR.

The staffing at ASRA is so marginal that only life-and-death situations such as illegal drug use, disorderly conduct and violence, squatting, crimes involving firearms, suicides and life-threatening injuries can be responded to. Occurrences that jeopardize health and safety such as trail poaching, illegal trail construction, night-riding without a permit, and reckless bike riding must go unattended. The only long-term remedy is the inclusion of a comprehensive safety plan that is designed to protect the park's visitors, facilities, sensitive environmental areas and wildlife by establishing a ranger-to-visitor ratio for staffing, security and monitoring aids, and 24/7-armed patrol teams.

In our opinion, CSP and USBR assume a legal and moral obligation for the public's well-being when developing a General Plan that calls for more campsites, more parking, more river access, restrooms, and trailheads but fails to offer provisions for the increase in vagrancy, illegal encampment, wildlife injuries and vandalism along with abusive behavior and recklessness on shared trails.

Sooner, rather than later, law enforcement must become an integral part of the planning process. It is disingenuous to the recreating public for a substantial and foreseeable

increase in the use of public land to occur without provisions for the planning, implementing, auditing and funding of a safety management plan.

At the June 26, 2018, Open House meeting at the Gold Country Fairgrounds, the question, “what will be done about increasing law enforcement?”, was asked. The answer was “we can ask for it but that doesn’t mean we will get it”. A cavalier answer at best but worse, it demonstrates that basic planning for the public’s safety is considered irrelevant in the development of this General Plan.

The topics of Health, Safety and Law Enforcement, Environmental Justice, Recreation Experience, Long-Term Planning and Equestrian Experience as discussed in our January 2018 Scoping Comments have not been addressed and are especially pertinent to the planning process for equestrians and hikers at ASRA. In the forthcoming EIR/EIS, these factors will require consideration.

The equestrian community has been involved in the ASRA GP/RMP public process since 2005, has voiced the same, ever growing concerns, but has, in large part, been ignored. Our concerns for trail and park safety are not exclusive to equestrians but are shared overwhelmingly by those park and trail users that travel by foot including hikers, seniors, disabled, bird watcher, parents with strollers, runners, families with small children, and dog-walkers. It is the desire for an enjoyable, unique, peaceful, and safe experience that is shared.

We are asking that our previous comments and concerns be reviewed and that the forthcoming Draft General Plan reflect measures for the public’s safety as an inseparable component of the planning process.

Respectfully,

Randy Hackbarth
President, Action Coalition of Equestrians



To: Michael Schneider, Auburn State Recreation Area Superintendent
Re: ASRA General Plan: Regional User Group Recommendations
January 15, 2015

Dear Mr. Schneider,

The City of Auburn's Endurance Capital of the World Committee and several other trail user group representatives would like to schedule a meeting with you to discuss the following documents. It is a compilation of suggestions to consider for the ASRA General Plan and a letter from the Western States Trail Foundation. Our next meeting is on February 11, 6:30 pm, at the Placer Co. Visitors' Center (1103 High St, #100, Auburn), so that is one possibility. We would also be willing to meet with you at your office at a date and time that would work for you. For the latter option, could you suggest several dates/times?

Sincerely,

ECC Committee Members:

Robert A. Miller, Chair; Cynci Calvin, Secretary; Matt Spokely, Auburn City Council Representative, Colleen Conley, Lisa Kodl, Jim Northey

Robert A. Miller Cynci Calvin Matt Spokely
Colleen Conley Lisa Kodl Jim Northey

Background

In October 2013, the City of Auburn's Endurance Capital Commission (ECC) hosted an ASRA Trail User Group Meeting. This meeting, and two subsequent meetings, brought a wide variety of ASRA users together to discuss the current problems and safety issues related to the ever-increasing popularity of the ASRA trails. The goal of the meetings was to create a document listing recommendations, and submit this document to ASRA to be considered in the ASRA General Plan.

Equestrians, mountain bike riders, runners, and hikers (including walkers, bird watchers, and nature enthusiasts) were all represented at these initial meetings. Due to the size of the group, the ECC created

a smaller Subcommittee to delve into the details of possible solutions that included the importance of educating users about trail etiquette and safety, shared use, on/off day use, changes in current user group designations of some trails, and construction of new trails. The Subcommittee consisted of qualified representatives from the equestrian, mountain bike, runner/ hiker groups, who were tasked with receiving input from the larger groups they represented. The Subcommittee vetted both changes in current trail use and brainstormed new trail construction.

After months of meetings and much research, the Subcommittee presented short term, medium term and long term goals to the Endurance Capital Committee. The options in this letter are, by-and-large, informed and supported by the different trail users convened in the Trail User Subcommittee of the ECC, except for the equestrian representatives when options involved mountain biking use of the Western States Trail.

Recommendations

Short Term Goals involve a heavy emphasis on trail etiquette education for all user groups through:

- Creating, printing (in an easy-to-carry brochure), and website posting of current ASRA trail maps with etiquette guidelines. The brochure will be provided free at select Auburn businesses. (*note: the ECC has funding for this approved in their 2014-2015 ECC Committee Work Plan*).
- Improve signage for current trail designations and add trail etiquette guidelines to the signs.
- Outreach to area clubs and organizations to be proactive on trail use and trail etiquette issues.
- Establish a multi-user trail patrol (this is also listed on the medium range goals).

Medium Term Goals:

1. The Subcommittee determined that a key priority is to provide mountain bike riders a route from Auburn to Cool without forcing them to ride on very dangerous sections of Highway 49. The following option as described on Map #3 was discussed; however, the subcommittee did not reach consensus due to the proposed use of a section of the Western States Trail. For this reason, the ECC would like to engage in a discussion with ASRA regarding options to provide mountain bikers with access to these trails (such as a pilot project):
Map #3: a trail from the Quarry Rd. Trail to Olmstead Loop Trail addresses this issue by showing routes that would be straightforward to implement.
 - (A) Reopen old road bed to allow lesser grade access in climbing PG&E Road
 - (B) Open Old Skid Trail for safer Hwy 49 crossing/access
 - (C) (C-1) Open trail parallel to west side of Hwy 49 to 49 Crossing/WS Trail.
 - (D) (C-2) Open the trail parallel to the east side of Hwy 49 next to Teichert's dilapidated fence to 49 Crossing/WS Trail
 - (E) Shared use of Western States Trail section to Olmstead Loop trail
2. Initiate a discussion, with input from user groups, on other existing trails that may be suited for a change in use, specifically focusing on trails between Auburn to the American River Confluence, and between the Confluence and Cool.
 - There is a need to create more trail options to accommodate the growth of mountain bike users and promote safe use of trails for all user groups.
 - In addition, several options can be considered for changing trail user designations, including: one-way directional trails, odd/even day use, and "piloting" before finalizing changes.

Long Term Goals:

1. Resurrect prior projects to determine viability for completing those projects:
 - Development of the American River North Fork Trail (see Map #1)
 - Construction of a second bridge across the American River (near the old Diversion Tunnel)
2. Budget the construction of new trails for multi-user groups and specific-user group designations. Included in this document are two more maps describing these areas for changes that would allow access to more trails for the ever-increasing number of mountain bike riders. The trail options are lettered and in black ink.

Map #1: Clementine & American River North Fork Trails

(A) Connection from Foresthill Loop to Ponderosa Road using a portion of #19 Long Point Fuel Break Trail

(B) Connection from Ponderosa Road to Stagecoach using portion of Cod Fish falls Trail

(C) Revive the American River North Fork Trail Plan

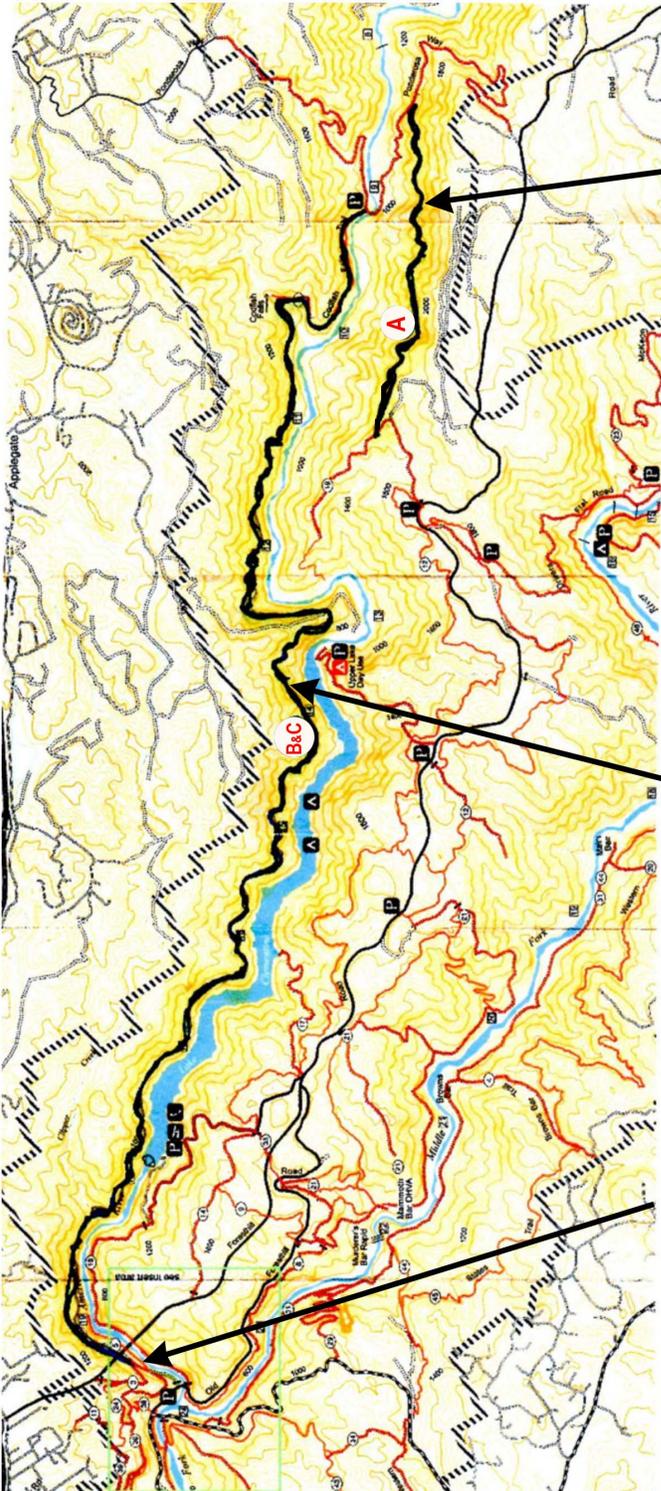
Map #2: Mountain Quarry Bridge to Olmstead Loop: Three possible options to connect Mountain Quarry Bridge to Olmstead Loop Trail and using the East side of the American River Middle Fork Canyon.

Summary

Clearly building more trails is the best option to cope with the increasing number of user groups on the existing trails, but everyone understands that this is much more of a long-term option given the expense and staff resources needed to make this happen. In the meantime, we believe there are other proactive and viable options that will lead to a better balance of trail and trail users, and which will reduce hazards and improve safety for all ASRA visitors

Map #1

Clementine, North Fork Trails

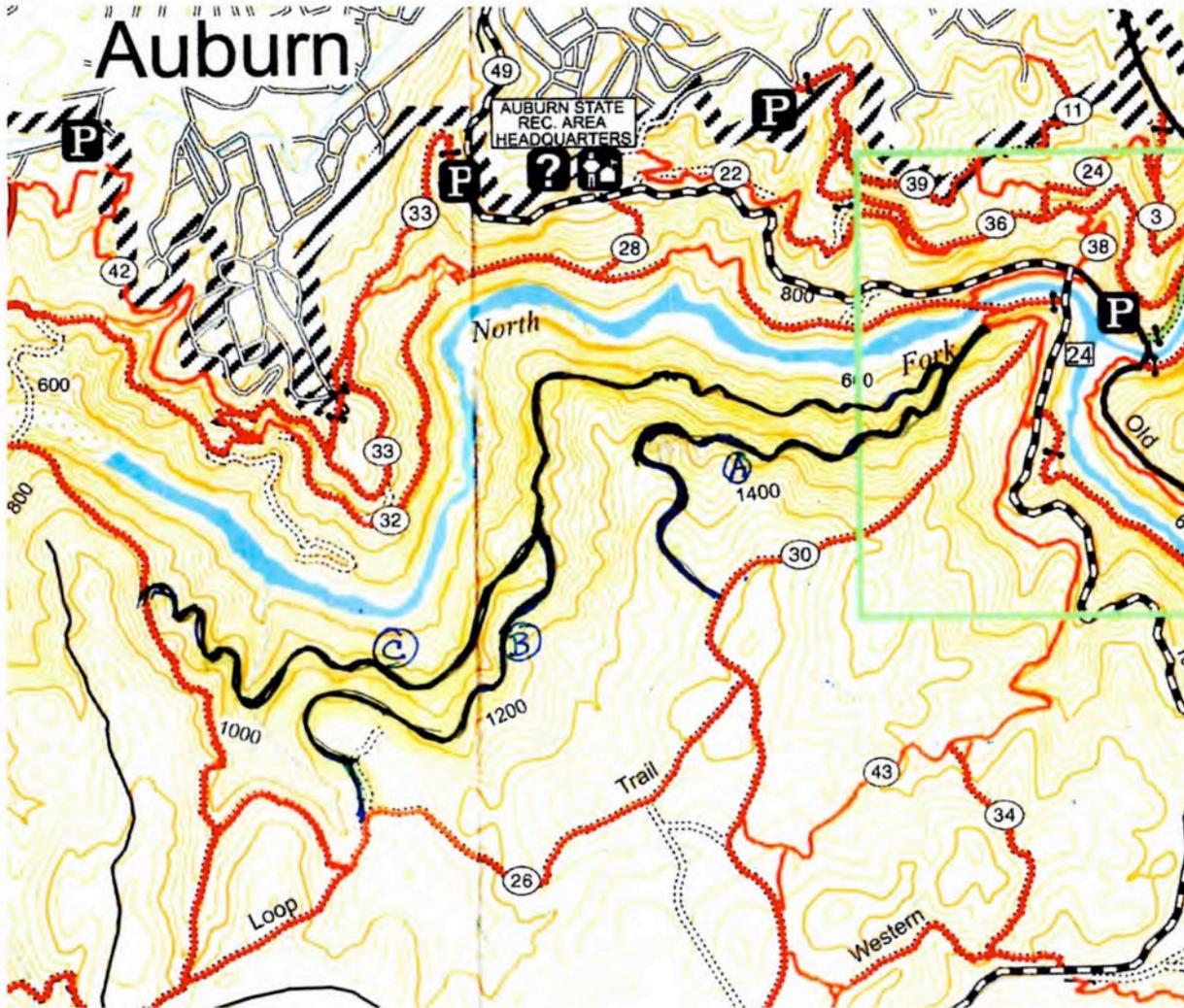


Lower Stagecoach Trailhead

- (A) Connection from Foresthill Loop to Ponderosa Way using a portion of #19 Long Point Fuel Break Trail
- (B) Connection from Confluence at Lower Stagecoach Trailhead/Clarks Hole Trail to the (to be built) North Fork Trail.
- (C) Revive the North Fork Trail Plan.

Map #2

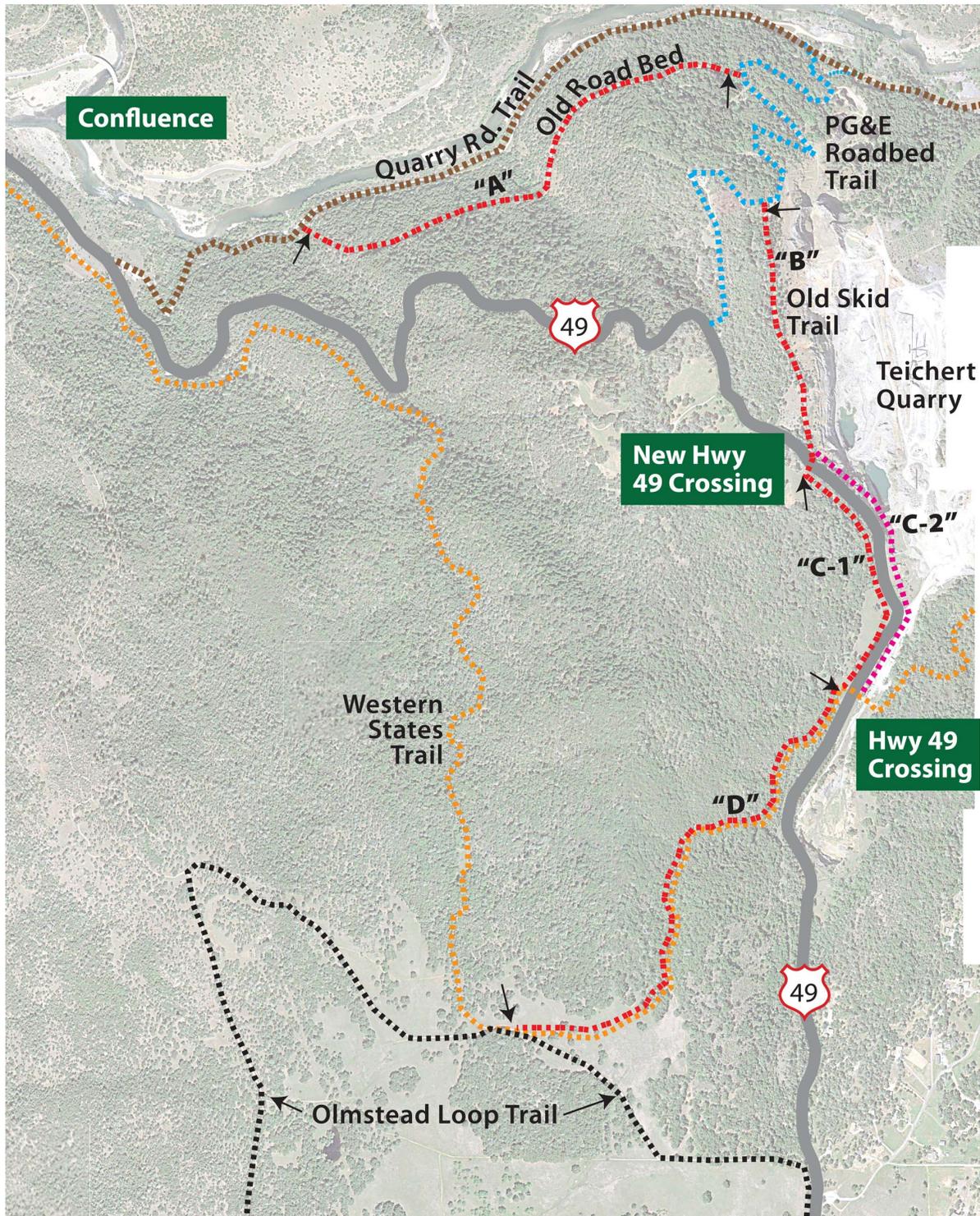
Mountain Quarry Bridge to Olmstead Loop



Three possible options to connect Mountain Quarry Bridge to Olmstead Loop Trail and using the East Side of the Middle Fork canyon

Map #3: Quarry Rd. Trail to Olmstead Loop Trail

- A. Reopen Old Road Bed to allow lesser grade access in climbing PG&E Road
- B. Open Old Skid Trail for safer Hwy 49 crossing/access
- C-1. Open trail parallel to west side of Hwy 49 to a New Hwy 49 Crossing
- C-2. Open trail parallel to east side of Hwy 49 to the Hwy 49 Crossing/WS trail
- D. Shared use of Western States Trail section to Olmstead Loop Trail (0.9 mi.)





WESTERN STATES TRAIL FOUNDATION

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State of California Dept. of Parks & Recreation
Gold Fields District
501 El Dorado Street
Auburn, CA 95603

Re: ECC Trail User Group Recommendations

Dear Mr. Schneider,

We, the undersigned, served as equestrian representatives on the Trail Safety and User Group Sub-Committee under the Endurance Capital Committee (ECC). The ECC is planning to submit recommendations from this group to you, to the Auburn City Manager and to the Auburn City Council. We would like you to know that the Sub-Committee did not vote on any of these recommendations, and that the ECC has disbanded the group without our prior knowledge, and without a democratic process. We believe that requirements of the Brown Act have not been adhered to as the ECC's proposal was drafted from discussions and meetings that we were not aware of.

We would like you to know that equestrians and hikers were not fairly represented in this process and that this current proposal is contrary to the mission of the Auburn Endurance Capital of the World. The current ECC proposals, if approved, would jeopardize the safety of hikers and equestrians and the Tevis Cup Endurance Ride itself, which is the premier equestrian endurance event in the world.

This is our position on the current proposal:

Short-Term Goals - We approve written etiquette guidelines for trail users, improved signage, out reach to trail organizations, and trail patrols. We would like to have input on the etiquette brochure before printing.

Medium-Range Goals - We oppose shared use of the Western States Trail with mountain bikes, shared use one-way directional trails, and odd/even day use. We oppose any pilot programs on these narrow canyon trails and bridges, as they will jeopardize the safety of all users.

Long-Range Goals - We approve construction of a bridge near the old diversion tunnel and development of the North Fork Trail. We approve newly constructed parallel bike trails that are not visible from hiker/equestrian trails. We oppose shared use with mountain bikes on the Mountain Quarries Bridge.

The Western States Trail was surveyed, funded, built, and has always been maintained by, the Western States Trail Foundation, so that equestrians would have a safe path along the canyons into Auburn. Yearly, thousands of hikers, runners and equestrians currently safely share this trail along the river between Foresthill, Greenwood, and Auburn.

Respectfully,

Kathie Perry, Board of Governors, Western States Trail Foundation
Linda Glazier, Board of Governors, Western States Trail Foundation

Cc:

Tim Rundel, Auburn City Manager
Keith Nesbitt, Mayor, City of Auburn
Dr. Bill Kirby, Council Member, City of Auburn

A Western States organization of California and Nevada horsemen: To save and preserve for future generations the historic Western States Trail of Cowpioneers from the State of California and the trail route of miners from the gold mines of California to the silver mines of Nevada. To encourage public participation in riding and hiking on the Western States Trail to sites of once populous Gold Rush mining camps and



locations of events prominent and important in the history of the West. To sponsor annually the Western States 100 Miles One Day Ride for international competition. To recreate public attention and interest everywhere for endurance riding as made famous in our western history more than a century ago, by the riders and horses of THE PONY EXPRESS.



To: Mr. Mike Howard, Auburn State Recreation Area Superintendent
Subject: ECC Recommendations on the ASRA June 2018 Draft General Plan
Date: 22 July 2018
Reply to: Cynci, ECC Secretary; endurancecapital@ncbb.net; 530-823-2661

Dear Mr. Howard,

The City of Auburn's Endurance Capital Committee (ECC) met to discuss the 2018 draft General Plan in an 18 June 2018 meeting that was open to the public. Please consider the recommendations from that meeting: they reflect both the earlier 2015 ECC suggestions made to ASRA which were compiled after more than 2 years of ASRA User Group meetings and submitted in February of 2015, and again in the Fall of 2017. We have been following the developments of the current General Plan draft and now also have new suggestions based on the most recently released General Plan draft summary. Please note that we are not necessarily opposed, or in favor, of any other items in the ASRA General Plan.

If at all possible we would be interested in discussing the Plan further, at your convenience.

Sincerely,

Robert A. Miller, ECC Chair and City of Auburn Endurance Capital Committee members: ; Larry Grilli, Treasurer; Cynci Calvin, Secretary; Gloria Takagishi, Volunteer Coordinator and Western States Endurance Run Representative; Lori Stewart, Western States Trail Foundation and Tevis Cup Representative, Phil Sayre, Cycling and Water Sports Representative; Bill Kirby, Auburn City Council Representative

Recommendations

Items still supported by the ECC today, which are the same as those advocated for in the ECC 15 January 2015 Letter sent to the Superintendent of ASRA (Attachment 1), are as follows (these items are cross-walked with the 2018 “Detailed Actions Alternatives Table” Item #s (<https://www.parks.ca.gov/pages/21299/files/ASRA%20GP%20RMP%20Alternatives%20Table%206.22.2018.pdf>):

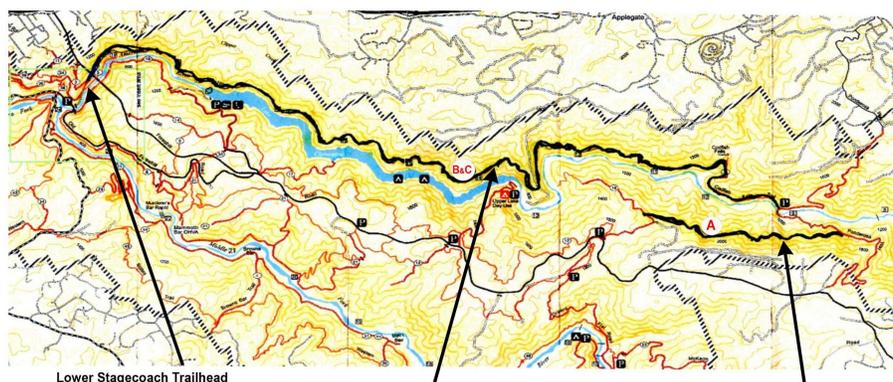
1.A. (related to #16 of [Summary pdf](#)): There should be an emphasis on trail education for all user groups, to include: signage and website rules, outreach to local trail clubs, and trail patrols for enforcement.

1.B. (#18, #24, #91, #163 of [Summary pdf](#)): There is a need to create more trail options to accommodate the growth of mountain bike users, in particular between the Confluence and Cool. Either new trail construction, or multi-use of existing trails was suggested (odd-even day usage, one way trails, etc.).

1.C. (#90 of [Summary pdf](#)): Construction of a multi-use bridge across the North Fork of the American River, near the old diversion tunnel, that would allow equestrian/hiker/biker/runner access between Auburn and Cool, is considered highly desirable. This is also supported in PARC Recommendation #1 under its Auburn Interface category (<http://www.parc-auburn.org/general-plan-recommendations.html>).

1.D. (Not in General Plan Summary) North Fork Trail: This was on the table prior to the most recent General Plan, but was in a “mapping stage” only. The trail would go from the lower Stagecoach Trailhead via the Clark’s Hole Trail to connect to a new trail. The new trail would follow the north side of Lake Clementine and the Upper North Fork of the American River all the way to Ponderosa Way Crossing (bridge by the Codfish Falls Trailhead outside of Forest Hill). See the map immediately below. User group designation would be decided by the condition of the trail once it was built, but the hope would be for multi-purpose.

Clementine, North Fork Trails

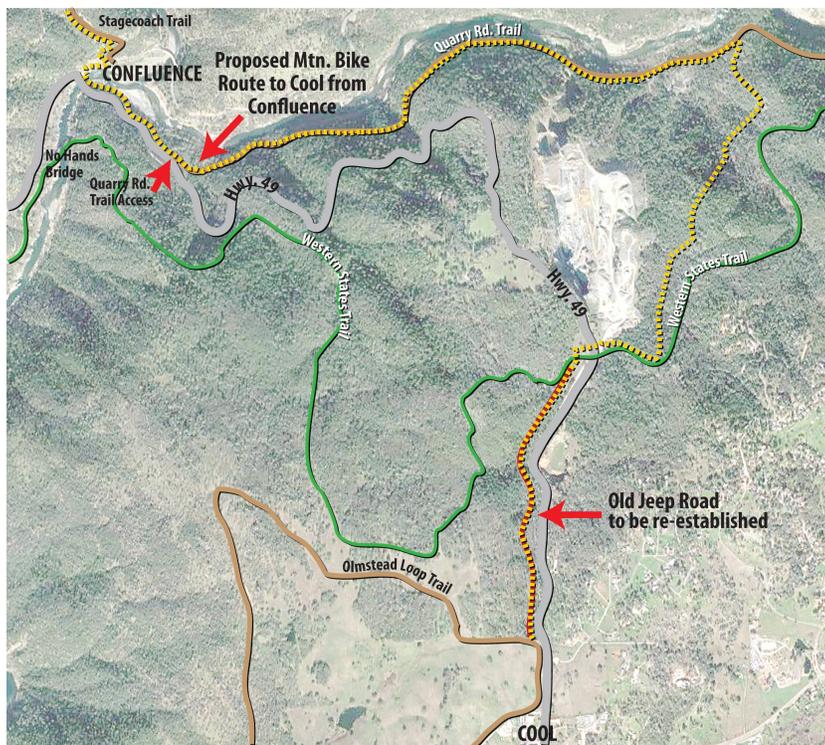


- (A) Connection from Foresthill Loop to Ponderosa Way using a portion of #19 Long Point Fuel Break Trail 
- (B) Connection from Confluence at Lower Stagecoach Trailhead/Clarks Hole Trail to the (to be built) North Fork Trail. 
- (C) Revive the North Fork Trail Plan. 

New items supported by the ECC, which flow from the June 2018 draft Plan Recommendations, include the following:

2.A. (#18 on page 1 of [Summary pdf](#)): Construct, improve, extend, or sign the following major trail routes. Actions may include, but are not limited to, re-aligning existing routes, clearing, widening, grading, and the installation of signage, drainage features, and trash receptacles.

- Auburn to Cool Trail: One favored possibility that would allow mountain bike access between Auburn and Cool is to re-establish the old jeep road for mountain bikes in order to provide two-way traffic from the Hwy 49 Crossing to Cool (please see map below). This would avoid the use of the Western States Trail up from No Hands Bridge toward Cool that is too steep, narrow, and technical to allow for both mountain bike and horse/hiker/runner use.



- Confluence to Ponderosa Road Crossing: this has already been addressed in Item 1.D. above.
- Olmstead Loop to Peninsula Campground in Folsom Lake SRA.
- Multi-use route between Cool and the China Bar area using Mountain Quarries Railroad bridge or Highway 49 bridge: this was addressed in item 1.C. above.

2.B. (#30, #31, #81, #82, #94, #95 on pages 2-5 of [Summary pdf](#)): Improve access to whitewater facilities, in particular on the North Fork of the American River adjacent to the PCWA pump station, by broadening access to this area from both the Cool and Auburn sides. The additional expansions in facilities and access on both sides of the North Fork at this location will benefit ASRA patrons by relieving some of the pressure at the Confluence area (where the Middle and North Forks merge). We also support PARC Recommendation #5 under its Auburn Interface category.

(<http://www.parc-auburn.org/general-plan-recommendations.html>): “Request permission from PCWA for use of Pump Station Road for day use boating access to replace lost access at Birdsall. Improve road as needed, designate parking area and a 15-minute boat loading zone at trail access to the beach upstream of pump inlet.”

2.C. (#85 on page 4 of [Summary pdf](#)): “Retain limited vehicle access through China Bar entrance station”. Increased vehicle access to China Bar will make the China Bar route much less hiker/runner/equestrian friendly. It is currently a hugely popular route for all these user groups.

Goal: A TRAIL SYSTEM THAT SAFELY ACCOMMODATES A VARIETY OF TRAIL USERS AND PROVIDES TRAIL OPPORTUNITIES FOR ALL.

Safety for equestrians is our primary concern. In this area, multi-use trails located on undulating or relatively flat terrain that have wide lateral clearance and/or good sight distances are enjoyed by a large number of equestrians, hikers and mountain bikers. However, many of the trails in our region were built over 100 years ago, were not designed for multi-use, and are essentially narrow ledges on the edge of steep canyon walls. Due to the physical constraints dictated by the terrain in which these old trails are located, many equestrians have been subjected to the life threatening 'choice' of impact or evasion over the edge of steep canyon walls when encountering bikers. As a result, equestrians have been injured and countless more have become defensive and displaced. It is time for all trail users and land managers to acknowledge the significant increase in the dangerous and foreseeable consequences of continuing to use or manage these trails as though they are appropriate for multi-use. In order to increase trail opportunities for all and safely accommodate trail users, a reporting system must be developed and some of these old trails must be redesigned and/or rebuilt for multi-use and more trails need to be constructed.

- 1) Multi-use Trail Design – Trail safety is a design/maintenance consideration. Design should include integrated, built-in enforcement features, particularly speed control. Multi-use trail designs can vary because requirements are dependent on site specific conditions such as the terrain and soil type in which the trail is located. Multi-use trails will of necessity not be ideal for any one type of trail enthusiast. They will serve the greatest variety of trail users. Safe multi-use trail design includes the following:
 - a. Speed control – pinch points, obstacles, etc., to reduce speed which would, in effect, self-enforce speed limits on narrow trails where maneuverability off trail and separation of users is limited.
 - b. Sight distances – sufficient to account for response time for users to pass each other or stop if needed.
 - c. Trail width – multi-use trails in steep terrain must have very wide lateral clearance or sufficient trail tread width, or both, to separate users and allow for passing each other. “User refuge areas” i.e., pull outs, are not safe for chance encounters on narrow trails on the edge of canyon walls. The use of a refuge implies a controlled encounter. Refuges could serve on trails where speed control and sight distances are in place.
 - d. Alternating days for bikes and horses is not realistic on narrow trails in steep terrain. The risks are too high should some be unaware or unwilling to abide by the schedule. Alternating days cannot mitigate inherent unsafe trail characteristics. Alternating days could serve to mitigate overcrowding on trails in less steep, undulating terrain with wide lateral clearance and good sight distances, in conjunction with a robust trail user reporting system, to analyze the success or failure of this option.

- e. Separate or parallel single track trails that split user groups should be considered on trails in steep terrain or areas with other features that inherently limit sight distances. Adequate signage and proper designs which enhance access for each trail user, and deters access for the non-approved user, would still be necessary for this approach to be a successful. For example, on equestrian/hiker trail, logs and/or other methods of speed control would still be built into the trail. The bike only trail would have features that bikers enjoy such as banked corners, fast descents, etc.
- 2) Land Management – Public safety must be a primary concern for land managers where visitors are encouraged to access often remote trails on our public lands. Trail safety is dependent on both well designed multi-use trails and the creation of a dedicated visitor reporting system. Since the mid 90's, the *lack of a data* has been relied on to *support* many ill informed and misleading *conclusions* that safety issues related to user conflicts are low. With the ever increasing number of trail enthusiasts, foreseeable, dangerous consequences are magnified, particularly for equestrians, in steep terrain where trails are simply *designated* multi-use but are not properly *designed*, rebuilt and maintained for multi-use.
- a. Create a dedicated visitor reporting system – To assist in identifying areas of concern so resources can be more efficiently utilized. Maintain a database of visitor complaints, notifications regarding trail conditions, and incidents to identify specific, tangible safety issues and conflicts in an effort to analyze which programs are working and which need to be modified. Over time, this user generated information would serve to develop location specific solutions.
 - i. Provide signage at trail heads and on brochures with agency contact information to encourage visitor reports. In the interim, Park Watch and Loomis Basin Horsemen's Association (LBHA.us) are available to provide visitor input regarding public land issues encountered in the field.
 - ii. Utilize real-world information and trail user generated content as a basis to support management decisions. At present, there is no concerted effort to collect, store and analyze information about close calls, incidents, or injuries. California State Parks' recent Conflict Study found that **“Information of trail use conflict is primarily based on opinion; little data about actual user conflicts are available.”** Yet, without actual data, the authors came to the illogical conclusion that incidents/accidents are infrequent because of a “notable lack of citations.” They failed to note there is minimal, if any, in-field/on-trail enforcement. The parties have no external identification and they leave the area well before any official, let alone the rare ranger with citation power arrives. Another misconception about trail safety is that if 'collisions' are low then trail safety is high. Collision is not a definitive factor to evaluate trail safety in a horse/bike incident. Horses, as prey animals, typically avoid impact/contact at all costs. Agencies should no longer use 'collisions' as

a prime indicator of trail safety in horse/bike encounters. Also, over-reliance on the relatively low number of actual life flight/ambulance calls to support the contention that trails are safe is flawed. Often, rather than make the expensive ambulance call, many injured trail users will just limp out and seek any medical care after the incident. In addition, the assumption that all horse related injuries are due to rider error undermines any deeper analysis of trail safety issues. Just as a driver can run off the road due to lack of skill so too can a driver be run off the road due to avoidance of a potential collision. Equestrian incidents should be viewed in this same light. Relying primarily on lack of data, low number citations, collisions or emergency visits is an unreliable method for assessing visitor safety. Particularly when "SAFETY", according to Parks is "... a critically important priority for visitors to CSP units and users of CSP trails." The time has come to proactively engage visitors to report conflicts or other trail issues and maintain these records to focus management priorities and generate data for further research.

- b. Enforcement – Add more Rangers to patrol trails. Actual record keeping would go far to justify this need. Adopt enforceable rules. Given our land managers' budgets, there is essentially no in-field/on-trail enforcement. Since so little enforcement exists, trail design must build in enforcement. Courtesy signage and education, while important, cannot substitute for enforcement. Signage and education has been shown to influence uninformed or careless acts, but not illegal acts.
 - c. Create a website of approved bike, run or ride events so trail users can plan their activities to avoid conflicts with the event. The website could be funded by event permit fees.
 - d. Reduce seemingly endless impediments for volunteers to maintain or build trails to provide better loop trails and connections to disperse users.
 - e. Develop joint bike/horse volunteer meetings and patrols on multiuse trails.
 - f. Utilize the expertise of State Park's volunteer bike and horse patrol's when trail change in use or trail modifications to control speed or the addition of bridges etc, is contemplated. These patrol volunteers have in-depth, on-trail experience with which to provide valuable input regarding changes to the trails which they patrol.
- 3) Trail User responsibilities – Work together to promote safety and fun for all trail users. Work together to help support land managers in preserving and expanding our fabulous trail systems. Report incidents and trail issues using the accepted data base. Real data will help all trail users and land managers over the long run. Develop a communication network so problems between groups can be addressed.
- a. Equestrians – While we cannot train fight or flight out of our horses, i.e. self-preservation, we can and should train ourselves and thus our horses to be less reactive to approaching bikes. Bikers have been willing to help with bike/horse training efforts. Help build trails with other trail users, even biker only trails. Clean up manure and loose hay at staging areas. Do not ride trails when wet.

Work with other trail users and give ground on the trail when it is safe for all. The right of way courtesy triangle does not always make the equestrian right! Be civil and remember you are representing the equestrian community with every interaction.

- b. Bikers – police yourselves; continue to work to expand the local mountain bike patrol. Use bells on bikes to alert others on the trail. Recognize that multiuse trails in public lands are not suited for the whole range of riding styles contained in the sport of mountain biking. While multi-use trails are not for technical challenges, well marked areas separate from the main trail system could serve for such trail challenges. Be civil and remember you are representing the mountain bike community with every interaction.
- c. Share information between user groups regarding events and trail information – Share information about bike, run or equestrian events between groups so all trail users are informed and can plan accordingly.
- d. Bikers, equestrians and hikers work together to leverage influence with agencies to develop more trails and expedite opportunities for volunteer groups to work on trails. Work together to address each other’s critical needs for access and safety. These goals are not mutually exclusive. Stop and say hello, you probably have more in common than you might’ve thought!



Loomis Basin Horsemen's Association
P.O. Box 2326 Loomis CA 95650
Dedicated to Trail, the Arena at the Park
Traylor Ranch and the Rural Lifestyle

July 23, 2018

ASRA GP/APL RMP
c/o Cheryl Essex
California State Parks
One Capitol Mall, Suite 410
Sacramento, CA 95814

Re: Auburn State Recreation General Plan – Survey

To Whom It May Concern:

Loomis Basin Horsemen's Association (LBHA) supports the proposed Auburn State Recreation General Plan. Rather than comment as a group on the plan, we have encouraged our individual members to take the online survey you have provided. However, as a local club, we would like to comment specifically on the proposed "trails."

As most of us are aware, the mountain bike community has grown tremendously over the past several years and continues to grow as urban individuals and families continually seek outdoor experiences. The existing trails are inadequate to meet the demand. There are many existing trails which, in our opinion, do not meet acceptable standards for multi-use. Some trails do not have appropriate lines of sight and blind corners. Other trails have steep drop-offs with nowhere to go in the event you meet another user on the trail. Some of the trails not indicated as multi-use, or are restricted to some users, are being poached, creating dangerous conditions for authorized trail users.

It is our recommendation that when the proposed plan is implemented, there be a focus on creating more "bike only" trails. The goals of the mountain bike community are totally the opposite than the goals of hikers, runners, dog walkers, and equestrians. The main goal of bikers is speed. Even though bikers may not race each other physically, many record their times and post them online for others to see. Some then go out to see if they can better the time. The bikers like the trails to be banked and rough. Many bikers wear earbuds while they ride so often they are unaware of their surroundings. Bikers are looking down at the trail, as they must, to see where they are putting their wheels. This, combined with speed on downhill slopes, creates a dangerous condition for other trail users.

On the other hand, hikers, runners, dog walkers and equestrians are slow on the trail. The majority are there to take in the scenery and solitude of an outdoor experience. This group prefers more even footing on the trail and is a compatible user group.

Creating "bike only" trails will ease the burden of overuse on our "multi-use" trails. Most important of all, it will make the trails safer for the "other" group of users. Many bikers would like to have "bike only" trails.

We are enclosing herewith a copy of our Mountain Bike Trail Policy. We hope you will consider the points set forth in this policy when creating future "multi-use" trails.

Thank you for the opportunity to comment on the proposed plan.

Very truly yours,

A handwritten signature in black ink, appearing to read "Liz Daffner", followed by a horizontal line extending to the right.

Liz Daffner, President



July 23, 2018

Cheryl Essex
California State Parks
One Capitol Mall Suite 410
Sacramento, CA 95814

**Re: Auburn SRA General Plan/Auburn Project Lands and Resource Management Plan
Comments.**

Dear Ms. Essex,

Below please find Protect American River Canyons' comments on the draft proposed action for the new General Plan/Resource Management Plan for Auburn State Recreation Area. Suggestions are given in the order the tiles appear on the Auburn SRA General Plan survey page.

KNICKERBOCKER:

1. Establish trail connection between Olmstead Loop and Folsom Lake SRA
2. Improve day use facilities at Cool staging area; add picnic tables, additional restrooms, interpretive information and up to 50 additional parking spaces.
3. Improve, add signs and open the Knickerbocker Road from Cool to the Whitewater Park area of the river for day use and camping.
4. NO CAMPSITES in the Knickerbocker Road Activity Node. Camping here would conflict with popular multi-use trails, existing cultural and natural resources.

CONFLUENCE:

1. Improve river access, trails, boater put-ins, vehicle parking and add concrete vault restrooms at Quarry Rd parking area, add river rapid portage trails and wayfinding. Provide designated 15 minute boater load/unload zone.
2. Work with Cal Trans to fix and designate parking along Hwy 49.
3. Solicit and improve transit and shuttle service from Auburn to the Confluence Area.
4. Add additional rock climbing as Teichert and BOR decommission open-pit limestone extraction mines.

P.O. Box 9312 · Auburn, CA 95604 · www.parc-auburn.org

Protect American River Canyons is dedicated to the protection and conservation of natural, recreational, and cultural resources of the North and Middle Forks of the American River and its canyons for all to care for and enjoy.

5. Continue to seasonally close rock climbing areas for nesting raptors, owls, ravens and other sensitive species.
6. Add restrooms and interpretive panels to the current and future rock climbing areas.
7. Provide guided tours of the Mtn. Quarries Mine. Shuttle mine tour visitors from location(s) other than the Confluence.
8. Add interpretive panels and shuttle parking lots to both ends of the Auburn-Foresthill Bridge.
9. Enter into an agreement with Placer County to provide shuttle-bus service to the Confluence and Mammoth Bar Areas.
10. Allow, by special permit or other management tool base jumping from the Foresthill Bridge.

AUBURN INTERFACE:

1. Auburn to Cool Trail Bridge connection.
2. Provide low impact environmental and group camping sites on El Dorado side of the river, including walk-in camp sites and tent-only car-camping sites. No RV's or trailers.
3. Expand and improve trailhead, day use, special event and parking facilities on both sides of the river.
4. Improved boater put-in and take-out sites, including at Oregon Bar. Provide infrastructure for slalom gates at the Whitewater Park.
5. Develop a new boater put-in/take-out site on the Auburn side of the river in the China Bar area to replace lost access at Birdsall. One interim option is to work with PCWA to allow access via the Pump Station Road. A longer term, permanent option is to develop a new put-in/take-out site in the vicinity of the Auburn to Cool trail bridge.
6. Evaluate options for boater shuttle service.
7. Ensure multi-use trail connectivity from Downtown Auburn into the Auburn State Recreation Area.

CHEROKEE BAR/RUCK-A-CHUCKY:

1. Improve, grade, add base rock and fix water drainage features on Drivers Flat and Sliger Mine Rds.
2. Replace the washed out Greenwood Bridge with a non-motorized trail bridge crossing of the Middle Fork at Ruck-a-Chucky campground.
3. Improve Drivers Flat Road upstream of gate at Greenwood Bridge site.
4. Add additional campsites to Greenwood/Ruck-a-Chucky campground as space allows.
5. Add parking, day use facilities and restrooms to Cherokee Bar day use area.
6. Block vehicle access to beach areas.
7. NO CAMPING at Cherokee Bar.

FORESTHILL DIVIDE:

1. Improve trailhead parking, picnic sites and restrooms.
2. Provide "traditional" State Park camping with campground host up to 20 sites at a site that doesn't conflict with trail use and cultural resources.
3. Improved maintenance of the popular Foresthill Divide Loop Trail.

LAKE CLEMENTINE:

1. New trail connection along the lake from Lower to Upper Lake Clementine.
2. NON-MOTORIZED watercraft rentals, classes, trips and storage at Upper Lake and if feasible at Lower Lake.
3. Improve Upper Lake Road for year round day use.
4. Flood proof vault toilet(s), concrete picnic tables and shade structures at Upper Lake.
5. Renovate existing marina without expanding.
6. Add floating deck in camping area for on lake non-motorized camping.

LOWER MIDDLE FORK:

1. Improved trail access including American Canyon and Robie/Canyon Creek trail heads with improved parking, interpretive and map panel signage panels that identify WST and Tevis Trails in this area. Trail sign WST and Tevis Trails.

MINERAL BAR:

1. Expand Mineral Bar campground and day use parking as space allows.
2. Add campground host.
3. ENFORCED NO CAMPING along Pennyweight Trail.
4. Improve commercial and private boater put-ins as needed, including additional parking spaces.

UPPER NORTH FORK:

1. North Fork Trail improvements from Windy Point to Yankee Jims.
2. Trail footbridge across Shirttail Creek.
3. Add and improve parking, picnic and toilet facilities at both Yankee Jims and Ponderosa Bridges.
4. Improve; grade, base rock and fix or add water bar and drainage features for both sides of Ponderosa Way and Yankee Jims Road. Develop a maintenance plan for both roads.
5. Work with Placer County on Yankee Jims Bridge replacement project that includes preserving the historic bridge for pedestrian use.

UPPER MIDDLE FORK:

1. Inter into a management agreement with US Forest Service for whitewater put-in at Oxbow/Indian Bar.
2. Improve road for day use at Cache Rock/Volcanoville Areas.

MAMMOTH BAR:

1. Keep Mammoth Bar open year round for day use including picnic, fishing and boating takeout.
2. Relocate OHV track away from the riverside location.
3. Investigate and if possible relocate OHV track and accompanying facilities to Castle Rock Area. If OHV Park is moved expand OHV usage days.
4. Add technical mtn. bike trails.
5. Construct portage trail around Murderers Bar Rapid.
6. Improve the trail to the Murderers Bar day use area.
7. Identify and sign a trail link from Mammoth Bar to the Confluence Area.
8. If the OHV track is moved expand day use facilities and parking at Mammoth Bar.
9. Consider Placer County shuttle bus service from proposed Auburn-Foresthill Bridge parking areas to Mammoth Bar and Confluence Areas using the Old Auburn-Foresthill Road.

PARK-WIDE TOPICS:

With few exceptions PARC is in agreement with the park-wide guidelines.

We would like to add:

CAMPING:

1. In order to retain and protect wildlife areas most new camping facilities should be low impact camping such as walk in, tent only or environmental camping. There are many examples of this increasingly popular type of camping, such as Willow Creek and Pomo Camp on the Sonoma Coast, throughout the State Parks system.
2. Consider temporary special event camping when tent and car camping is needed for large special events held within the Auburn SRA.
3. Consider a total campfire ban in the park except during rainy season.

INTERPRETIVE/EDUCATIONAL:

1. Hire an interpretive specialist to provide important educational link between park visitors, volunteers and natural and cultural resources in the Auburn SRA. This is especially important as the number of park visitors and special events expands to protect the wildlife, (flora and fauna), and cultural elements in the park.
2. Organize educational events with the help of Canyon Keepers, PARC, Audubon, Sierra Club etc. to educate the public to safely and respectfully recreate in the park.
3. Protect sensitive species.

TRAILS AND ROADS:

1. Hire a trails manager. The exceptionally abundant network of trails is one of the most important assets of the park. With the help of volunteers, trails could be much better maintained.
2. Dedicate equipment and train staff to operate the equipment and better maintain the park access roads.

VOLUNTEERS:

1. Train and better educate ASRA staff to work with volunteers. One of the biggest complaints we hear is that people who love the park want to be involved in taking better care of it on all levels but are excluded because staff is not trained or allowed to work with volunteers.

PROPOSED MANAGEMENT ACTIONS AND GUIDELINES:

PARC is in agreement with the proposed Management Actions and Guidelines with the following exceptions and explanations.

NO to the following Actions and Guidelines:

8, 18(no multi-use route between the Confluence and Cool, given the additional impact this would have on the already heavily used Confluence area; PARC prefers multi-use bridge crossing at China Bar with multi-use trail connections at that location), 55 (some limited additional camping seems appropriate, but 200 additional campsites is too many) , 58, 60, 77, 78, 124, 149, 152, 158 (yes overall but no to 6 day OHV use; retain existing schedule instead), 161 (no camping), 171, 172,175.

Thank you for the opportunity to comment on the draft proposed action. We look forward to continuing to work with State Parks on the development and implementation of the new Auburn SRA General Plan/Resource Management Plan.

Sincerely,


Eric Peach
PARC Conservation Chairman


Tim Woodall
PARC Board Chairman



PROTECTING **E**ARTH & **A**NIMALS **W**ITH **C**OMPASSION & **E**DUICATION

P. O. Box 846 • Newcastle, CA 95658 • pea-ce@live.com

2018-Jul-22

Attn: Cheryl Essex, California State Parks
Auburn State Rec Area
PO Box 942896
Sacramento, CA 94296

Subject: ASRA General and Auburn Project Lands Resource Management Plan (ASRA)

We understand ASRA's statement that the "Interim" resource management plan from 1992 may be outdated, but we reject and strongly disagree that any changes or amendments are required because of "...the current types and levels of use at ASRA."¹ It must keep in mind that in 1992, ASRA was still considered by many officials to be a "throw away" landscape that would be deeply buried under water from what would have been the Auburn Dam. The likelihood of that dam ever being built is slipping away. However, damage from short-sighted decision makers who allowed recreational activities with a "trash it" mindset now needs to be corrected; damaged areas need to be closed and restored. Even this will not happen unless enforcement becomes a much greater priority. From off-road riding, to dogs off leash, to illegal camping, to wildlife poaching, the list is long, but neither CSP Rangers nor CA DFW Wildlife Officers seem to be able to keep up with the criminals.

To take one of the most egregious areas that never should have been allowed, the Mammoth Bar OHV area with motorized vehicles and bikes eroding, polluting, destroying, gravely disturbing wildlife, and creating excessive raucous noise) must be re-visited in terms of halting all motorized activities in the Mammoth Bar area and/or anywhere near important resources, such as the iconic American River itself. These areas, ruined by motorized vehicle use, regardless of allowed or illegal, must be restored pre-motorized vehicle pristine conditions and active recreation banned.

To be perfectly clear: Changes or amendments in management plan should never be based on "current types and uses" in a public nature area—especially if they are destructive or illegal, should have been banned long ago, when they first occurred or were discovered (such as off-road travel, off-trail travel, building "jumps" or new trails, or deliberately ignoring "Area Closed" signs.²).

¹ ASRA GP/RMP Newsletter #1. November 2015, "Past Planning"

² Mountain biker videotaping his ride, seeing "Area Closed" sign and stating, "I'm opening it up." <https://www.youtube.com/watch?v=KO-szyw2dB8> "Auburn OHV Exploring - Auburn State Recreational Area - Auburn, CA - Mountain Biking, approx 13 minutes on video scale.

Such destructive activities should have been halted immediately with stepped-up enforcement to cite and prosecute violators. In addition, before it is damaged even more, or become more like Disneyland, the ASRA plan must now jump into a “pick-up-the-pieces” restoration mode. It also must comply with all regulatory policies of other national, state, and local agencies or authorities that may have some jurisdiction over the area.

Below are images of scars and erosion as evidence of a total and/or sacrilegious disregard for the area and its intrinsic values.

1. From Google maps, Middle Fork American River, in lower left corner, at Mammoth Bar along with OHV tracks that were allowed too close to the American River’s edge, spewing pollution, and now leaving destruction in the river’s natural wake of winter storms. OHV and all other active recreation should be banned within half a mile or more of water ways or any such sensitive areas.



More erosion impacts from different angles can be viewed at:
<https://www.youtube.com/watch?v=ySqqzPuEwpE>, First Look at Mammoth Bar OHV Damage Near Auburn

2. Adding insult to injury, below are two images from desecration of ASRA above the Mammoth Bar OHV area, again with no sense of appreciation for the natural value of the American River watershed landscapes. On the left, possibly

considered a fire break but now being planned for more OHV desecration. On the right, south of the Castle Peak OHV planned mayhem, looping trails that may leave little relief for wildlife.



Recommendation: We urge that all ASRA's updated plans take a hard look at all/any motorized used, especially when it comes to fire danger as in the image above on the right. The ASRA plan needs to include greatly stepped-up penalties with hefty fines to cover restoration or other expenses, and either permanent or ten-year minimum bans on entry to ASRA. Repeat offenders should have use-and entry bans expanded to other state parks and SRA's.

ASRA should first and foremost be conserved and protected as a magnificent natural resource. Passive recreational activities are a spin off, a secondary use. Active recreation should never be allowed in any sensitive areas of ASRA. This is no longer a "throw away" area and must be treated must be treated for the unique resource it is.

Yours truly,
/s/ Randall Cleveland

Randall Cleveland
For the PEACE Team



[Sent via email: plan.general@parks.ca.gov]

July 23, 2018

Auburn SRA GP/RMP
c/o Cheryl Essex, California State Parks
PO Box 942896
Sacramento, CA 94296
Ladies and Gentlemen:

Re: ASRA General Plan/APL Resource Management Plan

Thank you for considering our views regarding the Auburn State Recreation Area General Plan/Auburn Project Lands Resource Management Plan (GP/RMP). Our primary concerns are focused on protecting the Auburn State Recreation Area's (ASRA) natural resources and sensitive habitats. ASRA's natural resource attributes provide a long list and wide range of environmental qualities, eco-system balances, wildlife habitat, and so much more; they are the backbone for ASRA's being a uniquely inviting recreation area.

Background

ASRA's spectacular natural elements have contributed to making ASRA the popular "destination" tourist attraction it has become—an ecologically diverse area with a variety of landscapes and spectacular views, a critical area for wildlife migration, breeding and rearing young, which bring enthusiastic hikers, wildlife watchers, photographers, scientists, educational field trips, organized tourist hikes with expert leaders who interpret natural resources and regional history, aquatic activities, along with other passive recreational activities. Such activities require only a minimum of facilities and, most importantly, have minimum environmental impacts. (See Exhibit A)

In On October 5, 2012, California State Parks (CSP) released its "Draft Program Environmental Impact Report for the Road and Trail Change-in-Use Evaluation Process--SCH 2010092003 (DEIR). That DEIR did not cover Off Highway Motor Vehicle Recreation (OHMVR) areas, but it was quite specific as to actions that could be taken, such as: "Closure, decommissioning, and restoration of existing roads and trails to natural conditions;" and "Appurtenant facilities (e.g. trailhead, point of access, parking improvements/control, signage) related to changes in recreational road or trail use where no additional natural landscape disturbances, substantial increase in capacity, or significant environmental impacts may occur."¹

A June 22, 2017, Memo from Will Harris, Sr Engineering Geologist to Brian Robertson, OHM R Division, evaluated the Mammoth Bar Motocross Track. From it, the public learned that the Mammoth Bar area motocross track was built in part by adding fill, which washed out with high river flows in 2017 and possibly a second time later on. Considering that (1) the American River Watershed is considered riparian habitat of unusually high value, and (2) all federal public lands are held in trust supposedly for protection and conservation, it follows that any active recreation that was proposed at Mammoth Bar, but especially motocross or motorized vehicle areas, should have had a

thorough California Environmental Quality Act (CEQA) review via an Environmental Impact Report (EIR) which should have been prepared and circulated back in the late 1990's. In addition to its negative impacts of noise, oil/grease run off, erosion, dust, exhaust, and other significant impacts, its track areas were built much too close to the river's edge. Apparently protective measures, such as establishing buffer zones and monitoring water quality were either overlooked or deliberately ignored.ⁱⁱ (See Exhibit A)

The 2017 memo also mentions the unintended consequences of a "groin wall" that may be affecting the river hydraulics. Further in the memo, Reconstruction Options are listed. We submit that Option 1—"Close MX Track and stabilize bank" is the **only responsible and environmentally sound option**. To reconstruct a smaller track (Option 2), or reconstruct to the pre-existing footprint (Option 3), or to relocate the MX to the parking area (Option 4) or the Kids Track area (Option 5), would be to ignore and support the primary, unacceptable reality: The fragile riparian area of a valued river is simply not a proper location to conduct motorized vehicle activities, let alone perform heavy construction or grading. The memo rightfully concludes that rebuilding the MX Track, under Options 2, 3, or 5, are not advised. The fact that an activity is popular should be irrelevant in the decision-making process involving an activity that is loaded with potentially severe, unsustainable environmental, riparian-destruction impacts. There is no need or requirement for motocross riders or tracks to be near a river to rev their motors, enhance their "jumps," and "bank their turns."

Reconstruction options also include an even more egregious element: Construction of a new road location which may be inundated by high river flow events again. Although that event may be a "rare occasion," with climate change patterns anything is possible. The memo states that Option 4 is "well away" from the cut bank erosion. We submit that "more than 100 feet from the bank" does not constitute "well away." It is further stated that the new MX Track location would still be partially inundated by high flow events, but that they would be of minimal erosive force. We disagree. Our concern, in addition to erosion, is riparian pollution or contamination—oil, grease, exhaust, dust—as well as noise and wildlife disturbances, to mention just a few. (See Exhibit A)

ASRA's GP/RMP must focus on enhancement and promotion of passive recreational activities and consider increasing restrictions and reductions of destructive active recreational activities with a goal of restoration where degradation has occurred. Rather than pushing or encouraging inappropriate, incompatible and/or enviro impact-laden activities under the guise of "recreation," natural resource protection and preservation must be the highest priority. Reducing active recreational activities (mountain biking on trails where they don't belong, dirt biking, and bull-dozed OHV trails) needs to be implemented with more areas closed or restricted due to their impact-generating activities.

With closure of these sorts of active recreational activities that create negative impacts, all open trails may still be accessed by anyone and everyone—On foot! Thus, no one is being denied access, but their motorized or wheeled machine-required activities should be banned wherever they are causing damage—deliberately violating park rules, and/or creating a health and safety hazard for others, such as hikers or equestrians who use the trails legally.

One must wonder why official decision makers, whose agencies are mandated to protect our natural resources, continue pressing to keep destructive motorized vehicle activities located in the sensitive Mammoth Bar or other areas. Even after nature has wiped motocross tracks out to expose the folly, the old adage, "Follow the money" provides a

clue: With OHV registration and gas tax dollars flowing into a trust fund, the thought of increasing park budgets seems to trump mandates to conserve the resources.

ASRA's GP/RMP Proposed Action Responses

“Parking capacity to be increased by up to 25 percent.” ASRA must face reality and consider that Placer County is reportedly one of the, if not THE, fastest growing counties in the state. Coupled with visitors from surrounding counties and afar, and being so close to the Sacramento region, ASRA is indeed a major “tourist destination.” ASRA managers and decision makers must view ASRA’s resources as finite, and consider the potential for saturation—a point at which too many visitors may destroy the resource, and/or enforcement cannot handle the violations.

In that vein, rather than expanding parking capacity, the GP/RMP should consider a saturation point (maximum number of daily visitors) before closing off popular areas and/or restricting access. Other options might include instituting reservation or shuttle systems instead of creating parking lots with all their impacts. Other public nature and/or wildlife areas are instituting similar programs now, as seen with Yosemite, Hidden Falls, etc.

Increased camping capacity must follow the same “Precautionary Principle” considerations. The first priority of an updated plan must to keep it natural rather than destroy it. To add 245 individual campsites and five group sites appears to be excessive; however, a CEQA analysis may disclose impacts and allow for adjustments or meaningful mitigation.

Many activities (such as mountain/dirt biking, OHV’s) that exacerbate damage may increased cumulatively with additional parking and/or campsites. Such active recreational activities should be accommodated ONLY if or where an ASRA area is comprised of no sensitive species or habitat, located the greatest distance possible from any aquatic resources, and the have the strongest wildlife protections from disturbances as possible. Buffers or set backs from any waterways should be 1,000 feet minimums, or farther if terrain warrants it. Also, the updated GP/RMP should make clear that parking or camping areas may be closed if any changes within the SRA occur that “may” bring impacts that were not considered previously.

ASRA Hunting Program

State parks prohibit hunting for many reasons. For SRA’s to invite families to enjoy nature and encourage wildlife watching and photographing is one thing; at the same time, to consider possibly putting them in harm’s way (bullet or arrow), is disingenuous. In California, less than 1% of the population engages in killing wildlife. Of the 99% who do not hunt, an ever increasing number are becoming adamantly opposed to the activity.

With high-powered firearms that can kill two miles away, equipped with laser scopes that take the skill out of drawing a bead with sights, hunting can hardly be called a “sport.” The “thrill of the kill,” especially for a trophy animal to mount, portends of either an egocentric or psychotic activity, and has no business being supported in a SRA which is part of the CSP system.

Attempting to enforce “NO HUNTING” within 150 yards of a lake, campground, or specific stretches of the Middle Fork of the American River, when high-powered scope sight lines are compromised by trees, brush, uneven terrain, landscape curves, etc., is an invitation to potential shootings of ASRA visitors. Asking hunters to “...please stay at least 150 yards away from recreational trails,” is meaningless. When after a deer, for example, deep in the woods, a hunter is not going know until he/she comes upon a trail (for

humans) that it was even there. Plus, he/she will not know where trails “Y” or curve in order to keep 150 yards away from them.

We submit that as a human recreation area, no hunting should be allowed in ASRA. By not allowing hunting, Park Rangers would not have to second guess whether someone in possession of firearms is legal or not. In addition to individual safety, and risks of being shot, when a firearm is discharged, there is always a possibility of fire. In fact, that is one reason why some federal and state agencies regularly ban target shooting—the risk of fire is too high. ASRA does not allow any open areas for target practice shooting. Thus, to ban hunting would dovetail nicely and create an additional human safety measure.

Dogs on Leash

We are long-time dog lovers—rescuers, fosterers, rehabbers, trainers, dog-sitters, socializers, and adopters. The fact that dogs are allowed in most CSP’s and ASRA is both appreciated and a privilege. However, it comes with a critical responsibility that has to be enforced: **Dogs must be on leash.** Too many times, especially in areas with no others in sight, some release their dog(s). A few will yell, “He’s friendly!” but that’s not the point. The dog we are rehabbing may not be friendly or receptive to being rushed or sniffed. We don’t know the health issues of the other dog and may not wish to interact.

Of greatest concern is the disruption that all dogs, but especially loose dogs, inflict on wildlife. The mere presence of a dog can disturb wildlife and interfere with their routines. Or, a dog may chase, trail, or flush ground nesting birds and/or mammals. If there is an altercation, no one “wins.” We urge leash laws be enforced more rigorously and that fines or penalties be imposed for those with dogs running free.

We look forward to the CEQA process.

Thank you for considering our views,



Marilyn Jasper, Chair

ⁱ Referenced CSP DEIR, pages 5 and 6.

ⁱⁱ Riparian Areas: Functions and Strategies for Management, 2002, Chapter 4, “Existing Legal Strategies for Riparian Area Protection”

Exhibit A:



1—Natural, undisturbed river bank across from MB.



2—Unnaturally high eroded berm, possibly from track construction.



3—Eroded river bank, over 100’ long with drainage pipes protruding.



PLACER GROUP
P.O. BOX 7167, AUBURN, CA 95604

Friends of the North Fork

1725 Schellbach Drive
Lincoln California 95648

July 23, 2018

Core Planning Team,
Policy, Planning and Program Committee, and
California Parks and Recreation Commission

Re: Comment on the Auburn State Recreation Area
State Department of Parks and Recreation General Plan and
Bureau of Reclamation Resource Management Plan
Proposed June 23, 2018

Dear Team, Committee and Commission:

The Wilderness Act was signed into law by President Lyndon Johnson on September 3, 1964.

A year later on September 2, 1965, President Johnson signed the authorization act for the Auburn Dam. Ironically, this act led to creation of different kinds of wilderness and near-wilderness in the North and Middle Fork American River canyons of what was to become the Auburn State Recreation Area (ASRA).

This federal land ownership is now managed by the California Department of Parks and Recreation. This is resulted both from land acquisition for the massive water development, and from the project continuing apace while dam construction hesitated, stalled and ended. By the time water rights for the dam were revoked in 2008, the long-ended land acquisition for the dam had taken over and consolidated private ownerships, existing structures were removed, and private and public development on most of the acquired land stopped.

In the meantime, the Department of Interior found the river eligible for federal Wild and Scenic River designation.

Some areas in the ASRA like the North Fork American River upstream from the Foresthill Bridge would not be eligible for federal wilderness designation because of their history of development. However, they are eligible for and deserve the highest levels of State Park protection. Unless, that is, plan implementation reverses the return to nature we have experienced.

Many California State Parks have the same broad story of acquisition followed by removal or allowed deterioration of existing development followed by managed return to nature and implementation of ecological management. Incompatible development in the ASRA has also been largely limited and curtailed, and this is what the public likes and what increasingly draws more people to the ASRA.

ASRA Visitor Survey of 2006

528 ASRA users returned survey forms May through October 2006, 247 from the Confluence Area, 74 from Lake Clementine, 60 from North Fork Area, 47 from Cool Staging Area (including 25 from Mammoth Bar), 24 from Auburn Staging Area, 6 from Foresthill Road (Drivers Flat and Grizzly Bear) and 34 without survey location mentioned. The Summary of Key Findings of the survey includes:

The typical Auburn SRA visitor lives close (within 100 miles) of the area.

...On average, each visitor spends \$93 per visit, which when multiplied by 35 visits, equates to an average expenditure of \$3,255 a year for each visitor. The expenditures alone from all visitors to Auburn SRA are over \$2 billion. Since visitor expenditures are only one part of the formula for demonstrating economic value, there is no doubt that the economic value to the local communities and region is more than \$2 billion...

...

Regarding park facilities development, eighty-seven (87%) of visitors want either no additional park facility development or only minor or occasional facility development in the area. Response rates to what and where facilities should be located were very low and, where a facility development was favored by a few respondents, there were an equal number or more opposed to the development. Only a few respondents mentioned specific locations where they would like to see facilities developed. Lake Clementine (upper and lower) was mentioned by only two percent of respondents as a potential location for additional campsites and new trails. The Confluence was mentioned by five percent of respondents as a preferred location for more and/or permanent restrooms. The Confluence was also mentioned by three percent of respondents as a good location for interpretive signs, and by

two percent of respondents as a good location for interpretive signs and a visitor center. By far the largest response in all facility categories was no development. However, one in three visitors indicated that they would use additional campgrounds if they were built away from the water. On the other hand, visitors would like to see improvements in existing facilities.

...

The majority of visitors think that more emphasis should be placed on protecting natural and cultural resources (66% and 51% respectively). This is followed closely by buying additional parkland (49%), maintaining park and recreation areas (47%) and improving existing facilities (46%). Respondents' tendency towards less emphasis on building new facilities is consistent with the visitors' overriding desire to protect the natural integrity of the area.

The experience that approximately seventy percent of visitors indicate is extremely important to them at Auburn SRA is the opportunity to experience the natural quiet and beauty of nature (72%) and the opportunity to reduce stress and get refreshed (68%). Other experiences that were rated high in the extremely important category were the chance to get physical exercise, which goes hand in hand with the opportunity to reduce stress and to get refreshed as well as any experience underscoring the importance of a backyard "wilderness" to Auburn SRA visitors, such as the chance to get away from people and experience solitude, the chance to explore and see new things and the chance to get away from roads and trails to have a wilderness-type experience. The opportunity to see and meet new people, the chance to seek thrills and excitement, and the opportunity to take some risks and challenges were least important to most survey respondents.

In general, visitors were satisfied with the quality of their recreation experience and the facilities at Auburn SRA, especially in comparison to other nearby recreation areas. A very large majority (80%) of survey respondents is satisfied or very satisfied with the facilities and services as Auburn SRA.

Report on the Findings from the 2006 Auburn State Recreation Area Visitor Survey, by Aukerman, Haas and Associates, LLC (AHA) and URS Corporation, April 2007, 115 pages, excerpts from pages vi-ix. This

document seems to no longer be accessible online as it has been in the past.¹

If fully implemented the plan could flout these public wishes, including by de-wilding the ASRA.

The ASRA needs to be managed for existing users as well as for changing users and demographics. As proposed, the plan does not reflect balanced approaches because it weighs heavily on the development side.

In the face of decades of significant ASRA management success, the plan proposals would change course for the ASRA with de-wilding, by over-development, and by making some mistakes worse.

PARK WIDE PLANS (ID#s 1-73)

Parking. The plan contemplates widespread increase parking that would induce more congestion and greenhouse gas emissions. There is too much traffic already and inadequate parking for it.

Shuttles. Shuttle operations need to be a firm proposal to get people to identified destinations, and to reduce greenhouse gas emissions, vehicle miles travelled and congestion. Shuttle access to the river should be preferred to private car access except where access is necessary and river dependent.

New roads and opening current roads closed to the public. The plan to open closed roads and build new ones is another congestion-inducing factor.

New recreation and statewide demand. The ASRA does not have the land area or the existing and feasible infrastructure capacity to generate both new recreation opportunities and statewide demand—without at minimum a robust shuttle system.

Constructing a new ridge top and river bar motorbike tracks. Neither should be permitted. See below on the Mammoth bar OHV area.

Increasing development near or by the rivers. If a use that is not required to be by or near the river or is not river dependent it does not belong there.

Adding major income generation as a key development factor. Revenue generation should not be used as an important factor influencing development, including not in decisions about new development and expanding existing development.

¹ A link to this survey needs to be on ASRA planning web pages and reference to it and how to retrieve it needs to be in plan documents. It used to be searchable online using its title.

The cost of each part of planning needs quantification. Rather large costs appear to be involved and priorities are not clear.

CONTINUING THE RIVER-WASHED OUT MX MOTORBIKE TRACK
AT MOMMOTH BAR, OR MOVING IT UP ONTO THE CASTLE ROCK RIDGE
THAT HAS ICONIC VIEWS UP AND DOWN THE MIDDLE FORK CANYON

The MX track and road down to the river to it that were first built without permits or environmental impact disclosure may be the ASRA's biggest development mistake. After washing away once before, part of the track washed away again in 2017, and it remains to be rebuilt. MX track construction has no river dependence whatsoever.

The plan's proposal to build an alternate MX track on the Castle Rock trail ridge with new constructed road access from Foresthill Road, parking lot and other facilities is preposterous. None of this infrastructure exists now.

This proposal may be a bellwether for replacing years of successful planning up to now with new radical changes.

The existing MX track was significantly washed away by the river c. 2006, and again last year. The track was also subject to additional river erosion this year. Yet there is a proposal to move the track away from the river and to seat it into the bottom of the slope where the stable bar road is now located. The road is proposed to be relocated between the reconstructed track and the river. Any effort to rely on the incomplete analysis of this road relocation as a project defining decision is not supported by missing, essential fact finding.

Friday morning, I found the Castle Rock trail entrance off Foresthill road and hiked to the first sun shelter. Sunday I hiked to the second shelter at the end above Castle Rock. I arrived at the end sun shelter at 10:35 a.m.

The Castle Rock Ridge resembles two North Fork American River Canyon ridges that extend out into the canyon, the ridge of Long Point Fuel Break Trail, and a ridge off of Ponderosa Way before the Way turns downhill.

It is evident that no one including Motor bike riders sit down at the last shelter shaded picnic table. This became clear when I tried to sit at the picnic table and found that the vegetation under the table was not trampled down to make way for legs and feet. A photo I took shows this.

During the hour I was there, five motor bike riders rode to the shelter above Castle Rock.

The first two were a man and a smaller child. The man stopped and took his helmet off, the child stopped and did not. They arrived there ahead of me as I approached the sun shelter on foot. They were there for a couple minutes and then they left.

The second rider circled the sun shelter without stopping.

The last two riders were, first a man who took off his helmet. Shortly after that a woman on her bike arrived and also got off her bike and removed her helmet. They talked a bit and left.

It seems that the sun shelter on an iconic point does not have the same kind of attraction for hikers and motor bikers. None of the bikers sat down.

THE NORTH FORK CANYON AND ITS WILDLIFE NEED
WINTER CLOSURE AND RESPIT FROM THE HEAVY SUMMER
USE AT THE BOTTOM OF THE UPPER CLEMENTINE ROAD

The plan proposes to undermine each value that the North Fork has upriver from the confluence. Once you get around the bend and out of view of the bridge, it is a wild and essentially untrammled area.

The idea of increasing use of upper Clementine to relieve the intensity of use at the Confluence is a fundamentally mistaken concept to apply to upper Clementine.

The wildness of the North Fork has been maintained from above the Foresthill Bridge to its headwaters that are on the west side of the Sierra Nevada crest from Squaw Valley.

Beginning March 1999 I have hiked the North Fork from Discovery Park at the Sacramento River confluence in the City of Sacramento through the ASRA and to Pickering Bar near Gold Run and Dutch Flat.

I encountered a large bear sitting up on haunches in the Clementine area and another one far upriver from Clementine crossing the trail on the Beacraft Trail in Tahoe National Forest. The Clementine bear sat motionless and stared at me through a thin layer of vegetation. The bear running uphill and crossing the Beacraft trail stopped still and stared at me intently before continuing headlong uphill again.

One day as I picked my way up during low water, including through Staircase Rapids if I recall correctly, and in the ASRA, beginning in the morning a large bird I came across flew up and circled widely above me, and then landed up river until I neared it again, and then each time it would circle around again, and this went on all day. I'd hiked down river in the forest from the road and then dropped down into the river bottom where I'd left off before on my last hike in this area. As I again neared the road and my car, the bird circled more widely and went on its way.

Did you know that a skink oblivious to you and running full tilt directly at you with its nose to the ground, can reverse direction in an instant and speed just as fast in the other direction? When the event was over I found it hilarious. That was far out on the south side Middle Fork trail/old road after sunset.

The dirt road from Foresthill road down to Upper Clementine reservoir is closed from about October to May. I got caught in the dark overnight on my first attempt to hike the full length of Clementine reservoir upriver from the dam. I huddled in my bivvy sack on a soft mossy area in the pitch black canyon. I'd passed a trail that goes down to Clem but not either way, and also passed the dirt road that State Parks uses to access mid Clementine to float a seasonal porta potty raft for boaters.

An application to the Federal Energy Regulatory Commission to locate a small hydro power turbine below the 100-foot North Fork Dam was withdrawn.

Intensification of use in the North Fork is to be avoided.

THE PROPOSED ROUTE OF PLACER COUNTY'S
NORTH FORK AMERICAN RIVER TRAIL
IS NOT VIABLE, BUT AN ALTERNATE ROUTE MAY BE

The North Fork American River Trail from Sacramento to Carson City was aired in the Sacramento Bee in 2002. The initially proposed 12-mile multi use trail from the Confluence to Ponderosa Way, and the later 14-mile and also potential fire ignition route, would have been a largely level urban incursion into the North Fork Canyon on steep side slopes.

Per the 1992 current Interim Resource Management Plan, "There were few facilities proposed for the North Fork, as it is intended that the North Fork retain a wild and primitive character. A new hiking-only trail is proposed that would parallel the North Fork from Iowa Hill (Mineral Bar Campground) to Lake Clementine." Page 120. Plate 4 of the current plan locates Proposed Multiple Use Trail elsewhere and for the North Fork, Proposed Hiking Trail."

The 12-mile trail combined State CEQA Mitigated Negative Declaration and BOR Environmental Assessment were released for public comment Spring 2004. Litigation resulted in preparation of a Draft EIR. A court case challenging the EIR adequacy was dismissed by the Judge for not proceeding in a timely manner.

However, I spent months in the canyon reviewing the new 14-mile route and prepared a presentation proposing an alternate route. The presentation did not take place because the State Resources Agency that had issued a grant for the trail said that no alternative should be considered if it took more than a month to gain acceptance. This Resources Agency limitation killed the settlement effort and joint review of the alternate route. Needed additional funding for the trail did not emerge and the Agency withdrew its grant.

Placer County is now working on a draft Master Park and Trail Plan.

THE CURRNT PLAN IDENTIFIES VISUAL RESOURCES AS A
VALUABLE AND INTEGRAL PART OF THE RESOURCE
THAT SHOULD BE PROTECTED TO THE EXTENT POSSIBLE²

The plan needs to emphasize a State Parks role in visually impairing development inside and outside the ASRA boundaries. Parks has commented by letter and communication to Placer County on specific projects. The c. 2010 Foresthill Divide Community Plan has a mapped viewshed for special visual protection, and visual guidelines for development will be created by the County.

A partnership between ASRA and the County is needed for the guidelines planning effort as well as for areas that are not in the Divide Community Plan.

Conservancy and Land Trust efforts

Partnership with Placer Land Trust and other land trusts and conservancies needs exploration for land acquisition for different purposes. Sierra Nevada Conservancy funding may be available for projects. Creating an ASRA Conservancy should be considered.

An ASRA Land Trust or ASRA-existing Land Trust is needed, and ASRA needs to consider Sierra Nevada Conservancy

THIS PLAN NEEDS A CULTURE AND RESPONSIBILITIES
TO ADDRESS ENVIRONMENTAL ISSUES
THAT ARISE INSIDE AND OUTSIDE THE ASRA

Fire prevention and planning. The most immediate and greatest threat to the ASRA is wild fire. BOR is on the Core Team of the Placer County Fire Safe Alliance. ASRA-BOR coordination roles could be defined if not already defined. ASRA participation is needed in area Community Wildfire Protection Plans directly by ASRA or through BOR, as well as for planning and in future Local Hazard Mitigation planning. We assume that State Parks participates in the current State Hazard Mitigation Plan development.

Colfax wastewater and stormwater. In 1999 on my hike toward the headwaters I walked past Bunch Creek where it enters the North Fork and I experienced the bad odors that I later found were from a malfunctioning Colfax sewer collection and treatment system. The city's municipal stormwater also enters Bunch Creek.

River mercury. Mining mercury is in the American River sediments and water column. The State Water Resources Control Board began a program to develop an American River TMDL

² For example, see page 95.

program. The team that had developed the Delta Mercury TMDL began work for several months on the project, but the project was cancelled after a CEQA notice was published for the project.

Clementine reservoir mercury sediments and bioavailability. The ASRA should encourage assessment of and remediation of mercury sediment in the reservoir that was built in the 1930s as a mining debris dam. The withdrawn TMDL team is working on mercury sediment issues in identified reservoirs and Clementine needs to be added to this reservoir list.

North Fork Dam fish passage. The ASRA needs to engage on this issue now along with reviewing the biological opinion. As Folsom Dam passage is addressed, attention to the North Fork Dam will increase,

Grizzly Bear shooting ranges in the Mammoth Bar OHV planning area. Whether needed or used, it needs to be clarified if (a) lead pollution or other remediation planning for Grizzly Bear shooting ranges, and (b) USEPA Best Management Practices for Lead at Outdoor Shooting Ranges are being used.

Rail corridor hazardous materials. The California PUC hazardous rail corridor from Secret Town poses significant potential hazard to the North Fork. This is especially critical because there are no roads across the North Fork between the ASRA and Soda Springs Road. The Placer County Oil by Rail Plan has some mitigation for this hazard. ASRA needs a notification system, and action plan of its own, and joint agency procedures for rail accidents that could affect the river as ASRA for a long period of time.

Life span] of the North Fork Dam. The expected life span range of the North Fork Dam needs identification in the plan including the time frame for any needed improvements.

Climate change. If not already under way, as assessment of existing and potential Climate Change impacts on the ASRA is needed.

A TRAFFIC STUDY IS NEEDED PRIOR TO PARKING,
ROAD AND OTHER VEHICLE RELATED AND
HIGHWAY AND AREA USE IMPROVEMENTS

The increases in parking, overnight camping, new roads, new facilities seem to present a major increase in congestion that could lead to the need for widening roads.

ACCESS LIMITS TO PARTICULAR AREAS AND USES
NEED TO BE CONSIDERED AND EVALUATED

The proposal may lead to future needs to limit numbers of people in different ASRA areas and ways. Considering this now and planning for this should be in the plan.

ADDITIONAL PUBLIC INFORMATION IS CRITICALLY
NEEDED BEFORE PREPARING A PLAN WITH A DEIR

Bus workshop. A bus workshop tour is needed with staff available for on board narration and at the sites is needed to key development areas and to significant or representative ASRA planning issue sites. For example, stops could include any points for driving access to the river.

Sincerely,

/S/

Mike Garabedian
Chair, Placer Group Sierra Club
President, Friends of the North Fork
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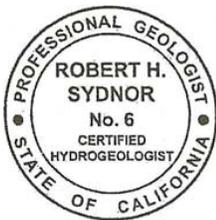


American Endurance Ride Conference
National Office: P.O. Box 6027 • Auburn, CA 95604
www.aerc.org • 866-271-2372 • office@aerc.org

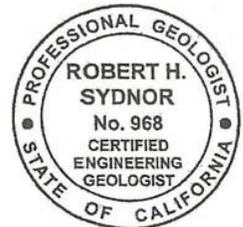
Comments and Suggestions for the new Draft General Plan for the Auburn State Recreation Area

Placer and El Dorado Counties, California

For consideration and use by the
U.S. Bureau of Reclamation, Central California Area Office,
and the
California Department of Parks and Recreation, Gold Fields District
July 23, 2018



Prepared by: **Robert Hadley Sydnor**
AERC California State Trails Advocate and AERC Trail Master
American Endurance Ride Conference, Auburn, California
California State Certified Engineering Geologist #968
California State Certified Hydrogeologist #6
Life Member, California Academy of Sciences
Fellow, Geological Society of America



The following comments (in numbered paragraphs) are for the new Draft General Plan of the Auburn State Recreation Area. The land is owned by the U.S. Department of the Interior, Bureau of Reclamation; and is under lease to the California Department of Parks and Recreation for actual field operations, law enforcement by California State Rangers, and for maintenance.

The four **statewide strategic goals** (as stated in **CDPR 2017 Transformation Planning Report**) are:

1. Protect and enhance natural and cultural resources
2. Develop excellent management systems
3. Maintain high-quality operations and public services
4. Create meaningful connections and relevancy to people

Comments on behalf of the American Endurance Ride Conferencel (A.E.R.C.) focus on **horse trails** and **safety of equestrians on those trails**. General comments that apply to *all* of the Auburn State Recreation Area (A.S.R.A) will be provided first, then followed by comments that apply to specific planning regions (by geography).

Comment #1. Frequently Cite and Utilize High-Level State and Federal Documents

It is important that the new draft General Plan for the Auburn State Recreation Area be written in accordance with the 2017 official statewide **California State Park Transformation Report, 61 pages, May 2017**. This key document was two years in preparation with over 500 authors and contributors. It is recommended that the ASRA General Plan frequently cite the **2017 Park Transformation** document because it contains over-arching policy.

Likewise it is important for the draft ASRA General Plan to frequently cite both CEQA and NEPA guidelines. Only a few public readers have professional experience in CEQA Environmental Impact Reports and General Plans, so it is both helpful and educational for frequent citations to higher level authority. This helps to defuse misunderstandings by “local” interests with strident opinions that are *not* in accordance with state and federal safety standards for trails.

Comment #2. Annual ASRA Budget, ASRA Manpower, Annual Attendance by the Public

The **May 2017 CDPR Transformation Report** (refer to page 12) specifies CDPR to substantially improve budget information for: ① a clear and holistic picture of the CDPR budget management; ② fiscal integrity and trust; ③ data-driven decision-making.

The ASRA General Plan should provide the historic budget and manpower figures for the past five years, plus a forecast for the next ten years (= the expected life of the new General Plan). The annual visitor attendance needs to be estimated, although this is difficult because Highway 49 bisects ASRA. What is needed is to showcase that **more permanent Ranger staff are needed**, more Seasonal Park Aides are needed, and more Maintenance staff are needed, because of significant increase in visitor use over the next ten years. The best way to showcase budgets, manpower, and attendance is a simple graph.

There are two million people in the greater Sacramento metropolitan area, and this population is expected to significantly increase. The new ASRA General Plan needs to focus on realistic forecasts for annual ASRA **budgets**, ASRA **Ranger staff**, and ASRA **maintenance staff**.

Comment #3. Close Coordination and Joint Planning of ASRA with Placer County Parks

It is recommended that the new ASRA General Plan be closely compatible and synchronized with the new General Plan for Placer County Parks. The public in southern Placer County perceives the parklands jointly, although they are very different in county funding and state funding. The planning process for Placer County Parks is chronologically ahead of the ASRA –USBR schedule. Placer County Parks has already retained a splendid consulting planning firm for their County Park General Plan, has a number of focus groups (day-use picnics, equestrians, hikers, soccer fields, boaters, bikers, trail runners, birders, etc.), and has held a number of public meetings. Placer County Parks has user-data that ASRA and Cal Parks needs to use and cite.

Comment #4 Wildfire Planning with California Department of Forestry and Fire Protection

The horrible wildfires of Napa & Sonoma Counties in Autumn 2017 and the current June-July 2018 wildfires (such as the 30,000-acre Ferguson Fire on the doorstep of Yosemite) have cogent adverse implications for forest fires within the Auburn State Recreation Area. This is not a token situation for forest fires; instead it is horrific.

It is recommended that officials of the U.S. Bureau of Reclamation and California Department of Parks and Recreation hold extensive technical meetings with fire officials of the California Department of Forestry and Fire Protection and Tahoe National Forest regarding the North Fork and Middle Fork of the American River.

Comment #5: Plot existing Forest Fire Burn Areas on ASRA General Plan maps

It is recommended that the draft ASRA General Plan contain maps of the existing severe forest-fire burn areas. Cal Fire and Tahoe National Forest will have these maps, and the wildfire burn areas can be quickly replotted by Senior State Planner Cheryl Essex and her consulting planning firm (Ascent).

Wildfires affect everyone, and holocaust fires quickly burn right through legal boundaries of cities, counties, state and federal lands. So it is vital to get this key information showcased in a major planning document. The ASRA General Plan needs some information about reforestation responsibilities and the likely impact of acute erosion during winter storms in the burned areas. This includes assessment of erosion on horse trails, ASRA campgrounds, day-use (picnic) grounds, and secondary roads.

Comment #6. Wildfire Management Plan for ASRA

The new General Plan for ASRA needs *specific* information about areas within ASRA that need controlled burns, existing firebreaks that are overgrown with chaparral, and new firebreaks that are needed. Work crews are needed from the California Conservation Corps for brush-cutting and stacking into burn piles. **Horse trails, such as the Western States Trail for the Tevis Cup, need to be brushed-out in the Spring**, with burn piles stacked for subsequent winter burns.

Carefully notice in the preceding sentence that *specific* information is needed for ASRA; that means that no platitudes and no vague goals should be provided. A whole chapter is needed on a Wildfire Management Plan within the draft General Plan for ASRA.

Because of air-quality issues, controlled burns need to be scheduled for rainy weather (typically in January and February each winter season).

Comment #7. Helicopter Rescue Landing Sites

Under the chapter on Safety, it is recommended that the ASRA General Plan include maps of existing heliports and helicopter rescue landing sites.

A relevant example would be the Mammoth Bar (map location 6A and 6B) where there have been a large volume of medical rescues from *frequent* bike accidents and OHV accidents.

However, even more helicopter landing sites need to be planned and then constructed. Equestrians can be severely injured on horse trails from abruptly spooked horses due to illegal bike-jumps and high-speed encounters on blind-turns.

Senior Park Planners need to confer with medical helicopter pilots and ASRA Rangers about feasible helicopter rescue sites, then plot these new sites on the General Plan.

Comment #8. Scientifically Accurate Trail Maps within ASRA

There are a number of cartographic errors for horse trails within ASRA. Some are labeling errors whereby the historic Western States Trail used by the Tevis Cup is not properly named. Some cartographic errors show no trail at all for the Highway 49 crossing of the Western States Trail. It is recommended that trail maps be shown with reliable symbols for trails that are only for horses and hikers (where no mountain bikes allowed). This helps to avoid safety issues (tragic accidents with injured horses and riders), and will serve as a firm legal document during subsequent law enforcement and litigation about horrible injuries and death.

The timber bridge at Canyon Creek on the Western States Trail needs to be properly signed. This is Canyon Creek on the U.S. Geological Survey's official map of Auburn, and the waterfalls need to be properly named as the Canyon Creek waterfalls. (This is NOT the crude and inappropriate hillbilly terminology of "The Black Hole of Calcutta.")

Safety is of paramount importance to equestrians and hikers within ASRA.

Conversely, it is helpful to mountain bikers to reliably know which trails are legally multi-use for everyone. Examples of multi-use trails are within the Olmstead Loop, and the full-width gravel road from the Highway 49 crossing to the historic Cool Quarry (map location 3E).

It is recommended that ASRA maps include as many official Gate Numbers as cartographically possible. In the event of an accident, injury, or lost hiker, these official Gate Numbers help the Park Rangers locate the precise site.

Comment #9. Vandal-Proof Trail Signage

A significant problem within ASRA is **vandalism** of official trail signs that indicate the **trail is only for horses and hikers**.

Insightful Background: Many of the trail signs that were posted in the past decade were made of thin aluminum plates with brown paint and white lettering.

It is recommended that these older signs slowly be converted to **thick steel plates** that are sturdy and vandal-proof. The threaded bolts that hold the signage to the post can then be *bent into an elbow* on the backside, so that the legal signage can never be unbolted by a bike vandal.

Thin aluminum plates can be easily bent or folded closed by bike vandals, and the official lettering is typically scratched off with a pocket knife and defaced.

In some locations where vandalism is repetitive, it is a prudent idea to post the warning signage 10 to 12 feet high on a nearby tree trunk. (*Insight: Bike vandals do not bring ladders with them.*)

It would also help to post a **legal notice** immediately below the trail sign that defacing or vandalizing an official California State Department of Parks & Recreation trail sign is punishable by a **minimum fine \$500, plus minimum 5 days in jail, plus forfeiture to the State of their expensive mountain bike ...** (*This may need custom legislation that is applicable only to ASRA and FLSRA.*)

This will make **teenage vandals think twice** when the minimum fine is posted. Severe deterrents that are posted tend to work quite well.

Several mountain-bike associations will **cleverly disavow** that any of *their* members have ever vandalized horse-trail signage. *So:* we equestrians diplomatically take them at their word; *but then:* **require them** to enthusiastically and publically endorse (*on their own websites*) severe fines, jail-time, and loss of personal mountain-bikes for any vandals of horse-trail signs.

Vandalism of state park signs is a **very real and sustained problem** that has occurred *hundreds of times* in both ASRA and FLSRA (= both are within Gold Fields District).

A **collateral relevant example** is that most boulevard intersections with traffic signals state that running a red-light will result in a **minimum fine of ≈\$400** plus court-costs (that vary by county). Similarly, driving alone in a carpool Diamond Lane will result in a **minimum fine of \$491** and this is clearly posted to deter violations.

Comment #10: Public Safety Value of “Park Watch” website

Very adroitly, Cal Parks ASRA **Superintendent Mike Howard** has *already* utilized the splendid www.ParkWatch.com website. This expert **safety-oriented website** is a **huge help** for the California public who expect **safety** within the California State Park system.

The **Park Watch** website helps the general public who use the Auburn State Recreation Area to immediately report from the field any predicaments that they have just witnessed.

Park Watch has a convenient “app” that is used on cell phones. It has **GPS-tagging** built into the “app” so that anyone can take a photograph of a predicament, then immediately post this onto the Internet with the GPS coordinates tagged. ASRA Rangers can then promptly respond to the precise location. There are trail signs within ASRA that notify the general public to tune-in to Park Watch on their cell phones.

It is recommended that the new ASRA General Plan showcase the effectiveness of the Park Watch system. **Safety is of paramount importance** within ASRA, and Park Watch is a cornerstone for effective and timely communications to State Park Rangers.

Comment #11. Use of Google Trekker for Photographic Inventory of all ASRA Trails

On page 20 of the authoritative 2017 CDPR Transformation Report, it is strongly recommended that all California State Parks use Google Trekker to create a comprehensive photographic inventory of trails. The new ASRA General Plan needs to explain and promulgate the use of Google Trekker so that annual trail maintenance can be adroitly scheduled for trail-crews. Google Trekker will assist both park employees and volunteer crews, such as the volunteer Tevis Trail Crew working on the Western States Trail.

Note that Placer County Parks, under the expert leadership of Parks Administrator Andy Fisher, is already using Google Trekker for trail planning purposes and annual trail maintenance scheduling.

Comment #12. Legal Transfer of U.S. B.L.M in-holdings to the U.S. Bureau of Reclamation

Surprisingly, there are several in-holdings of property along of the Middle Fork of the American River that belong to the U.S. Bureau of Land Management. These have existed for more than 4 decades. However, B.L.M. has done nothing to administer these small in-holdings, and their administrators did not bother to show-up at any of the public meetings for the new ASRA General Plan. It is high-time that the Director of the U.S. Bureau of Land Management simply sign a legal paper transferring these in-holdings to its sister agency, the U.S. Bureau of Reclamation. Both are within the U.S. Department of the Interior, so this is not complicated from a legal basis. There is *no* cost involved. The property will remain within the U.S. Department of the Interior. It would help ASRA Superintendent Mike Howard to be dealing with only one federal agency. Less red-tape, and better state-federal cooperation.

Comment #13. Legal Transfer of Corps of Engineers dam to the U.S. Bureau of Reclamation

It is recommended that the U.S. Army Corps of Engineers transfer both the title and administration of a small dam and waterworks on the North Fork of the American River to the U.S. Bureau of Reclamation. This would simplify the federal administration to one agency that is highly-qualified in the realm of waterworks and dams that retain water supplies. It would help ASRA Superintendent Mike Howard to be dealing with only one federal agency in terms of dams and waterworks.

Comment # 14. USFS Trail Construction and Maintenance Notebook

It is recommended that Senior Planner Cheryl Essex obtain copies of this (free) book that is meant for trail maintenance workers, so that trails are properly constructed and maintained.

USFS, Trail Construction and Maintenance Notebook, 2007 edition, **168 pages**, USFS Report 6E62A33. It was written by a team of trail construction experts at the U.S. Forest Service in Missoula, Montana. It is conveniently pre-paid by federal gasoline taxes through the U.S. Federal Highway Administration. Individual copies are available free, but only one-each to citizens who phone 301-577-1421. But Senior Planner Cheryl Essex needs 30+ copies, and this quantity is only available by using official State of California letterhead and mail to:

FHWA R&D Report Center
9701 Philadelphia Court, Unit Q
Lanham, Maryland 20706

1 copy for Cheryl Essex own desk

3 copies for the U.S. Bureau of Reclamation, planners and officials

6 copies for other California State Parks planners, such as Callie Hurd

20 copies for ASRA Superintendent Mike Howard

(one for himself, one for his trail-crew chief, and 18 copies for volunteer trail crews)

30 copies total

This 168 report has an unusual shape: it is narrow, but tall, and carefully stapled. It is cleverly meant to fit into the rear pocket of jeans worn by trail crew members in the field. Carefully note that this USFS book has official status for ALL trails nationwide. Congress has decreed that all federal agencies (National Parks, Forest Service, USBR, USBLM, etc.) use and reference these standards for trails. Congress extended this mandate to all state, county, and city trails. So this is all-inclusive on a nationwide basis.

Recommendations for Specific Geographic Areas

The preceding paragraphs are universally applicable to all of ASRA. The next paragraphs are focused on specific geographic areas.

Comment #15. Repair and Rebuild the Mammoth Bar OHV area

One year ago, in January and February 2017, there was destructive erosion on the Middle Fork of the American River due to intense and sustained rainstorms. The river flooded and destroyed much of the Mammoth Bar OHV area. Mammoth Bar is important for mountain bike riders because it is unique and bike jump-ramps are installed. Mammoth Bar is on the north side of the Middle Fork, and equestrians ride on the Western States Trail on the south side of the Middle Fork. So the river is a fortunate safety barrier that divides bike jumps from spooky horses.

It is recommended that the ASRA General Plan showcase the importance of Mammoth Bar for mountain bikers. The medical helicopter landing site needs to be rebuilt and enhanced since severe accidents are frequent. The helipad needs to be seeded with turf grass so that the rotors of the medical helicopter will not descend into a cloud of sand. It should be marked with a circle-H symbol on the ground.

Comment #16. New Trail for the Training Hill (located east of No-Hands Bridge)

The current "Training Hill" is a very steep and dangerous fire-break on the crest of a narrow ridge. For both equestrians and hikers alike, there are many accidents on the Training Hill. It is basically unsafe to either ascend or descend this fire-break.

An entirely new trail is needed that uses switchbacks to ascend the steep hill to the Olmstead Loop. The newly-acquired ASRA Trail Machine can easily construct the safe switchbacks on a new trail segment.

Note that Robert H. Sydnor (the author of this report) is especially credentialed as an AERC Trail Master by the American Endurance Ride Conference. He is state-licensed as a California Engineering Geologist. Robert has special knowledge to design, layout, and construct new **safe trails** for horses and hikers alike. He is a former U.S. Forest Service trail-crew chief. Robert has spent hundreds of days over the past decade performing volunteer horse-trail maintenance on the Western States Trail within the Auburn State Recreation Area.

Comment #17. Knickerbocker Management Zone.

Besides the existing horse-trailhead and assembly area at Cool, it is recommended that a horse campground be established within the Knickerbocker Management Zone.

It should be entirely apart from any general public campground. Small children from public campgrounds are not safe around horses. And there will be complaints from the general public about flies and manure management. It is simply good management to plan for entirely separate campgrounds for horses and the general public.

The nearest horse campground is the Dru Barner Horse Camp located east of Georgetown and within the Eldorado National Forest. For wintertime horseback riding, the equestrian community in Placer County needs a low-altitude horse campground (below the snowline).

The design and layout of horse campgrounds can be easily made by reference to:

Hancock and others, 2007, **Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds**: U.S. Forest Service, Missoula, Montana; USFS Report 0723-2816-MTDC, **312 pages**. This comprehensive manual on planning for horse campground is available FREE from the federal government. It contains the specific federal standards for horse campgrounds and horse trailheads that are for all federal agencies, state agencies, county agencies, and city agencies.

(It is recommended that Senior Planner Cheryl Essex obtain a **dozen free copies** of this report for state-wide use in planning for horse trailheads and horse campgrounds with the California State Parks system. Use the same address as provided in Comment #14)

Section 6

Written Comments from Individuals

This section presents the narrative comments from individuals via email, including comments on the alternatives submitted prior to and after the public workshop.

ASRA PROPOSED ACTION EMAIL COMMENTS AND ADD REQUESTS

From: Marilyn Jasper <mjasper2@gmail.com>
Sent: Monday, July 23, 2018 11:43 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: ASRA General Plan/APL Resource Management Plan

Greetings,

Please accept the attached comments (being sent at approximately 11:45 pm).

Two requests:

Can you please add this email to be included on ASRA General Plan Update mailings as well as any other ASRA notices?

Can you please let me know you have received this?

Thank you,
Marilyn Jasper, Chair
Public Interest Coalition
P.O. Box 671
Loomis, CA 95650
mjasper2@gmail.com

From: Pea Ce <pea-ce@live.com>
Sent: Monday, July 23, 2018 3:39 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Cc: Pea Ce <pea-ce@live.com>
Subject: ASRA General Plan--public comments

Attn: Cheryl Essex, California State Parks

Attached are our public comments regarding the ASRA General and Auburn Project Lands Resource Management Plan (ASRA).

Please acknowledge receipt by simply replying--no message needed.
Randall for the PEACE Team

From: Maureen Henderson <mmhenderson@hotmail.com>
Sent: Monday, July 23, 2018 12:00 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Cc: Liz Daffner <lizdaffner@gmail.com>
Subject: Public Comments re General Plan/Auburn

To Whom It May Concern:

Attached please find comment letter from Loomis Basin Horsemen's Association (LBHA) together with the Organization's Mountain Bike Trail Policy. You may contact the undersigned with any questions.

Thank you.

Liz Daffner, President
Loomis Basin Horsemen's Association
(916) 708-1244
Maureen Henderson, Trails Liaison
Loomis Basin Horsemen's Association
(916) 316-2289

From: Judy Lowen <lowen.judy@gmail.com>
Sent: Monday, July 23, 2018 9:53 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: ASRA mailing list

Hello Cheryl,

Can you please add me to your mailing list so that I may receive notification of future workshops and planning updates regarding ASRA?

Thank you!

Judy Levine

lowen.judy@gmail.com

From: Joseph White <ranger352@yahoo.com>
Sent: Thursday, July 19, 2018 10:03 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Auburn State Recreation Area planning news

Please sign me up for ASRA planning news.

Joseph H. White

ranger352@yahoo.com

From: Judy Carnazzo <hayjude1@att.net>
Sent: Saturday, July 21, 2018 1:16 PM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: General plan for ASRA

1] I am not in favor of a camping area at Cherokee bar. Sliger mine cannot take the traffic that would occur.

2] I would like to see better trail maintenance of the areas and trails already in place.

3] Replacement and repair of trail signs and markers .

New Items;

1) A picnic area with bathrooms down by the Old Dam site.

2) Possible overnight camping down there as well.

Thank you

Judy Carnazzo....Member of ASRA MAU

From: endurancecapital@ncbb.net <endurancecapital@ncbb.net>

Sent: Monday, July 23, 2018 12:28 AM

To: Howard, Mike@Parks <Mike.Howard@parks.ca.gov>; General, Plan@Parks <Plan.General@parks.ca.gov>; Essex, Cheryl@Parks <Cheryl.Essex@parks.ca.gov>

Cc: phil sayre <phil.sayre@verizon.net>; Lori Stewart <lpurdum1@gmail.com>; Larry Grilli <Larry.Grilli@cbnorcal.com>; Robert A. Miller <ram.auburn@yahoo.com>; Gloria Takagishi <gloria.takagishi@att.net>; Bill Kirby <bkirby@auburn.ca.gov>

Subject: ASRA General Plan EEC Recommendations

Dear Mike and Cheryl,

Please review the two attached files describing ASRA General Plan recommendations as approved by the City of Auburn's Endurance Capital Committee (ECC). Most of the items are listed in the most recent ASRA General Plan Summary Document, and the attached documents describe the ECC's stand on the ones of specific interest to our Committee.

One item we did not see mentioned in the ASRA General Plan Summary Document was the development of an Upper North Fork American River Trail from the Confluence to Ponderosa Road outside of Foresthill.

Thank you!

Cynci Calvin

City of Auburn, CA

Endurance Capital Committee (ECC) Secretary

W: 530-888-8158

M: 530-401-2961
auburnendurancecapital.com

cc'ed: Robert A. Miller, ECC Chair and City of Auburn Endurance Capital Committee members: Larry Grilli, Treasurer; Gloria Takagishi, Volunteer Coordinator and Western States Endurance Run Representative; Lori Stewart, Western States Trail Foundation and Tevis Cup Representative; Phil Sayre, Cycling and Water Sports Representative; Bill Kirby, Auburn City Council Representative

From: jcrane53 <jcrane53@yahoo.com>
Sent: Monday, July 16, 2018 4:59 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Proposed use of Auburn Rec. Area

I find it incredibly unethical that you have not allowed a town meeting for residents in eldorado county that will be affected by your plan. The website is confusing with little notable references unless one know the names of all the existing creeks.

I object to more campsites along the river. Any possibility of FIRE is a terrifying for residents on eldo sides of the river.

The traffic at the confluence is already a complete mess, adding equestrian vehicles, motor homes or ANY additional traffic through the canyon is insane!

The road behind the fire station in Cool is currently a well used pedestrian, equestrian, biking trail. Automobile traffic on that road will displace current users.

I am also concerned with the fact that our meager infrastructure; the fire station as the only emergency agency, will be over-taxed. Eldorado County Sheriff is based in Placerville some 25 miles away. Does ASRA intend on propping up our emergency services?

Eldorado County residents should have been consulted in this design!

Place me on list for updates

Regards,

Kelly Croffoot
American River Conservancy
Parks Manager
Chili Bar River Park

From: Judy Eikenberry <info@ejsins.com>
Sent: Tuesday, July 17, 2018 4:15 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: THE WEB SITE.

RE: THE AUBURN STATE RECREATION AREA CSP....

I went to the NON USER FRIENDLY website and it is a joke. So I'm writing you directly to let you know I appose the action to put in a camping site BECAUSE OF FIRE!! IT IS FAR TOO CLOSE TO MANY OF THE HOMES IN THE AREA, AND THE CITY OF AUBURN. The traffic would also impact our neighborhood greatly and it will also bring in undesirables to the area!!

My Husband and I are sending in our vote against it! I'm going to try and get some of the home owners together and get an attorney. The entire neighborhood is up in arms.

--Judy Eikenberry

and Ernie Strobel **Home owner of a home at 11241 Shady Run, Auburn, CA.**

From: Rita Wingate <rawclnc@gmail.com>
Sent: Sunday, July 15, 2018 2:32 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Auburn Interface Zone

Protect my neighborhood and property No to this project: no overnight camping, no boater shuttle, no expanded day use facilities.

This will only increase fire danger, lead to property damage, decrease property values, increase traffic on already damaged roads where there are children and pets.

This a beautiful area why ruin it

From: Webb, Mike@CALFIRE <Mike.Webb@fire.ca.gov>
Sent: Monday, July 16, 2018 9:37 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Auburn SRA Planning

Please add me to any meeting or communications regarding the ASRA plan.

Thanks!

Michael Webb

North Division Operations

CALFIRE

Amador El Dorado Unit

Growlersburg Camp #33

Camino, El Dorado, Garden Valley and Pilot Hill Fire Stations

530.708.2704

530.333.4385

mike.webb@fire.ca.gov

From: lleonard <l2leonards@att.net>
Sent: Monday, July 16, 2018 9:59 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Please send ASRA Planning News to:

Liz Leonard

L2leonards@att.net

Thank you.

From: Vicki Ramsey <eve43@sbcglobal.net>
Sent: Monday, July 16, 2018 7:57 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: ASRA PLANNING NEWS UPDATES

Please provide me with ASRA planning news updates at eve43@sbcglobal.net

Thank you.
Vicki Ramsey

From: Lori Heier <lheier95684@yahoo.com>
Sent: Sunday, July 15, 2018 10:53 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Auburn SRA General Plan/Auburn Public Lands Resource Management Plan.

Please add me to the mailing list to receive updates on this project. Thank you Lori Heier

From: Aileen Dalen <aileen.dalen@gmail.com>
Sent: Saturday, July 14, 2018 12:07 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Proposals

Please just fix what we have already first. My opinions I feel hold great weight for people who have common sense... not saying you don't, just sayin!

Make sure visitors don't use the highway to park and walk their children and pets. So dangerous!

There is no enforcement of anything. This, above all, needs to be addressed before all else.

There needs to be a HEFTY fine for littering

Signs saying pack it in and pack it OUT need to be posted everywhere.

There is so much more but if you show you really care about the area, the people and wildlife who live here and the environmental consequences (fires!)FIRST, Residents MAY be more amenable.

Thanks so much!

Aileen

From: bonnie way <mrsdwrightyoakam@hotmail.com>

Sent: Saturday, July 14, 2018 11:01 AM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Survey

Hello, I submitted my survey responses regarding the ASRA plan. I am not sure if they went through. Do they automatically get submitted after I write my comments and click next or I am not doing something that I should? Please let me know. THANK YOU!

Bonnie Way

I find it impossible to take the survey and make comments. This is one of the worst ways I have ever seen for public participation

There is no continuity or context to any of it.

hilde schweitzer

hilde@amriver.us

From: John Hettinger <john@shaunv.com>

Sent: Saturday, July 14, 2018 4:31 AM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Auburn State Recreation Area

There should be a clothing optional recreational area along the river within a 20 minute walk of a parking area. Naturists have been very responsible in keeping such areas clean and free from impact on other people in other recreational areas.

John Hettinger

From: Brian <fisher95632@yahoo.com>

Sent: Friday, July 13, 2018 8:08 PM

To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Gold pan

Let us dredge with small electric motors

From: Kailen Wong <kailenwong12@gmail.com>
Sent: Friday, July 13, 2018 7:24 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: ASRA Updates

Hi,

I would like to sign up for updates and news relating to the planning of improvements to the Auburn State Recreation Area. Thank you.

Name: Kailen Wong

Email: kailenwong12@gmail.com

From: JUDITH GARLAND garland_j@hotmail.com
Sent: Thursday, July 12, 2018 12:06 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Improvements to Auburn State Recreation Area

Please stop developing plans to "improve" the ASRA near Auburn. The danger and risk of devastating fires from camp sights on either side of the river and from the greater number of people using the proposed new facilities is simply too great for the City of Auburn to bear. The threat to the citizens who live closest to the development would be exceptionally grave. The City and particular neighborhoods, quiet and peaceful now, would also experience a great increase in vehicular traffic and noise. We do not need these negative things in our community.

Sincerely,
Jeff and Judy Garland

Add Carl Dodge detourxng@hotmai.com per telephone call. He will send written comments.

From: susan earwood searwoodrn@yahoo.com
Sent: Wednesday, June 27, 2018 1:21 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Mailing list

Please add me to you notifications list for the Auburn/Cool Park changes.

Thanks. Susan Earwood

From: Ann Stacy annstacy@me.com
Sent: Wednesday, June 27, 2018 4:24 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Auburn Recreation Plan

Hi~

I would like to be placed on the mailing list for the Auburn/Cool American Rivet Project. I am a resident that lives on the west edge of the canyon. I missed the event at the Auburn Fairgrounds last night, but want to express my interest in staying informed as the public comment period moves forward. I am particularly interested in reviewing the environment impact documents for the project.

Thank you,
Ann Stacy
421 Gold Street
Auburn, Ca 95603
Alliaunna@gmail.com

From: Design Coordinator <design@auburnlaketrails.org>
Sent: Friday, June 29, 2018 8:45 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: ASRA Planning News

Please sign us up for the ASRA Planning News.

Thank you.

Pam Sheil

design@auburnlaketrails.org

and

Tim Sheil

sheil@hughes.net

Pam Sheil

Design - Compliance Officer

Auburn Lake Trails POA
1400 American River Trail
Cool, CA 95614
530-885-6526 x17
530-885-6739 fax

From: C gail Costa <crystalljcosta@icloud.com>
Sent: Friday, June 29, 2018 10:34 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Upgrading ASRA

More people, trash, disrespect for the wildlife, plants, trees, water, etc.
Trail traffic, accidents, etc.

From: Janice Nelson stevens <sailorstevensj@gmail.com>
Sent: Monday, July 02, 2018 9:59 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Add to e-mail list

Please, add my e-mail address to the Auburn, Ca. development/planning of the American River Canyon projects!

So far, being a resident for 40 years, my main concern with camp sites being added is the chance of wild fires & the possibility of losing my fire insurance in living above the American River Canyon!

Concerned citizen,

Janice Nelson-Stevens

From: Monte Kruger <montek3777@gmail.com>
Sent: Tuesday, July 03, 2018 12:42 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: ASRA general plan survey questions

Dear Cheryl,

My name is Monte Kruger and I am a member of the Georgetown Divide Equestrian Trails Foundation as well as the Divide Horseman's Association and one of a very large group of equestrians who have questions regarding the ASRA general plan. We have attended the public input forums, however since then many questions have been raised. I am trying my best to read and comprehend the many

publications regarding the ASRA general plan but can't seem to find all of the answers. This probably won't surprise you.

My husband and I were involved in a similar project with the County of Marin Parks and Open Space and have attended many meetings while their Regional Trails Management Plan was developing. In the beginning the County of Marin Parks and Open Space made their planers available to special interest groups to foster a better understanding of the process by which the proposed changes would be developed.

I am writing to ask if there is any opportunity to have a member of the ASRA planning team meet with our equestrian groups to provide some insight and to answer questions prior to the survey deadline.

Thank you in advance for your timely response,

Monte Kruger 415-328-7704

From: Karen Wallace <kwallace@golyon.com>
Sent: Tuesday, July 03, 2018 11:29 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Cc: Karen Wallace <kwallace@golyon.com>
Subject: Add to email list for development in parks proposal

Please add me to the development of the confluence area links.

Thank you. kwallace@golyon.com

Karen

Karen Wallace, REALTOR®
Cell 530-401-4340 | Fax 530-745-8952 | CalBRE# 013989976
Email: KWallace@GoLyon.com |
Visit my website to search for homes.
<http://kwallace.golyon.com>

From: Deborah Schmidt <schmidtphd@sbcglobal.net>
Sent: Wednesday, July 04, 2018 2:38 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: ASRA GP/RMP Newsletter and mailing list

Please add me to the mailing list for Auburn State Recreation Area issues. Thanks.

From: Scott Lillibridge <slillibridge@rickengineering.com>
Sent: Thursday, July 05, 2018 8:25 AM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Notification List for ASRA GP/RMP

Good morning Cheryl,

Please add me to your notification list for these planning efforts. Thanks so much!

M. Scott Lillibridge PE, QSD/QSP

SACRAMENTO/NORCAL REGION MANAGER

RICK ENGINEERING COMPANY

2525 EAST BIDWELL STREET, FOLSOM, CA 95630

t 916.638.8200 / c 916.247.4128 / d 916.934.5105

slillibridge@rickengineering.com / www.rickengineering.com

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Landscape Architecture | Urban Revitalization | Construction Management | Expert Witness

From: Joline Clark

Sent: Monday, July 09, 2018 8:55 AM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: SIGN UP FOR ASRA PLANNING NEWS

Please add me to the mailing list. My name is Joline Clark and my email is fall_photos@yahoo.com.

Thank you!

Joanne Thornton joannethornton5@gmail.com 7/3/2018

Hi Cheryl, I, along with most people here on the Divide have not been well informed of your plans. I'm requesting a town hall meeting asap in Cool before the deadline for comments, July 23. I understand our Supervisor Michael Ranalli has requested the same, and don't understand why you won't do it. Hundreds of people in our area would come. I attended your Auburn meeting in June, but actually the majority of affected areas are on the El Dorado side of the river. Some of your personnel I spoke to were unaware of that. After the meeting, I spoke to people I know, and no one knew about these plans. I called the Auburn ranger station and spoke to personnel there, asked if they had surveys that people could pick up to fill out. Nope. So I explained to them how to pull up the survey online and asked if they

would print some out. I believe they might have, but haven't checked back. Anyway, please contact me and give me an update. Thank you, Joanne Thornton

Hi Cheryl, thanks for getting back to me. Yes, made it to the meeting. Very informative, not enough people knew about, though. I know you said you would make sure you add my email. Could you please put my email as joannethornton5@gmail.com, not the Hotmail address. I appreciate it. Thanks, Joanne Thornton

From: Kenneth Winter <kwinter@ssctv.net>
Sent: Tuesday, June 26, 2018 6:32 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Auburn State Recreation Area General Plan comments

Dear People,

In addition to the comment form I turned in at the Open House in Auburn this evening, I have thought of a couple of additional questions. (And by the way, I thought the Open House tonight was an excellent opportunity for education and comment. Well done!)

GENERAL

1. I wonder how decisions are made about development needs for State Parks? Is there a formula your agency employs--perhaps driven by population numbers? Are there actual people asking for facility expansion at these sites, as outlined in this General Plan?
2. Who decides--and how--that there are too many rafts and recreational craft on (the American River)?
3. Where are the funds for these developments? Are they in-hand? Are they to be financed with bonds and repaid with park use fees? The pull-out bridge in the Auburn Interface Zone will cost a chunk of change!
4. Similarly, with fire suppression needs--how have these been provided in current and future budgets?

Thank you for entering these questions and concerns into the mix. I'd appreciate a reply, but do not require one, since many were offering comments during the Open House, tonight.

Blessings,
Ken Winter

kwinter@ssctv.net

From: Rosanne Baldwin <baldwinwoos@sbcglobal.net>
Sent: Tuesday, June 26, 2018 5:10 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Proposed changes to American River facilities

Hello,

It has recently come to my attention that there is a proposition to expand services to the American River via Maidu Drive.

As a resident who lives right off of Maidu, this is a huge concern.

First there is the increased traffic. - Maidu is already a very very busy road, and PCWA vehicles also use it as their personal highway already. About the only time there is a reprieve from the noise and the dust is on the weekends and this proposal will end that by bringing in weekend traffic that will rival every day traffic.

Second there is increased fire hazard from proposed campsites and extended users. How can fire not be a concern with the last few summers we have experienced?

Third is the concern for vandalism and theft in an otherwise fairly safe neighborhood. There will likely be a criminal element brought to this area from weekend use. (Sorry, but I see it all the time at other river access areas...just add alcohol!!) This area is all residential and will provide this type of person with the opportunity for casing of neighborhoods, theft and vandalism that we don't now have.

This is the worst idea I have heard for our area, and I have lived in the area for 28 years. It bothers me that this has gotten as far in planning without being announced to the general public. It seems this issue is being kept from the public for obvious reasons.

I do hope other neighbors and TAX PAYERS will add their voice and state their disapproval of this plan.

Rosanne Baldwin
Skyridge resident

Linda Mitcham
willowpup70@gmail.com

From: Randy Kirkbride <kirkbride.randy@hotmail.com>
Sent: Tuesday, June 26, 2018 8:04 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Sign ne up

From: Gail & Stephen Zeigler <zfolly@yahoo.com>
Sent: Wednesday, June 27, 2018 5:14 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Please add my email to the distribution list

From: Keith & Stephanie <kcs4br@sebastiancorp.net>
Sent: Wednesday, June 27, 2018 10:15 AM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: ASRA General Plan

Dear Ms Essex,

We live in Foresthill and wish to comment and ask questions about our area and the proposed plan. First, are you aware that McKeon Ponderosa Way is a non-County maintained street except for two tiny sections, and that it is mainly one lane and windy? Second, the County quietly abandoned the lower part of McKeon from Bradley Way to the Parks boundary in 1989. Thus one would have to purchase land from all those properties to recreate a public road in that section. And who would be responsible for maintenance with the huge increase in vehicular traffic? Currently, local people do drive to White Oak Flat, the historic staging area, to park and hike, horseback ride etc. But that is a tiny amount of traffic, and even that has created uproar among some of the neighbors down there who don't want any outside traffic on the abandoned portion of the street.

Also, are you aware of the ASRA entrance to a sizeable portion of now ASRA managed land at a street called Dahlberg court? For many years locals have gone under or around the gate to hike through there, though I believe there has not been any official designation for use by the public. Would you investigate this and consider allowing non-vehicular access there or close by, thus improving access for local people who enjoy and regularly use ASRA managed lands? I will attach a photo of the gate.

Finally, are you aware that the majority of hikers/runners and equestrians no longer use the very pretty Foresthill Divide Loop Trail or its tributaries? The trail was designed before individual and group mtn bike racing became popular, and it includes many steep windy sections where there is next to no sight distance and a steep drop off on one side. This has become too dangerous for most people, as a mtn bike going fast cannot stop in time to avert a bad wreck. This trail either needs redesign or designated days when mtn. bikes would be prohibited so that other users would find it less dangerous to use the trails.

Your response would be greatly appreciated,



Keith and Stephanie Collins

From: Hal Hall <halhall@sbcglobal.net>
Sent: Monday, June 25, 2018 12:55 PM
To: General, Plan@Parks <Plan.General@parks.ca.gov>
Subject: Comments - Auburn SRA General Plan/Auburn Public Lands Resource Management Plan

Hello:

I have reviewed the Auburn SRA General Plan/Auburn Public Lands Resource Management Plan and have the following comments:

1. There is no mention of plans for the Robie Point trailhead nor is it identified on your maps or written plans as a staging area for access to local trails. This location is at the end of Robie Drive in Auburn and is gaining in popularity as it offers ease access to several canyon trails and free parking. As a result, the street is in poor condition with large potholes and deterioration of the parking area. Should this trailhead be addressed in the Plan?
2. Consideration should be given to studying the present day Western States Pioneer Express National Recreation Trail from Auburn through ASRA to the Tahoe National Forest near Foresthill as a congressional designated Historic or Scenic Trail pursuant to the National Trail Systems Act.
3. Consideration should be given to determining if the Mountain Quarries Mine and former rail line meets the criteria to be listed to the National Register of Historic Places.
4. Consideration should be given to studying the ASRA to determine that it meets the criteria as a National Recreation Area.

Please add me to your distribution list of ASRA planning news, etc.

Thank you.

Sincerely,
Hal V. Hall
385 Robie Drive
Auburn, CA 95603

David Allen

dmallen100@yahoo.com

From: stephaniebuss@sbcglobal.net <stephaniebuss@sbcglobal.net>

Sent: Sunday, June 24, 2018 9:24 PM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: ARSA workshop

Please add my email to the list to receive announcements, meetings, etc for the ARSA plan development.

Thank you Stephanie Buss

From: Jim Eason <jimeasy@aol.com>

Sent: Saturday, June 23, 2018 5:48 PM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Proposed new campgrounds

INCREASED FIRE HAZARD FROM CAMPSITES?
INCREASED FIRE HAZARD FROM greater number of people...etc.?
INCREASED VEHICLE TRAFFIC?

This idea deserves a huge..... NO!

California needs many things, but not this dumb idea.

So, here it is..... **NO.....**

THANK YOU.....

J. EASON, Auburn citizen

-----Original Message-----

From: Al Silveria <a.silveria@att.net>

Sent: Saturday, June 23, 2018 8:42 AM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Cc: a.silveria@att.net

Subject: No No camp at the river

Please no camping area by the river.

Are you kidding. Sounds good at first thought. Then reality and what really is going to happen

sets in. The hobos, bums, transients, drug addicts, leeches whatever you want to call them, will take over the area guaranteed. The drug sellers or dealers have already taken over the skate park by the

overlook. Who does that help, Big project, no shatters, drug distribution. Gee, who didn't see that

coming. The park by the Greens, a homeless camp at night. Its really sad we cant have nice things without areas being destroyed. Only somebody very naive wouldn't see it. It's a shame. No respectable person or family will use an area inhibited with garbage, drug addicts, needles, filth.

You cant clean it up fast enough. If someone does go there, they will only go there once. That river area gets used a lot, a lot, by walkers, hikers, mountain bikers, horse riders, ect.. Leave it alone.

They have already taken over most of the airport, the target area, Goodwill, the side of most roads, etc., just out of sight and they don't scare away easily. They use water, public restrooms (on next to them), everything except garbage cans. I want to protect my community, not invite people hiding from the law.

Please do not build a camping area because they will come. The only thing that can help homeless is

rehab, because they see themselves as victims and not drug addicts. Please, don't create another homeless camp.

Amen.

Original Message-----

From: A Davis <a.davis3212@gmail.com>

Sent: Wednesday, May 30, 2018 10:51 AM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Re: Please keep me updated!

Cheryl, ✨

Thank you for contacting me! I thought that would be an automated response for newsletter link.

Oregon Bar/China Bar/Auburn Dam site area? Im not sure which park site unit name that has for this project. Im down there several times per week.

I'm supportive of some land management investments in trailheads, but don't want the China Bar gate to open 24hrs to access a campground directly in the backyard of a quiet neighborhood with elementary school. Daily access is absolutely understandable, but managing nighttime access to keep out inappropriate uses of park lands at night is an entirely different set of challenges.

Note: Reported serious problems that park rangers have to deal with regularly at other nearby campgrounds.

I also have seen an increase in homeless activity (Two interactions) and one incident of someone target shooting guns at the mid parking lot already this winter with gates open. Car access= Park access for all which includes some unwelcome activities. I do appreciate seeing the horseback rangers/volunteer visibility, but wont help the nighttime management.

Thank you so much for accepting public input!

Allie Davis

David Ingraham dj_ingraham@yahoo.com

-----Original Message-----

From: David Ingraham <dj_ingraham@yahoo.com>

Sent: Tuesday, May 29, 2018 6:08 PM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Auburn State Recreation Area

To those in charge of the proposed Auburn State Recreation Area.

I object to this proposal as it is a conspiracy to strip the multiple use responsibility of these federally managed lands to a much more restricted use for the people and is a true state Communist take over of these public lands by those people that who supports this, who should be charged with insurrection, convicted of treason, to be latter executed by firing squad. This is reasonable as we are still in a state of war with a communist nation of North Korea.

David J. Ingraham

Rick Dozier rdozier1@aol.com

-----Original Message-----

From: Rick Dozier <rdozier1@aol.com>

Sent: Saturday, May 26, 2018 7:44 AM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Prospecting in ASRA

I want to go on record as being against your policy of hands and pans for prospecting. It is not reasonable to look for gold using only your hands. It is in fact a defacto ban on prospecting. It is like saying You have a million dollars but your not allowed to spend any of it. The ASRA is supposed to be for everyones enjoyment, yet you just blocked many people from their hobby of prospecting. This is totally wrong of you to do that. Please remove this stupid regulation and let the panners get to enjoying the area. You already cannot dredge there, but Hands and pans is just wrong.

Tom Ceccarelli ktmceccarelli@gmail.com

-----Original Message-----

From: Ktm Ceccarelli <ktmceccarelli@gmail.com>

Sent: Tuesday, May 29, 2018 8:02 AM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Mammoth bar OHV Park Auburn California

Hi my name is Tom Ceccarelli and I have been going to mammoth bar for many years. It is so disappointing to see that this park has been so neglected by the park system. This is the worst ohv park in the whole state now and it is the only one in all of placer county. This park was used by many families and people from all over that care about the parks system and the environment of our state.

I am asking you to please bring it back to the great park that it once was in the past as it is all we have for ohv riding in all of placer county .
Sincerely, Tom Ceccarelli

PARTICIPATION GUIDE AND COMMENT FORM

**Auburn State Recreation Area (SRA)
General Plan/Auburn Project Lands (APL)
Resource Management Plan (RMP)**

Erin McChesney
YOUR NAME (OPTIONAL)

California State Parks Proposed Action Open House June 26, 2018

Welcome to the Auburn SRA Open House. We invite you to voice your ideas, thoughts and concerns about future management of this 30,000-acre state park unit.

The planning team has developed a proposed action, with many opportunities for changes in resource management and recreation opportunities. You are invited to visit any of the public input stations that interest you in any order, and then provide your feedback on the attached questionnaire. You may skip any question if you do not have an opinion. Please share your comments, ideas, and concerns about any other Auburn SRA issues on the last page. We will be available to answer your questions and

ERIN M. MCCHESENEY
PO BOX 93
Pilot Hill, CA 95664

SACRAMENTO CA 957
28 JUN 2018 PM 2 L

RECEIVED
JUL 02 2018
NORTHERN SERVICE CENTER

ASRA OFFICE RMP
c/o Cheryl Essex
California State Parks
One Capitol Mall, Ste 410
Sacramento, CA 95814

mail by July 23, 2018.
Email: Plan_general@parks.ca.gov
Mail: ASRA GP/APL RMP
c/o Cheryl Essex
California State Parks
One Capitol Mall, Suite 410
Sacramento, CA 95814

Thank you for participating!

1

8. PARK USE ISSUES AND POLICIES	SNACKS	5. UPPER FORK FORK & MINERAL BAR ZONES
7. UPPER & LOWER MIDDLE FORK & CHEROKEE/RUCKA-CHUCKY ZONES	REST ROOMS	6. CONFLUENCE & MAMMOTH BAR ZONES

PARTICIPATION GUIDE AND COMMENT FORM

INSTRUCTIONS:

A summary of park-wide major initiatives and proposed facilities for each management zone in the park that would be allowed or facilitated by the CSP proposed action is included below. Please provide thoughts, questions or concerns you may have about these proposals or any other comments you would like to share. You may skip any question. Write comments in the spaces provided.

Knickerbocker Management Zone

The Knickerbocker Management Zone comprises about 3,124 acres of relatively flat land in the southeastern portion of the park, near the town of Cool. The primary access point is the Cool Staging Area, adjacent to the town of Cool, which includes trailheads, trails, restrooms, parking, picnic sites, and numerous trails.

- Within the Knickerbocker Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection from the Olmstead Loop to Folsom Lake SRA.
- Within the Cool Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - additional day use facilities, such as picnic tables, restrooms, and interpretive information; and
 - up to 50 additional parking spaces.
- Within the Knickerbocker Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - up to 50 campsites and alternative camping options such as cabins or yurts, and 3 group camps;
 - visitors to drive to the river from Cool along the Knickerbocker Road; and
 - a small maintenance facility of up to 1/4 acre.

What thoughts, questions or concerns do you have about these Knickerbocker

Management Zone proposals?

The proposed trail connection (previously proposed) is necessary. Additional parking, additional picnic parking is necessary. Additional restrooms - especially east of Knickerbocker Rd + Olmstead trail crossing would be helpful (provide topsoil or rails here). Garbage cans (black bins) near the picnic is necessary - the future use intentions for library.

Proposed canopy is a HORROR idea. Too costly? Emergency when occur? Traffic impact? Shery a trail used by equestrians, cyclists, runners, dog walkers, baby strollers and CPS!!?? NO - that's why we have the trails - to escape the roads and traffic. Besides these comments will your very costly for what they are proposed to gain. My 3 and idea.

PARTICIPATION GUIDE AND COMMENT FORM

Auburn Interface Management Zone

The Auburn Interface Management Zone comprises about 1,610 acres of land on both sides of the North Fork of the American River downstream of the confluence with the Middle Fork. The management zone is adjacent to the southern portion of the City of Auburn; and it includes the Auburn Dam site, Rocky Point, and the China Bar, Oregon Bar, and Birdsall areas. Existing facilities include trailheads, trails, parking areas, restrooms, and river access points.

- Within the Auburn Interface Management Zone, the CSP proposed action would allow or facilitate:
 - YES!* a trail bridge connecting Auburn to Cool;
 - improved river launching and landing sites;
 - a boater shuttle service;
 - YES!* additional technical mountain bike trails; and *HORSE TRAILS!!*
 - PSS* expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals.
- Within the Birdsall, China and Oregon Bar Activity Node, the CSP proposed action would allow or facilitate:
 - additional trailhead and parking facilities.
- Within the Rocky Point/Salt Creek Activity Node, the CSP proposed action would allow or facilitate:
 - camping opportunities including up to 50 campsites and alternative camping options, such as cabins or yurts on the east side of the river.

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

Camping at Salt Creek - absolutely NOT. I don't want the natural environment ruined. WHY WE LOVE THIS TRAIL

*NO CAMPING ON/NEAR DUNSTAD
OR RIVER SOCKER!!!*

*Fire hazards, trash, noise, ~~and~~ disarray
the sanctity of the trail by turning
it into a "for profit" disaster.*

PARTICIPATION GUIDE AND COMMENT FORM

Lake Clementine Management Zone

The Lake Clementine Management Zone comprises about 1,363 acres, including Lake Clementine and surrounding land. The management zone includes the North Fork Dam, Lake Clementine Marina, a boat-in campground, and the popular Upper Lake Clementine day use area. Existing facilities include trails, trailheads, parking, boat launch, marina, campsites and lake access points.

- Within the Lake Clementine Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection along Lake Clementine; and
 - motorized and non-motorized watercraft rentals, classes, trips, and storage facilities.
- Within the Upper Lake Beach Activity Node, the CSP proposed action would allow or facilitate:
 - improvement of the access road to upper Lake Clementine; and
 - a restroom at the upper Lake Clementine beach.
- At the marina and boat ramp, the CSP proposed action would allow or facilitate:
 - the existing marina to be renovated without expanding it.

What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?

More effort to make the trail multi-use; it parking for boat launch

Foresthill Divide Management Zone

The Foresthill Divide Management Zone comprises about 2,927 acres of mostly upland areas in the center of the unit on both sides of Foresthill Road. The management zone includes trails, trailheads, parking and restrooms.

- Within the Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - improved trailheads by adding parking, restrooms, and picnic sites; and
 - up to 20 campsites.

What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?

Trails designated for parking for bicyclists. Trail connects to parking areas for 600 side and to detour route.

PARTICIPATION GUIDE AND COMMENT FORM

Upper North Fork Management Zone

The Upper Middle Fork Management Zone comprises about 7,358 acres of land along both sides of the North Fork of the American River between Lake Clementine and Mineral Bar. The management zone includes the Ponderosa and Yankee Jims day use areas, as well as popular paddle stops along the river. Existing facilities include trails, trailheads, parking, restrooms, and river access points.

- Within the Upper North Fork Management Zone, the CSP proposed alternative would allow or facilitate:
 - new trail connections along the North Fork of the American River.
- Within the Shurttail Canyon/Yankee Jims Activity Node, the CSP proposed action would allow or facilitate:
 - additional parking spaces, picnic sites, and restrooms; and
 - coordination with Placer County to improve road conditions on Yankee Jims Road.
- Within the Ponderosa Crossing Activity Node, the CSP proposed action would allow or facilitate:
 - additional parking spaces, picnic sites, and restrooms.

What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?

*Additional parking for horse trailers
that available at public areas (potable)*

PARTICIPATION GUIDE AND COMMENT FORM

Mineral Bar Management Zone

The Mineral Bar Management Zone comprises about 217 acres of land along both sides of the North Fork of the American River at the northern edge of the park. The management zone includes the Mineral Bar campground and river access point. Existing facilities include trails, trailheads, campsites, restrooms, and parking.

- Within the Mineral Bar Management Zone, the CSP proposed action would allow or facilitate:
 - expanding the Mineral Bar Campground to add up to 20 campsites; and
 - improved river access/put-in points and additional parking, picnic sites, and restrooms.

What thoughts, questions or concerns do you have about these Mineral Bar Management Zone proposals?

*More camping capacity, improve traffic and
Garbage Island and it adds boats to
Monitor and use STA LEDs for
Infer-concent.*

PARTICIPATION GUIDE AND COMMENT FORM

Confluence Management Zone

The Confluence Management Zone comprises about 2,199 acres of land surrounding the confluence of the North and Middle Forks of the American River. The management zone is adjacent to the northern portion of the City of Auburn; and it includes the park office, the Highway 49 and Foresthill bridges, the Mt. Quarries Mine and Cool Cave climbing area, and the popular confluence area. Existing facilities include trailheads, trails, parking, picnic sites, restrooms, river access points and visitor contact stations.

- Within the Confluence Management Zone, the CSP proposed action would allow or facilitate:
 - improved river access trails, boat put-ins, and portage trails;
 - additional areas for rock climbing; and
 - transit or shuttle service.
- Within the Highway 49 Access Activity Node, the CSP proposed action would allow or facilitate:
 - formalized and improved parking and wayfinding; and
 - additional trailheads and restrooms.
- Within the Cool Cave Quarry and Mt. Quarries Mine Activity Nodes, the CSP proposed action would allow or facilitate:
 - guided tours of the Mountain Quarries Mine; *already available*
 - additional rock climbing areas; and
 - restrooms and interpretive information near the existing rock climbing area.
- Within the Confluence View Activity Node, the CSP proposed action would allow or facilitate:
 - a small overlook and interpretive facility near the Foresthill Bridge.

What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?

Good
Traffic at Hwy 49 and Aub. Foresthill Rd is HORRIBLE!!! There are these parking areas every few ???
Shuttle? No - as a local who has to deal with this traffic, might as well walk and on weekends & holidays - NO NO NO.
Have any of the ASRA people picked up TRASH on the trail at all these people? Have any ASRA people tried to help a horse/shirt through the composting of people?
What, more people is better??

PARTICIPATION GUIDE AND COMMENT FORM

Mammoth Bar Management Zone

The Mammoth Bar Management Zone comprises about 1,170 acres of land along the north side of the Middle Fork of the American River. The management zone includes all OHV tracks and trails. Existing facilities include parking areas, trailheads, restrooms, river access points and picnic sites.

- Within the Mammoth Bar Management Zone, the CSP proposed action would allow or facilitate:
 - YES additional technical downhill mountain biking trails and other active recreation facilities; and
 - YES allow OHV use up to six days a week.
- Within the Castle Rock Activity Node, the CSP proposed action would allow or facilitate:
 - YES investigation of the potential to relocate the OHV track to an upland location near Castle Rock, which would include parking, restrooms, and picnic sites.
- Within the Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - relocation of the OHV track farther from the river if it is substantially damaged by flooding;
 - and
 - add camping and day use facilities near the river if the OHV track is relocated.

What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?

Give Mammoth Bar back to the people
More trails & access to the river.

PARTICIPATION GUIDE AND COMMENT FORM

Upper Middle Fork Management Zone

The Upper Middle Fork Management Zone comprises about 3,919 acres of land along both sides of the Middle Fork of the American River at the eastern edge of the park. The management zone includes trails, trailheads, restrooms and popular paddle stops along the river.

- Within the Upper Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - a management agreement with the US Forest Service for the whitewater put-in at Oxbow/Indian Bar.

What thoughts, questions or concerns do you have about this Upper Middle Fork Management Zone proposal?

No comment

Lower Middle Fork Management Zone

The Lower Middle Fork Management Zone comprises about 3,066 acres of land along both sides of the Middle Fork of the American River. The management zone includes trails, trailheads, parking and popular paddle stops along the river.

- Within the Lower Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - improved trail access to the river;
 - more formal trailheads including parking areas, trash receptacles and signs; and
 - interpretive signs and materials to describe the area's mining history.

yes

What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?

Make sure the parking has DESIGNATED TRAIL PARKING. It's confusing that specifications are out-pat of trail use because people won't respect parking signs if they many times. Be quiet. Signs have to change their place to not ride because our tax dollars pay for shared of adequate parking.

PARTICIPATION GUIDE AND COMMENT FORM

Cherokee Bar/Ruck-a-Chucky Management Zone

The Cherokee Bar/Ruck-a-Chucky Management Zone comprises about 3,657 acres of land along both sides of the Middle Fork of the American River. The management zone includes the Ruck-a-Chucky campground and boat landings, the Cherokee Bar day use area, with trails, trailheads, parking, and river access points.

- Within the Cherokee Bar/Ruck-a-Chucky Management Zone, the CSP proposed action would allow or facilitate:
 - additional access to the river by opening McKeon-Ponderosa Road to vehicles;
 - improvements to the existing Drivers Flat Road;
 - coordination with El Dorado County to improve Slioger Mine Road; and
 - a portage trail at Ruck-a-Chucky Rapid.
- Within the Greenwood/Ruck-a-Chucky Activity Node, the CSP proposed action would allow or facilitate:
 - up to 10 additional campsites; and *with a good idea*
 - a trail bridge on the Western States Trail across the Middle Fork of the American River. *Multi-use bridge*
- Within the Cherokee Bar Activity Node, the CSP proposed action would allow or facilitate:
 - a new campground at Cherokee Bar with up to 20 campsites; and
 - parking, picnic sites, and restrooms.

What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?

Very good to be able to fish at White Oak Sept, having that fall would be great.

Have trailer party DESIGNATED

It'd decrease a campsite for mostly to create and still have supply trail for the expenses and problems it will bring (fire, garbage, emergency services, etc.)

PARTICIPATION GUIDE AND COMMENT FORM

Park-wide Topics

The CSP proposed action anticipates and accommodates increases in regional recreation demand by allowing existing facilities enhancements, additional recreational facilities and improved access. It would also allow for increased resource protection and management. The Management Zone maps and descriptions provide more details and potential locations. Major initiatives would:

- Retain existing recreational opportunities and focus new recreation development primarily in existing medium or high intensity recreation use areas, or previously disturbed areas.
 - To provide more alternatives to the overcrowded confluence area, increase parking capacity by about 25% in other suitable areas, and provide additional day use facilities such as picnic sites and toilets.
 - To address the California State Parks system-wide shortage of camping opportunities, increase camping capacity by up to 245 individual campsites and alternative camping facilities and 5 group sites while incorporating wildfire prevention strategies.
 - To increase access to the American River, improve several roads and trails to the river for boating, fishing, picnicking and water play, while incorporating public safety improvements.
 - To address trail use, improvements and maintenance, a comprehensive Road and Trail Management Plan would be prepared to guide system improvements. Information about this process is available at www.parks.ca.gov/PLANASRA
- Selectively inventory, survey, evaluate, and monitor natural and cultural resources, and restore sensitive natural resource values. Prioritize the most significant resources and areas of greatest threats, including newly developed areas. Use natural resource management strategies, such as protecting wildlife/habitat corridors and habitat elevation gradients, to maintain the capacity of natural resources to adapt and respond to climate change. The U.S. Bureau of Reclamation will complete and implement a Fire Management Plan under a separate planning process.
- Provide interpretation and education messages, programs, materials, features and facilities to inform the public of recreation opportunities, and promote awareness of natural and cultural resources.

Bridge at Aub-Capt trail and Connector to Ordville

What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.

- *Complete signage trail map: NEAR THE BRIDGES*
- *Orange Day trail is difficult to find. FS Goldfields SEA*
- *More Day from river road to Pt*
- *Get off trail from American River to Aub-Capt*
- *Hotter trail from Dead End to 4th St*
- *Get off trail from Upper Quarry Hwy 99 to WST below Foyles Rock*
- *Printed Rack, Thank you for participating!*
- *WST @ turn-off from Elmstead*
- *Aub-Capt trail (washouts)*

PARTICIPATION GUIDE AND COMMENT FORM

INSTRUCTIONS:

A return address is required.

Mr. David French
1110 Montana Dr.
Auburn, CA 95603

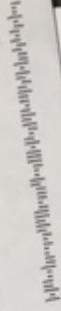
SACRAMENTO CA 957
03 JUL 2018 PM 7 L



ASRA, CHERYLESEX
CALIFORNIA STATE PARKS
ONE CAPITAL MALL, SUITE 410
SACRAMENTO, CA 95814

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NORTHERN SERVICE CENTER



95814-327710

POSTAGE WILL BE PAID BY ADDRESSEE

visitors to drive to the river from Cool along the Knickerbocker Road; and

- o camps;
- o visitors to drive to the river from Cool along the Knickerbocker Road; and
- o a small maintenance facility of up to 1/4 acre.

What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?

I DO NOT WANT ANY
OVERNIGHT CAMPING

PARTICIPATION GUIDE AND COMMENT FORM

Auburn Interface Management Zone

The Auburn Interface Management Zone comprises about 1,610 acres of land on both sides of the North Fork of the American River downstream of the confluence with the Middle Fork. The management zone is adjacent to the southern portion of the City of Auburn; and it includes the Auburn Dam site, Rocky Point, and the China Bar, Oregon Bar, and Birdsall areas. Existing facilities include trailheads, trails, parking areas, restrooms, and river access points.

- Within the Auburn Interface Management Zone, the CSP proposed action would allow or facilitate:
 - a trail bridge connecting Auburn to Cool;
 - improved river launching and landing sites;
 - a boater shuttle service;
 - additional technical mountain bike trails; and
 - expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals.
- Within the Birdsall, China and Oregon Bar Activity Node, the CSP proposed action would allow or facilitate:
 - additional trailhead and parking facilities.
- Within the Rocky Point/Salt Creek Activity Node, the CSP proposed action would allow or facilitate:
 - camping opportunities including up to 50 campsites and alternative camping options, such as cabins or yurts on the east side of the river.

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

I DO NOT WANT ANY OVERNIGHT CAMPING.

I DO NOT WANT ANY BOATER SHUTTLES OR RIVER RAFTING COMPANY TRUCKS AND BUSES

I DO NOT WANT ANY EXPANDED DAY-USE FACILITIES

PROTECT AUBURN NEIGHBORHOODS

From
**INCREASED FIRE HAZARDS
INCREASED TRAFFIC
RIVER RAFTING TRUCKS AND BUSES**

Time is running out. The California Department of Parks and Recreation set a

JULY 23, 2018 DEADLINE TO SUBMIT COMMENTS

Visit
www.parks.ca.gov/PlanASRA

Fill out the ONLINE QUESTIONNAIRE TODAY

Auburn Interface Zone

**No Over night camping
No boater shuttle (rafting trucks)
No expanded day-use facilities**

Knickerbocker Zone

No Over Night Camping

Or send comments to:

ASRA, Cheryl Essex
California State Parks
One Capital Mall, Suite 410
Sacramento, Ca 95814
(916) 445-8814

Auburn City Council
1225 Lincoln Way
Auburn, Ca 95603

Contact us so we can notify you of current developments and meetings. We need your help.

PROTECT AUBURN NEIGHBORHOODS

(530) 883-7078

email: protectauburn2020@gmail.com

PARTICIPATION GUIDE AND COMMENT FORM

INSTRUCTIONS:

A summary of park-wide major initiatives and proposed facilities for each management zone in the park that would be allowed or facilitated by the CSP proposed action is included below. Please provide thoughts, questions or concerns you may have about these proposals or any other comments you would like to share. You may skip any question. Write comments in the spaces provided.

Knickerbocker Management Zone

The Knickerbocker Management Zone comprises about 3,124 acres of relatively flat land in the southeastern portion of the park, near the town of Cool. The primary access point is the Cool Staging Area, adjacent to the town of Cool, which includes trailheads, trails, restrooms, parking, picnic sites, and numerous trails.

- Within the Knickerbocker Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection from the Olmstead Loop to Folsom Lake SRA.
- Within the Cool Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - additional day use facilities, such as picnic tables, restrooms, and interpretive information; and
 - up to 50 additional parking spaces. *50 MAY BE TOO MANY, START WITH LESS.*
- Within the Knickerbocker Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - up to 50 campsites and alternative camping options such as cabins or yurts, and 3 group *LATER* camps; *MAYBE START WITH 15-20 SITES & INCREASE IF POSSIBLE*
 - visitors to drive to the river from Cool along the Knickerbocker Road; and
 - a small maintenance facility of up to 1/4 acre.

What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?

CONSIDER STARTING WITH FEWER PARKING SPACES
AND CAMPSITES WITH THE OPTION TO EXPAND AS FUNDS
PERMIT.

RIVER ACCESS FROM COOL VIA KNICKERBOCKER RD. WOULD
BE GREAT FOR THE COMMUNITIES ON THAT SIDE OF THE
RIVER.

PARTICIPATION GUIDE AND COMMENT FORM

Auburn Interface Management Zone

The Auburn Interface Management Zone comprises about 1,610 acres of land on both sides of the North Fork of the American River downstream of the confluence with the Middle Fork. The management zone is adjacent to the southern portion of the City of Auburn; and it includes the Auburn Dam site, Rocky Point, and the China Bar, Oregon Bar, and Birdsall areas. Existing facilities include trailheads, trails, parking areas, restrooms, and river access points.

- Within the Auburn Interface Management Zone, the CSP proposed action would allow or facilitate:
 - a trail bridge connecting Auburn to Cool;
 - improved river launching and landing sites;
 - a boater shuttle service;
 - additional technical mountain bike trails; and
 - expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals.
- Within the Birdsall, China and Oregon Bar Activity Node, the CSP proposed action would allow or facilitate:
 - additional trailhead and parking facilities.
- Within the Rocky Point/Salt Creek Activity Node, the CSP proposed action would allow or facilitate:
 - camping opportunities including up to 50 campsites and alternative camping options, such as cabins or yurts on the east side of the river.

YES
YES
YES
YES
YES

YES

YES

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

I STRONGLY SUPPORT ALL OF THESE PROPOSALS.
THE CONNECTING TRAIL BRIDGE FOR AUBURN-COOL WOULD
BENEFIT BOTH COMMUNITIES AND HELP TAKE SOME PRESSURE
OFF OF THE OVER-CROWDED CONFLUENCE AREA.

IMPROVED RIVER LAUNCH AND LANDING SITES WOULD INCREASE
RAFTING AND KAYAKING OPPORTUNITIES.

BOATER SHUTTLE SERVICE WOULD ENCOURAGE MORE RIVER
EXPLORATION.

START WITH A SMALLER NUMBER OF CAMPING SITES &
ALTERNATIVES.

PARTICIPATION GUIDE AND COMMENT FORM

Lake Clementine Management Zone

The Lake Clementine Management Zone comprises about 1,363 acres, including Lake Clementine and surrounding land. The management zone includes the North Fork Dam, Lake Clementine Marina, a boat-in campground, and the popular Upper Lake Clementine day use area. Existing facilities include trails, trailheads, parking, boat launch, marina, campsites and lake access points.

- Within the Lake Clementine Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection along Lake Clementine; and
 - motorized and non-motorized watercraft rentals, classes, trips, and storage facilities.
- Within the Upper Lake Beach Activity Node, the CSP proposed action would allow or facilitate:
 - improvement of the access road to upper Lake Clementine; and
 - a restroom at the upper Lake Clementine beach.
- At the marina and boat ramp, the CSP proposed action would allow or facilitate:
 - the existing marina to be renovated without expanding it.

YES
YES
YES
YES
YES

What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?

I SUPPORT THESE PROPOSALS FOR LAKE CLEMENTINE
MANAGEMENT ZONE

Foresthill Divide Management Zone

The Foresthill Divide Management Zone comprises about 2,927 acres of mostly upland areas in the center of the unit on both sides of Foresthill Road. The management zone includes trails, trailheads, parking and restrooms.

- Within the Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - improved trailheads by adding parking, restrooms, and picnic sites; and
 - up to 20 campsites.

YES
YES

What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?

I SUPPORT THESE PROPOSALS FOR FORESTHILL DIVIDE
MANAGEMENT ZONE.
START WITH MAYBE 10-12 CAMPSITES.

PARTICIPATION GUIDE AND COMMENT FORM

Upper North Fork Management Zone

The Upper Middle Fork Management Zone comprises about 7,358 acres of land along both sides of the North Fork of the American River between Lake Clementine and Mineral Bar. The management zone includes the Ponderosa and Yankee Jims day use areas, as well as popular paddle stops along the river. Existing facilities include trails, trailheads, parking, restrooms, and river access points.

- Within the Upper North Fork Management Zone, the CSP proposed alternative would allow or facilitate:
 - new trail connections along the North Fork of the American River.
- Within the Shirttail Canyon/Yankee Jims Activity Node, the CSP proposed action would allow or facilitate:
 - additional parking spaces, picnic sites, and restrooms; and
 - coordination with Placer County to improve road conditions on Yankee Jims Road.
- Within the Ponderosa Crossing Activity Node, the CSP proposed action would allow or facilitate:
 - additional parking spaces, picnic sites, and restrooms.

YES

YES
YES

YES

What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?

I SUPPORT THESE PROPOSALS FOR UPPER NORTH FORK MANAGEMENT ZONE.

ROAD CONDITIONS ARE TERRIBLE ON BOTH SIDES OF THE NORTH FORK FOR PONDEROSA ROAD. DEEP, DEEP RUTS AND/OR HOLES ARE MAJOR HAZARDS. EXPOSED ROCKS ARE ALSO SERIOUS HAZARDS FOR SOME VEHICLES.

PARKING ZONES ARE NOT ENFORCED (OR SEEM TO NOT BE ENFORCED) AT BOTH PONDEROSA AND YANKEE JIMS DAY USE AREAS.

A RANDOM PERIODIC RANGER PRESENCE MIGHT HELP.

PARTICIPATION GUIDE AND COMMENT FORM

Mineral Bar Management Zone

The Mineral Bar Management Zone comprises about 217 acres of land along both sides of the North Fork of the American River at the northern edge of the park. The management zone includes the Mineral Bar campground and river access point. Existing facilities include trails, trailheads, campsites, restrooms, and parking.

- Within the Mineral Bar Management Zone, the CSP proposed action would allow or facilitate:
 - expanding the Mineral Bar Campground to add up to 20 campsites; and
 - improved river access/put-in points and additional parking, picnic sites, and restrooms.

YES
YES

What thoughts, questions or concerns do you have about these Mineral Bar Management Zone proposals?

I SUPPORT THESE PROPOSED ACTIONS FOR MINERAL BAR MANAGEMENT ZONE.

START WITH MAYBE 6-8 NEW CAMPSITES.

IMPROVED RIVER ACCESS/PUT-IN POINTS WOULD BE GOOD.

ADDITIONAL PARKING IS NEEDED

PARTICIPATION GUIDE AND COMMENT FORM

Confluence Management Zone

The Confluence Management Zone comprises about 2,199 acres of land surrounding the confluence of the North and Middle Forks of the American River. The management zone is adjacent to the northern portion of the City of Auburn; and it includes the park office, the Highway 49 and Foresthill bridges, the Mt. Quarries Mine and Cool Cave climbing area, and the popular confluence area. Existing facilities include trailheads, trails, parking, picnic sites, restrooms, river access points and visitor contact stations.

- YES • Within the Confluence Management Zone, the CSP proposed action would allow or facilitate:
 - OK ○ improved river access trails, boat put-ins, and portage trails;
 - YES ○ additional areas for rock climbing; and
 - transit or shuttle service.
- YES • Within the Highway 49 Access Activity Node, the CSP proposed action would allow or facilitate:
 - YES ○ formalized and improved parking and wayfinding; and
 - additional trailheads and restrooms.
- YES • Within the Cool Cave Quarry and Mt. Quarries Mine Activity Nodes, the CSP proposed action would allow or facilitate:
 - OK ○ guided tours of the Mountain Quarries Mine; **STRONG PUBLIC INTEREST**
 - YES ○ additional rock climbing areas; and
 - restrooms and interpretive information near the existing rock climbing area.
- YES • Within the Confluence View Activity Node, the CSP proposed action would allow or facilitate:
 - a small overlook and interpretive facility near the Foresthill Bridge. **STRONG PUBLIC INTEREST**

What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?

I SUPPORT THESE PROPOSALS FOR CONFLUENCE MANAGEMENT ZONE

IMPROVED RIVER ACCESS TRAILS AND BOAT PUT-INS ARE NEEDED.
CURRENT TRAILS AND PUT-INS ARE ROCKY & UNEVEN SURFACES.

TRANSIT/ SHUTTLE SERVICE WOULD ^{HELP} RELIEVE CONGESTION

PARTICIPATION GUIDE AND COMMENT FORM

Mammoth Bar Management Zone

The Mammoth Bar Management Zone comprises about 1,170 acres of land along the north side of the Middle Fork of the American River. The management zone includes all OHV tracks and trails. Existing facilities include parking areas, trailheads, restrooms, river access points and picnic sites.

- Within the Mammoth Bar Management Zone, the CSP proposed action would allow or facilitate:
 - YES ○ additional technical downhill mountain biking trails and other active recreation facilities; and
 - allow OHV use up to six days a week IF DEMAND WARRANTS
- Within the Castle Rock Activity Node, the CSP proposed action would allow or facilitate:
 - YES, YES, YES ○ investigation of the potential to relocate the OHV track to an upland location near Castle Rock, which would include parking, restrooms, and picnic sites.
- Within the Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - YES, YES, YES ○ relocation of the OHV track farther from the river if it is substantially damaged by flooding; and
 - add camping and day use facilities near the river if the OHV track is relocated.

What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?

I SUPPORT THESE PROPOSALS FOR MAMMOTH BAR MANAGEMENT ZONE

OHV TRACK RELOCATION TO HIGHER GROUND MAKES SENCE.

PARTICIPATION GUIDE AND COMMENT FORM

Upper Middle Fork Management Zone

The Upper Middle Fork Management Zone comprises about 3,919 acres of land along both sides of the Middle Fork of the American River at the eastern edge of the park. The management zone includes trails, trailheads, restrooms and popular paddle stops along the river.

- Within the Upper Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - a management agreement with the US Forest Service for the whitewater put-in at Oxbow/Indian Bar.

YES

What thoughts, questions or concerns do you have about this Upper Middle Fork Management Zone proposal?

I SUPPORT THIS PROPOSAL FOR UPPER MIDDLE FORK MANAGEMENT ZONE.

Lower Middle Fork Management Zone

The Lower Middle Fork Management Zone comprises about 3,066 acres of land along both sides of the Middle Fork of the American River. The management zone includes trails, trailheads, parking and popular paddle stops along the river.

- Within the Lower Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - improved trail access to the river;
 - more formal trailheads including parking areas, trash receptacles and signs; and
 - interpretive signs and materials to describe the area's mining history.

YES
YES
YES

What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?

I SUPPORT THESE PROPOSALS FOR LOWER MIDDLE FORK MANAGEMENT ZONE.

IMPROVED RIVER ACCESS IS GOOD.

PARTICIPATION GUIDE AND COMMENT FORM

Park-wide Topics

The CSP proposed action anticipates and accommodates increases in regional recreation demand by allowing existing facilities enhancements, additional recreational facilities and improved access. It would also allow for increased resource protection and management. The Management Zone maps and descriptions provide more details and potential locations. Major initiatives would:

- Retain existing recreational opportunities and focus new recreation development primarily in existing medium or high intensity recreation use areas, or previously disturbed areas.
 - To provide more alternatives to the overcrowded confluence area, increase parking capacity by about 25% in other suitable areas, and provide additional day use facilities such as picnic sites and toilets.
 - To address the California State Parks system-wide shortage of camping opportunities, increase camping capacity by up to 245 individual campsites and alternative camping facilities and 5 group sites while incorporating wildfire prevention strategies.
 - To increase access to the American River, improve several roads and trails to the river for boating, fishing, picnicking and water play, while incorporating public safety improvements.
 - To address trail use, improvements and maintenance, a comprehensive Road and Trail Management Plan would be prepared to guide system improvements. Information about this process is available at: www.parks.ca.gov/PLANASRA
- Selectively inventory, survey, evaluate, and monitor natural and cultural resources; and restore sensitive natural resource values. Prioritize the most significant resources and areas of greatest threats, including newly developed areas. Use natural resource management strategies, such as protecting wildlife/habitat corridors and habitat elevation gradients, to maintain the capacity of natural resources to adapt and respond to climate change. The U.S. Bureau of Reclamation will complete and implement a Fire Management Plan under a separate planning process.
- Provide interpretation and education messages, programs, materials, features and facilities to inform the public of recreation opportunities, and promote awareness of natural and cultural resources.

What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.

THE PROPOSED TRAIL BRIDGE FOR AUBURN TO COOL IS STRONGLY SUPPORTED AND NEEDED TO EASE CONFLUENCE CONGESTION AND INCREASE RIVER AND TRAIL ACCESS AND USE BY BOTH COMMUNITIES.

PONDEROSA ROAD ACCESS FROM BOTH SIDES OF THE NORTH FORK IS EXTREMELY HAZARDOUS. CONSIDER EMERGENCY ACCESS ALSO.

A LIMITED/OCCASIONAL RANGER PRESENCE @ PONDEROSA AND YANKEE JIM'S MIGHT BE A GOOD IDEA FOR SAFETY.

Thank you for participating!

PARTICIPATION GUIDE AND COMMENT FORM

INSTRUCTIONS:

A summary of park-wide major initiatives and proposed facilities for each management zone in the park that would be allowed or facilitated by the CSP proposed action is included below. Please provide thoughts, questions or concerns you may have about these proposals or any other comments you would like to share. You may skip any question. Write comments in the spaces provided.

Knickerbocker Management Zone

The Knickerbocker Management Zone comprises about 3,124 acres of relatively flat land in the southeastern portion of the park, near the town of Cool. The primary access point is the Cool Staging Area, adjacent to the town of Cool, which includes trailheads, trails, restrooms, parking, picnic sites, and numerous trails.

- Within the Knickerbocker Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection from the Olmstead Loop to Folsom Lake SRA.
- Within the Cool Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - additional day use facilities, such as picnic tables, restrooms, and interpretive information; and
 - up to 50 additional parking spaces.
- Within the Knickerbocker Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - up to 50 campsites and alternative camping options such as cabins or yurts, and 3 group camps; *No*
 - visitors to drive to the river from Cool along the Knickerbocker Road; and *Yes*
 - a small maintenance facility of up to ¼ acre. *Yes*

What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?

I doubt access to the river via Knickerbocker will have the desired effect of relieving pressure at the confluence unless parking is free which it should not be. Plus flatlanders are averse to our winding roads & gravel roads.

PARTICIPATION GUIDE AND COMMENT FORM

Auburn Interface Management Zone

The Auburn Interface Management Zone comprises about 1,610 acres of land on both sides of the North Fork of the American River downstream of the confluence with the Middle Fork. The management zone is adjacent to the southern portion of the City of Auburn; and it includes the Auburn Dam site, Rocky Point, and the China Bar, Oregon Bar, and Birdsall areas. Existing facilities include trailheads, trails, parking areas, restrooms, and river access points.

- Within the Auburn Interface Management Zone, the CSP proposed action would allow or facilitate:
 - a trail bridge connecting Auburn to Cool; *yes*
 - improved river launching and landing sites; *yes*
 - a boater shuttle service; *yes*
 - additional technical mountain bike trails; and *No - North fork canyon is better*
 - expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals. *yes*
- Within the Birdsall, China and Oregon Bar Activity Node, the CSP proposed action would allow or facilitate:
 - additional trailhead and parking facilities. *yes*
- Within the Rocky Point/Salt Creek Activity Node, the CSP proposed action would allow or facilitate:
 - camping opportunities including up to 50 campsites and alternative camping options, such as cabins or yurts on the east side of the river. *No*

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

Expect push back from Nimbys. A state park belongs to all people, not just the surrounding neighborhood. Residents have lost sight of the reality.

PARTICIPATION GUIDE AND COMMENT FORM

Lake Clementine Management Zone

The Lake Clementine Management Zone comprises about 1,363 acres, including Lake Clementine and surrounding land. The management zone includes the North Fork Dam, Lake Clementine Marina, a boat-in campground, and the popular Upper Lake Clementine day use area. Existing facilities include trails, trailheads, parking, boat launch, marina, campsites and lake access points.

- Within the Lake Clementine Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection along Lake Clementine; and *yes*
 - motorized and non-motorized watercraft rentals, classes, trips, and storage facilities. *no*
- Within the Upper Lake Beach Activity Node, the CSP proposed action would allow or facilitate:
 - improvement of the access road to upper Lake Clementine; and *gravel not pavement*
 - a restroom at the upper Lake Clementine beach. *yes*
- At the marina and boat ramp, the CSP proposed action would allow or facilitate:
 - the existing marina to be renovated without expanding it. *yes*

What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?

Foresthill Divide Management Zone

The Foresthill Divide Management Zone comprises about 2,927 acres of mostly upland areas in the center of the unit on both sides of Foresthill Road. The management zone includes trails, trailheads, parking and restrooms.

- Within the Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - improved trailheads by adding parking, restrooms, and picnic sites; and *yes*
 - up to 20 campsites. *yes*

What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?

PARTICIPATION GUIDE AND COMMENT FORM

Mineral Bar Management Zone

The Mineral Bar Management Zone comprises about 217 acres of land along both sides of the North Fork of the American River at the northern edge of the park. The management zone includes the Mineral Bar campground and river access point. Existing facilities include trails, trailheads, campsites, restrooms, and parking.

- Within the Mineral Bar Management Zone, the CSP proposed action would allow or facilitate:
 - expanding the Mineral Bar Campground to add up to 20 campsites; and ~~and~~
 - improved river access/put-in points and additional parking, picnic sites, and restrooms.

What thoughts, questions or concerns do you have about these Mineral Bar Management Zone proposals?

Unless staffing at ASRA allows frequent patrols
this area is too remote to expand.

Fire danger is very high.

PARTICIPATION GUIDE AND COMMENT FORM

Confluence Management Zone

The Confluence Management Zone comprises about 2,199 acres of land surrounding the confluence of the North and Middle Forks of the American River. The management zone is adjacent to the northern portion of the City of Auburn; and it includes the park office, the Highway 49 and Foresthill bridges, the Mt. Quarries Mine and Cool Cave climbing area, and the popular confluence area. Existing facilities include trailheads, trails, parking, picnic sites, restrooms, river access points and visitor contact stations.

- Within the Confluence Management Zone, the CSP proposed action would allow or facilitate:
 - improved river access trails, boat put-ins, and portage trails; *yes*
 - additional areas for rock climbing; and *yes*
 - transit or shuttle service. *Good luck funding a shuttle. Where from in Auburn?*
- Within the Highway 49 Access Activity Node, the CSP proposed action would allow or facilitate:
 - formalized and improved parking and wayfinding; and *yes*
 - additional trailheads and restrooms. *yes*
- Within the Cool Cave Quarry and Mt. Quarries Mine Activity Nodes, the CSP proposed action would allow or facilitate:
 - guided tours of the Mountain Quarries Mine; *yes*
 - additional rock climbing areas; and *yes*
 - restrooms and interpretive information near the existing rock climbing area. *yes*
- Within the Confluence View Activity Node, the CSP proposed action would allow or facilitate:
 - a small overlook and interpretive facility near the Foresthill Bridge.

What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?

Make the parking fee based. Do this by putting an entry kiosk inside the ASRA gate, nearest No Hands Bridge.

Lobby Cal Trans to build a pedestrian bridge cantilevered off the existing bridge. Safety!!

PARTICIPATION GUIDE AND COMMENT FORM

Mammoth Bar Management Zone

The Mammoth Bar Management Zone comprises about 1,170 acres of land along the north side of the Middle Fork of the American River. The management zone includes all OHV tracks and trails. Existing facilities include parking areas, trailheads, restrooms, river access points and picnic sites.

- Within the Mammoth Bar Management Zone, the CSP proposed action would allow or facilitate:
 - additional technical downhill mountain biking trails and other active recreation facilities; and *yes*
 - allow OHV use up to six days a week. *yes*
- Within the Castle Rock Activity Node, the CSP proposed action would allow or facilitate:
 - investigation of the potential to relocate the OHV track to an upland location near Castle Rock, which would include parking, restrooms, and picnic sites. *yes*
- Within the Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - relocation of the OHV track farther from the river if it is substantially damaged by flooding; and *yes*
 - add camping and day use facilities near the river if the OHV track is relocated. *yes*

What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?

*If OHV days aren't expanded then
promote Mammoth Bar to mountain bikers
on the off days.*

PARTICIPATION GUIDE AND COMMENT FORM

Upper Middle Fork Management Zone

The Upper Middle Fork Management Zone comprises about 3,919 acres of land along both sides of the Middle Fork of the American River at the eastern edge of the park. The management zone includes trails, trailheads, restrooms and popular paddle stops along the river.

- Within the Upper Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - a management agreement with the US Forest Service for the whitewater put-in at Oxbow/Indian Bar. *yes*

What thoughts, questions or concerns do you have about this Upper Middle Fork Management Zone proposal?

Lower Middle Fork Management Zone

The Lower Middle Fork Management Zone comprises about 3,066 acres of land along both sides of the Middle Fork of the American River. The management zone includes trails, trailheads, parking and popular paddle stops along the river.

- Within the Lower Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - improved trail access to the river; *yes*
 - more formal trailheads including parking areas, trash receptacles and signs; and *yes*
 - interpretive signs and materials to describe the area's mining history. *yes*

What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?

Increasing traffic on the Slinger Mine Rd side won't be feasible until the local roads are widened. Safety!!

PARTICIPATION GUIDE AND COMMENT FORM

Park-wide Topics

The CSP proposed action anticipates and accommodates increases in regional recreation demand by allowing existing facilities enhancements, additional recreational facilities and improved access. It would also allow for increased resource protection and management. The Management Zone maps and descriptions provide more details and potential locations. Major initiatives would:

- Retain existing recreational opportunities and focus new recreation development primarily in existing medium or high intensity recreation use areas, or previously disturbed areas.
 - To provide more alternatives to the overcrowded confluence area, increase parking capacity by about 25% in other suitable areas, and provide additional day use facilities such as picnic sites and toilets.
 - To address the California State Parks system-wide shortage of camping opportunities, increase camping capacity by up to 245 individual campsites and alternative camping facilities and 5 group sites while incorporating wildfire prevention strategies.
 - To increase access to the American River, improve several roads and trails to the river for boating, fishing, picnicking and water play, while incorporating public safety improvements.
 - To address trail use, improvements and maintenance, a comprehensive Road and Trail Management Plan would be prepared to guide system improvements. Information about this process is available at: www.parks.ca.gov/PLANASRA
- Selectively inventory, survey, evaluate, and monitor natural and cultural resources; and restore sensitive natural resource values. Prioritize the most significant resources and areas of greatest threats, including newly developed areas. Use natural resource management strategies, such as protecting wildlife/habitat corridors and habitat elevation gradients, to maintain the capacity of natural resources to adapt and respond to climate change. The U.S. Bureau of Reclamation will complete and implement a Fire Management Plan under a separate planning process.
- Provide interpretation and education messages, programs, materials, features and facilities to inform the public of recreation opportunities, and promote awareness of natural and cultural resources.

What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.

- Cost/benefit for both ASRA & surrounding infrastructure is critical.

- Safety and sustainability drives all decisions and therefore policy

- Please wrap this process up! It has gone on far too long. ASRA leadership looks like a revolving door with too many new employees to educate every year.

Thank you for participating!

*Lari Stewart, Georgetown/Auburn resident
ECC & WSTF board member, 530-391-9101*

Thank you

PARTICIPATION GUIDE AND COMMENT FORM

INSTRUCTIONS:

A summary of park-wide major initiatives and proposed facilities for each management zone in the park that would be allowed or facilitated by the CSP proposed action is included below. Please provide thoughts, questions or concerns you may have about these proposals or any other comments you would like to share. You may skip any question. Write comments in the spaces provided.

Knickerbocker Management Zone

The Knickerbocker Management Zone comprises about 3,124 acres of relatively flat land in the southeastern portion of the park, near the town of Cool. The primary access point is the Cool Staging Area, adjacent to the town of Cool, which includes trailheads, trails, restrooms, parking, picnic sites, and numerous trails.

- 1) • Within the Knickerbocker Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection from the Olmstead Loop to Folsom Lake SRA.
- 2) • Within the Cool Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - additional day use facilities, such as picnic tables, restrooms, and interpretive information; and
 - up to 50 additional parking spaces.
- 3) • Within the Knickerbocker Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - up to 50 campsites and alternative camping options such as cabins or yurts, and 3 group camps;
 - visitors to drive to the river from Cool along the Knickerbocker Road; and
 - a small maintenance facility of up to ¼ acre.

What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?

1) Keep all trails slow - (5mph) if you add connection to Folsom SRA

2) additional day use on minimal scale only

3) No camping unless all additional fire risk increase is mitigated (through heavy staffing increase, fire marshal approved plan) etc

Do NOT open Knickerbocker road to any vehicle traffic - this is unsafe and not compatible with heavy pedestrian, equestrian, and recreational cyclists who frequent these trails. There is NO WAY to control speed of vehicles. And this intersecting road has multiple trail crossings (across Knickerbocker rd)

* Note unless there is enormous costly road improvement to Hwy 49 / confluence road, existing road can not safely handle additional vehicle ~~access~~ traffic.

PARTICIPATION GUIDE AND COMMENT FORM

Auburn Interface Management Zone

The Auburn Interface Management Zone comprises about 1,610 acres of land on both sides of the North Fork of the American River downstream of the confluence with the Middle Fork. The management zone is adjacent to the southern portion of the City of Auburn; and it includes the Auburn Dam site, Rocky Point, and the China Bar, Oregon Bar, and Birdsall areas. Existing facilities include trailheads, trails, parking areas, restrooms, and river access points.

- 1)
- Within the Auburn Interface Management Zone, the CSP proposed action would allow or facilitate:
 - a trail bridge connecting Auburn to Cool;
 - improved river launching and landing sites;
 - a boater shuttle service;
 - additional technical mountain bike trails; and
 - expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals.
 - Within the Birdsall, China and Oregon Bar Activity Node, the CSP proposed action would allow or facilitate:
 - additional trailhead and parking facilities.
 - Within the Rocky Point/Salt Creek Activity Node, the CSP proposed action would allow or facilitate:
 - camping opportunities including up to 50 campsites and alternative camping options, such as cabins or yurts on the east side of the river.

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

1) Keep the river wild. Limit all access to hikers + equestrians. Keep technical cyclist trails separate from pedestrian/equestrian routes.

2) If you add additional day use facilities you must also add enforcement personnel (no self register systems) and daily maintenance.

Self monitoring camp sites have become an opportunity for homeless encampments, drug use and criminal activity (ie Pru Banner Campground and Penninsula)

See what law enforcement will be responsible to monitor this problem before you allow camping

PARTICIPATION GUIDE AND COMMENT FORM

Confluence Management Zone

The Confluence Management Zone comprises about 2,199 acres of land surrounding the confluence of the North and Middle Forks of the American River. The management zone is adjacent to the northern portion of the City of Auburn; and it includes the park office, the Highway 49 and Foresthill bridges, the Mt. Quarries Mine and Cool Cave climbing area, and the popular confluence area. Existing facilities include trailheads, trails, parking, picnic sites, restrooms, river access points and visitor contact stations.

- Within the Confluence Management Zone, the CSP proposed action would allow or facilitate:
 - improved river access trails, boat put-ins, and portage trails;
 - additional areas for rock climbing; and
 - transit or shuttle service.
- Within the Highway 49 Access Activity Node, the CSP proposed action would allow or facilitate:
 - formalized and improved parking and wayfinding; and
 - additional trailheads and restrooms.
- Within the Cool Cave Quarry and Mt. Quarries Mine Activity Nodes, the CSP proposed action would allow or facilitate:
 - guided tours of the Mountain Quarries Mine;
 - additional rock climbing areas; and
 - restrooms and interpretive information near the existing rock climbing area.
- Within the Confluence View Activity Node, the CSP proposed action would allow or facilitate:
 - a small overlook and interpretive facility near the Foresthill Bridge.

What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?

As a Pilot Hill resident I drive the Confluence Rd 3-5 x a week. I assume people want to use the river and hike small distances. Develop confluence area and river access, focus management, money, & enforcement there.

Evacuation in an emergency (ie wildfire, flooding) is a constant worry as the road is just not able to safely handle current traffic congestion.

PARTICIPATION GUIDE AND COMMENT FORM

Park-wide Topics

The CSP proposed action anticipates and accommodates increases in regional recreation demand by allowing existing facilities enhancements, additional recreational facilities and improved access. It would also allow for increased resource protection and management. The Management Zone maps and descriptions provide more details and potential locations. Major initiatives would:

- Retain existing recreational opportunities and focus new recreation development primarily in existing medium or high intensity recreation use areas, or previously disturbed areas.
 - To provide more alternatives to the overcrowded confluence area, increase parking capacity by about 25% in other suitable areas, and provide additional day use facilities such as picnic sites and toilets.
 - To address the California State Parks system-wide shortage of camping opportunities, increase camping capacity by up to 245 individual campsites and alternative camping facilities and 5 group sites while incorporating wildfire prevention strategies.
 - To increase access to the American River, improve several roads and trails to the river for boating, fishing, picnicking and water play, while incorporating public safety improvements.
 - To address trail use, improvements and maintenance, a comprehensive Road and Trail Management Plan would be prepared to guide system improvements. Information about this process is available at: www.parks.ca.gov/PLANASRA
- Selectively inventory, survey, evaluate, and monitor natural and cultural resources; and restore sensitive natural resource values. Prioritize the most significant resources and areas of greatest threats, including newly developed areas. Use natural resource management strategies, such as protecting wildlife/habitat corridors and habitat elevation gradients, to maintain the capacity of natural resources to adapt and respond to climate change. The U.S. Bureau of Reclamation will complete and implement a Fire Management Plan under a separate planning process.
- Provide interpretation and education messages, programs, materials, features and facilities to inform the public of recreation opportunities, and promote awareness of natural and cultural resources.

What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.

In any medium or high intensity recreation use areas please plan for adequate enforcement of rules/laws + mitigation of all fire risks increased activity (camping) would bring.

As a long time area resident and frequent trail user I know this area is ~~well~~ well. Access roads, both in and out, are unsafe and inadequate for heavy vehicle travel. The canyons and surrounding lands are a fire-fighting nightmare.

Thank you for participating!

From: Kirsten Garrard

Sent: Saturday, August 18, 2018 3:23 PM

To: General, Plan@Parks <Plan.General@parks.ca.gov>

Subject: Traffic Study

In the 25+ years I've lived on Riverview Drive, PCWA has moved into the old Auburn Dam facilities with all their commute and truck traffic, ARD moved into the Dam office complex and hosts all kinds of activities, the skate park was built, the soccer fields were developed (and people get lost driving through our neighborhood looking for them), now a self-monitored bike park has been approved and there is discussion of expanding the canyon activities.

Traffic is a huge problem for the Skyridge/Riverview neighborhood. The traffic count for this project was done on a Friday and there is no activity at the ARD building on Fridays and it is a slow day for PCWA. A Saturday or Sunday would have been more accurate OR at least a day that ARD has activities (yoga, jazzercise, weddings, parties, etc) scheduled at their facilities. The Level of Service (LOS) for Skyridge Road is already bad in the City's General Plan without that consideration (Their traffic study found it a 2.9 and a 3 is not acceptable).

If the recent fires in CA have taught us anything, it is that this is a high fire danger area. The fire and police response come from the County 5 miles away at Dewitt Center or the State responding from Bowman and possibly another County (Fish and Game). That is unacceptable. If this project is to move forward there needs to be a mutual aid agreement between the State, County and City of Auburn for Emergency Services.

Thank you,
Kirsten Garrard

Jon Friedman
7794 Folsom Dam Road
Folsom, CA 95630

Lopu

July 23, 2018

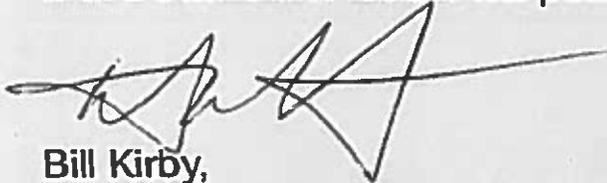
Request to Ensure Trail Connectivity to Downtown Auburn
Auburn Interface Management Zone/Auburn SRA General Plan Update

Dear Mr. Friedman

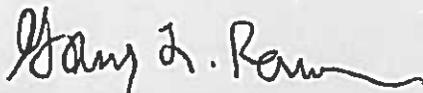
It should be noted that this Management Zone lies adjacent to the northern portion of Auburn as well as its "southern portion".

With that in mind, this letter is sent to follow up on our conversation at the meeting on the 26th and is asking that the Auburn SRA General Plan Update include a statement of support for trail connectivity to Downtown Auburn from the "Murphy's Gate" Trail. It will be of significant benefit to the City of Auburn and local businesses as well as to the park itself, to include a statement of support in the Plan for the possible future development of a walking and bicycle trail directly connecting Downtown Auburn to the State Park system along the "Murphy's Gate" Trail.

It is our firm belief that the future of Auburn and the State Park are inextricably intertwined and that the Plan's support for a trail connection with Downtown Auburn will positively promote that future.



Bill Kirby,
Auburn City Council



Gary Ransom
Auburn Resident

From: Carol Mobley Jordan <tcmobley@sebastiancorp.net>

Sent: Thursday, July 5, 2018 9:42 AM

To: Howard, Mike@Parks <Mike.Howard@parks.ca.gov>

Subject: Road to River- I live off of McKeon-Ponderosa and

I live off of McKeon/Ponderosa and surprised there is any talk about opening a road to the river. The lower McKeon/Ponderosa is a private road and the residents will fight any opening of a path to the river.

July 19, 2018

Cheryl Essex
California State Parks
One Capitol Mall, Suite 410
Sacramento, CA 95814

SENT BY USPS PRIORITY MAIL, DELIVERY CONFIRMED

Re: Auburn State Recreation Area

Dear Ms. Essex:

We are residents of Auburn and, more specifically live in a residential area adjacent to the Auburn Interface Management Zone – a part of the development plan proposal by the California State Department of Parks – copy of proposed plan attached. While we support reasonable and sensible use of State Park lands, we object to the proposed development of the Auburn Interface Management Zone and the Knickerbocker Management Zone. AND – we are not alone.

The State has solicited input on the development plan and has received many, many responses – a overwhelming majority of which are opposed to the development plan. But to date, the State is not listening. That's why we need your help. The reasons why we are opposed to this development are as follows:

1. The most readily available means of ingress and egress into Auburn and Knickerbocker Interface Management Zones are directly through highly populated residential areas. None of the other development zones are so located.
2. The disclosure on the Knickerbocker Zone alleges the primary access point would be from the Olmstead Loop. However, the disclosure on Knickerbocker fails to take into account the "trail bridge connecting Auburn to Cool". In other words, it would be more convenient for anyone using the Knickerbocker facilities to access those facilities through the Auburn Interface Zone – together, drastically increasing traffic flow through the residential areas adjacent to the Auburn Zone.
3. The primary access routes to the Auburn Interface Management Zone would be by way of Maidu Road or down Riverview via Sacramento Street. This is unacceptable as it would drastically increase traffic flow on already busy residential streets, the danger presented by drivers blowing through stop signs at residential street corners, and jeopardize the lives of our children crossing these same streets to attend school and school or recreational functions.
4. The proposed facilities would drastically increase the fire danger for all adjacent residential neighborhoods – consider the catastrophic Napa and Santa Rosa fires and the equal potential for a fire to spread into our neighborhoods **at night** with substantial risk of loss of life and property.

5. The proposed facilities would likely be a draw to homeless and other human elements that may drastically increase transient traffic through adjacent residential neighborhoods with the attendant increase in crime and refuse.
6. The infrastructure on the roads most likely used for access to the Auburn and Knickerbocker Zones is already severely in need of repair. The increased traffic would impact the integrity of these residential thoroughfares and decrease road safety as well.

There are several hundred residents and property owners that will be exposed to the negative impact of the proposed Auburn Interface and Knickerbocker Interface Management Zones, namely, increased risks from fire, vehicular traffic, decreased public safety and reduced quality of life in our neighborhoods. It is for these reasons that we respectfully request your intervention into the proposed development of the Auburn and Knickerbocker Management Zones. The people have spoken but the California Department of Parks is not listening. Please help us to encourage them to re-direct their efforts to Zones that are not proximate to residential areas. We support the development of new and additional camping areas – just not near our or other neighborhoods.

We would be happy to meet with you with our delegation and discuss what action might be taken to prevent the State from moving forward as proposed. Please let us know when it would be convenient to meet with you. Thank you.

Sincerely,

The Concerned Residents of South Auburn, Signatures attached



Please send your response to:

David Valerio
P.O. Box 4977
Auburn, CA 95604
E-mail: dj.valerio13@gmail.com
(530) 401-0369

**Auburn Neighborhood Petition
Against the California Department of Parks' Auburn and Knickerbocker Interface Management Plans**

Name	Sign	Address	E-mail	Phone
Lacey Lutes Nealey	L L Nealey	10160 Snowy Owl Way	laceylutes@gmail	831 393 015
Scotty Nealey	L L Nealey	10160 Snowy Owl Way	SWNEALEY@Comcast	408-763-5273
Alexandra Monroe	Alex Monroe	10025 Snowy Owl	monjaid@att.net	(530) 865-4272
Barbara Sheldon	Barbara Sheldon	11235 Sunrise Ridge Cir.	barbshelton@gmail	916) 797-1011 530
STEVE SHELTON	Steve Sheldon	11235 Sunrise Ridge Cir	tedshelton@gmail	(530) 897-2023
LARRY MONROE	Larry Monroe	10025 Snowy Owl Way	monjaid@att.net	530) 885-4272
Julie Grant	Julie Grant	15675 Late Artline Auburn	julieg74@att.net	530) 368-9334
Cindy Cranny	Cindy Cranny	10015 Snowy Owl Way Auburn 95605	cindycranny@yahoo.com Jckelly41@gmail.com	530-305-2560
Cristine Kelly	Cristine Kelly	Eagles Nest - Auburn 95603	cindycranny@yahoo.com	
Jim Cranny	Jim Cranny	10015 Snowy Owl Way Auburn CA	cindycranny@yahoo.com	530-906-6546
Cete Cranny	Cete Cranny	10015 Snowy Owl Way Auburn CA	cindycranny@yahoo.com jckelly41@gmail.com	(530) 305-9334
Martie Edwards	Martie Edwards	10015 Snowy Owl Way Auburn CA	martieedwards@gmail.com	707 409 5100
Diane Pardue	Diane Pardue	10165 Snowy Owl Way Auburn CA	diane.pardue@gmail.com	916 747-5398
Beta Travis	Beta Travis	5030 Embley Post Auburn, CA	beta.travis@gmail.com	

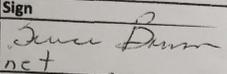
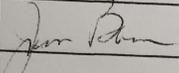
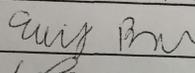
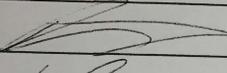
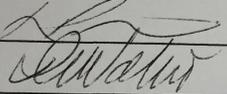
**Auburn Neighborhood Petition
Against the California Department of Parks' Auburn and Knickerbocker Interface Management Plans**

Name	Sign	Address	E-mail	Phone
Tristan Celio	<i>Tristan Celio</i>	3000 Eagles Nest	tristancelio@gmail.com	(530) 533-5320
Alaska Gibson	<i>Alaska Gibson</i>	3005 Eagles Nest	Alspolishood@gmail.com	530 966 9252
CLAY SCHMIDT	<i>Clay Schmidt</i>	3025 EAGLES NEST	CLAYSCHEMIDT@SBCGLOBAL.NET	530 873 530
Cynthia Hayes	<i>Cynthia Hayes</i>	3025 Eagles Nest	clh3e@pgc.com	401-1035
Jeanine Anderson	<i>Jeanine Anderson</i>	2025 Falcons PT	Jeanineanderson@gmail.com	1957 @gmail.com
Ineke van der Linden	<i>Ineke van der Linden</i>	810 Vista Del Lago	vanderlinden@studios.com	530 887 8671
Daniel Pierce	<i>Dan Pierce</i>	1840 Vista Del Lago	dampierce@yach.com	(310) 963-4282
Erin Pierce	<i>Erin Pierce</i>	1840 Vista Del Lago	erinpierce26@gmail.com	(650) 922-3952
JOE Dydynski	<i>Joe Dydynski</i>	1800 VISTA DEL LAGO	JD D Y N S K I @ S B C G L O B A L . N E T	530 888-1880
Patricia Kingsley	<i>Patricia Kingsley</i>	1870 Vista Del Lago	P.Kingsley@sbcglobal.net	530 823-0317
Toni & Judy Bowen	<i>Toni & Judy Bowen</i>	1910 Vista Del Lago	ToniB@aol.com	530-989-1710
Jan Whitt	<i>Jan Whitt</i>	1930 Vista Del Lago	jwhitt@yach.com	530 871 9015
Richard Hadley	<i>Richard Hadley</i>	" " " "	rhadley@sbcglobal.net	769-3918
Steve Levine	<i>Steve Levine</i>	10035 Snowy Owl Way Auburn CA	smplevine@aol.com	(530) 830-2867

**Auburn Neighborhood Petition
Against the California Department of Parks' Auburn and Knickerbocker Interface Management Plans**

Name	Sign	Address	E-mail	Phone
Judy Levine	Judy Levine	10035 Snowy Owl Way Auburn	lowen.judy@gmail.com	
JUNE MURPHY	Mike Kellogg	10025 Snowy Owl Way Auburn CA	murphy.june@att.net	
Craig Pierce	Craig Pierce	10075 Snowy Owl Way Auburn, CA 95603	cwpierce1@gmail.com	
Jill Bischoff	Jill Bischoff	10070 Snowy Owl Way Auburn, CA 95603	jillbischoff@gmail.com	
Judy Swensen	Judy Swensen	10080 Snowy Owl Way Auburn, CA 95603	jaswensen@icloud.com	
JUDITH HORTON	Judith A. Horton	10095 Snowy Owl Way Auburn, CA 95603	judy.judy.horton@gmail.com	
GERALD WILFLEY	Gerald Wilfley	10100 Snowy Owl Way	JWILFLEY@SILVERCREST.PET	
Bill Ray	Bill Ray	10115 Snowy Owl Way	willray@comcast.net	
Deborah K. De	Deborah M. K. De	10030 Snowy Owl Way	dkde1@ahorn.com	
Lupe Lillandie	Lupe Lillandie	10125 Snowy Owl Way, Auburn Auburn	lupetal1@gmail.com	
WALT Bowen Jr	Walter Bowen Jr	10120 Snowy Owl Way	WLBOWEN@GMAIL.COM	
STAN Lubold	Stan Lubold	10135 Snowy Owl	SLUBOLD@GMAIL	
NIEL CRIDER	Niel Crider	10155 Snowy Owl	niel@nielcrider.com	
Lennie Crider	Lennie Crider	10155 Snowy Owl	lenniecrider@gmail.com	

Auburn Neighborhood Petition
Against the California Department of Parks' Auburn and Knickerbocker Interface Management Plans

Name	Sign	Address	E-mail	Phone
Bruce Bowman b.bowman@astound.net		1800 Vista Del Lago		
Jan H. Bowman		" " "	j.bowman@astound.net	
Susan Bruno	SUSAN BRUNO	1855 Vista Del Lago	sbr90749@gmail.com	
Emily Baird		1905 Vista Del Lago	embaird17@gmail.com	
Bill Evans		1940 VISTA DEL LAGO	scribeer@gmail.com	
David Hoar		10020 Snowy Owl Way	DH@ME.com	
David Valeco		10020 Snowy Owl Way Auburn, CA 95621	dv.valeco13@gmail.com	530 401 0367
Jolie Valerio	Jolie Valerio	10010 Snowy Owl Way	valeriojolie@gmail.com	
Margaux Eelkema	Margaux Eelkema	1820 Barn Owl Ct	MAR683062@gmail.com	
Melvin Eelkema	Melvin Eelkema	1820 Barn Owl Ct	melkema@gmail.com	

July 24, 2018

Lisa Mangat, Director
California State Parks
1416 9th Street
Sacramento, Ca 95814

Re: Auburn State Recreation Area
General Plan/Resource Management Plan

Dear Ms. Mangat

Enclosed please find our letter of complaint signed by 14 residents of the City of Auburn. We and hundreds of Auburn residents are deeply concerned about the plans to develop the Auburn State Recreation Area.

I hope the letter conveys the depth of our opposition to some of the facilities shown in the General Plan Amendment. We will fight the approval and construction of these ill advised facilities tooth and nail. We have the time, we have the resources, and we have the resolve.

We urge you to please re-direct your valuable staff time and resources to projects that are more appropriate for the area they are located.

Sincerely



David Presta

July 21, 2018

Lisa Mangat, Director
California State Parks
1416 9th Street
Sacramento, Ca 95814

Re: Auburn State Recreation Area
General Plan/Resource Management Plan

Dear Ms. Mangat

We the undersigned are deeply concerned about the plans to develop the Auburn State Recreation Area (ASRA). We have a number of concerns regarding the general plan amendment proposed by the California Department of Parks and Recreation (CDPR), as well as the manner in which it was presented to the public. The facilities proposed for the Auburn Interface Zone and the Knickerbocker Zone in the ASRA are of greatest concern.

Inadequate Notification

There are thousands of Auburn residents, probably tens of thousands, who know nothing about the major changes proposed for the Auburn State Recreation Area. This is disturbing in light of the fact that the CDPR has been working on the project for years. This observation is based on discussions with hundreds of residents, all but three of whom learned about the project from flyers placed on their door steps by concerned citizens.

Most significantly, the hundreds of residents who will be exposed to the greatest negative impacts from this major development knew nothing about it.

These negative impacts include:

1) Increased fire hazards 2) Increased vehicular traffic 3) Threats to public safety from an increased transient population 4) Reduced quality of life within our neighborhoods 5) Loss of property value

The following at-risk residents should have received direct correspondence by mail from the CDPR which thoroughly explained the scope of the general plan review and schedule of public meetings:

1) The residents whose property borders the ASRA, and/or the open land controlled by the Federal Bureau of Land Management between the ASRA and their property. 2) The residents living in neighborhoods adjacent to the ASRA that will be negatively impacted.

These are the people whose homes will burn first, whose children will be exposed to injury from more cars and trucks, whose neighborhoods will be exposed to excessive traffic noise, whose children and property will be subjected to greater scrutiny from a transient population, and whose property values could decline. We learned about the project not from the State of California, but through eleventh-hour efforts of private citizens who oppose the development. Through your neglect, we were denied the right to attend the public meetings, to voice our concerns and be heard by our neighbors.

We the undersigned live in one of the affected neighborhoods, and did not receive proper notification of the major new public facilities proposed for the Auburn Interface Zone and Knickerbocker Zone within the ASRA. We were not notified of the prior public meetings in 2015. We were not notified about the four draft alternative plans that were released for public review in December 2017. We were not given any time to review the draft alternative plans or submit comments. Now seven months have passed and the CDPR has set a July 23, 2018 deadline for comments. The draft alternative plans were not even posted on the CDPR web site until June 20, 2018. The deadline for comments must be extended. We respectfully request that you suspend all planning of the proposed development until the State of California has properly and adequately notified us and all other residents who will be negatively impacted by any portion of the project.

Fire Risk

We are most concerned about the increased risk of wildfires created by building facilities that will attract hundreds of thousands of people. You are proposing to build facilities at the bottom of a steep canyon that in some areas will be located less than a half mile from densely populated neighborhoods with hundreds of homes. Proposing campgrounds down there is irresponsible. In the Napa and Santa Rosa fires in October 2017, over 40 people died when fires swept through their neighborhoods in the middle of the night, some of them as they slept. Providing facilities and encouraging thousands of people to build fires and camp overnight there could be considered negligent. The bottom of the canyon would be occupied 24 hours a day. If a fire broke out at night, on either side of the river, it could race up the canyon slopes and set homes on fire with people asleep inside. Dozens of Auburn residents could suffer the same fate as those in Napa and Santa Rosa. The proposed day-use facilities need to be located farther away from our neighborhoods as well. With the significant increase in human activity envisioned in the American River canyon, more frequent wildfires are inevitable. There will be little time to evacuate our neighborhoods as fire races up the canyon walls.

Review Process

The results of your review process can be manipulated by what information you provide to the public and what you hold back. The CDPR must have prepared feasibility studies for this major undertaking, specifically for the Auburn Interface Zone (AIZ). What are the estimated visitor counts that would sustain a recreation equipment rental facility? What is the estimated annual visitor count? What is the estimated peak day visitor count? What are the estimated vehicle counts? What is the maximum occupancy envisioned for each site?

Improved river launching and landing sites are proposed in the AIZ, but no further information is provided. What is the purpose of these facilities? What is a boater shuttle service? Since no boat can safely navigate this portion of the American River, under any circumstances, why was the term "boater" used? These will be kayaking and river rafting facilities, but that fact was obscured. What are the details of the rafting operations? What routes will the rafting company trucks and buses take? Will they be operating rafting excursions upstream, downstream, or both? What is the status of negotiations with the Placer County Water Agency for the release of water to support enhanced commercial rafting? Assuming it would be irresponsible to begin this process without conducting preliminary studies, why were the results not made public?

The results of your surveys can be manipulated by how the questions are phrased. What kind of response do you think you would have received if you asked the questions; "Do you want new facilities that will increase the risk of fire that could result in catastrophic loss?" "Do you want river rafting company trucks and buses driving through residential neighbor hoods?" "Do you want a major increase in vehicular traffic in your neighborhood?"

In the results of a prior survey posted on your web site, 72% of respondents said they did not want campgrounds in the Auburn Interface Zone, yet the CDPR did not remove the camp sites from the most recent iteration of the plans.

Did everyone who will be most affected by the proposed improvements, both negatively and positively, receive equal access to the planning process? Did some people receive extraordinary notifications and invitations? Were some private citizens consulted and others, who should have been notified, ignored?

Operational Concerns

Approximately 12 years ago when the current facilities at China Bar (AIZ) were reviewed and built, the CDPR agreed to keep park service staff on site at all times the gate at China Bar was open to the public. This agreement was made in order to placate Auburn resident's concerns about wildfires and public safety. The CDPR has failed to honor that simple agreement. Park staff routinely open the gate and drive away immediately. Once the proposed new facilities are in use, the CDPR will be in a position to operate the facilities in any manner it wishes, adding any facilities it wishes, and ignoring fire safety measures it deems too expensive or can no longer afford.

Thank you for giving this matter your valued attention. We look forward to receiving notification of a suspension of the review process and updated time line. Please send your response to each undersigned.

Sincerely

Concerned Residents of the City of Auburn
Signatures Attached

cc: Xavier Becerra, Attorney General of California
Assembly Member Frank Bigelow
Senator Ted Gaines

Attn: Lisa Mangat, Director
California State Parks

Re: Auburn State Recreation Area
General Plan/Resource Management Plan

Sign David Presta

Print Name DAVID PRESTA

Address 11110 MONTANA DR, AUBURN, CA 95603

Sign Tracy V. Harris

Print Name TRACY V. HARRIS

Address 1370 PATARO COURT, AUBURN CA. 95603

Sign Allison Davis

Print Name Allison Davis

Address 11070 Montana Dr. Auburn, Ca 95603

Sign Mary Anne Dye

Print Name MARY ANNE DYE

Address 1470 Buckeye Ct, Auburn, CA 95603

Sign Judy Levine

Print Name Judy Levine

Address 10035 Snowy Owl Way, Auburn, CA 95603

Sign Christine W. Berthold

Print Name Christine W. Berthold

Address 3065 Eagles Nest, Auburn, CA 95603

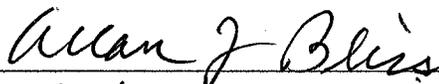
Sign Larry Welch

Print Name Larry Welch

Address 3045 Eagles Nest Auburn 95603

Attn: Lisa Mangat, Director
California State Parks

Re: Auburn State Recreation Area
General Plan/Resource Management Plan

Sign 
Print Name Allan J. Bliss
Address 445 Riverview Dr Auburn, CA 95603

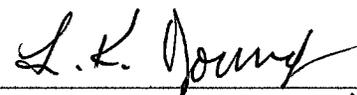
Sign 
Print Name PAUL RAMSTAD
Address 1695 VISTA DEL MONTE AUBURN CA 95603

Sign 
Print Name Ben Troia
Address 3095 Eagles Nest Auburn CA 95603

Sign 
Print Name Daniel Pierce
Address 1840 Vista Del Lago Auburn, CA 95603

Sign 
Print Name Janet Whitlock
Address 1930 Vista Del Lago, Auburn, CA 95603

Sign 
Print Name WILLIAM EVANS
Address 1940 VISTA DEL LAGO AUBURN CA 95603

Sign 
Print Name Lyle Keith Young
Address 1140 Wildwood Dr. Auburn 95603

**What is my connection to the American
River and Canyons, and what would
I change to create a better experience
for visitors to the Auburn State
Recreation Area?**

For generations, my family has lived near the flowing waters of the American River Canyons. Among my first memories are the sounds of the water flowing over rocks and trees gently swaying in the wind. My mother always told my siblings and I that her job was to give us roots, but also give us wings, and my roots are firmly planted in this community. I have literally spent every day of my life within sight of the flowing rivers. They are my home, and it hurts me to see that people would consider destroying them.

It seems like debates about these areas have been raging my entire lifetime. Some of my neighbors cringe with the thought of more people exploring our home. I have good friends who would rather see this area untouched by humans, and saying that this is the best way to preserve wild natural resources. I disagree. Now, I'm not a huge fan of crowds of people either, but I have come to realize that visitors are the key to preserving resources. The idea of tranquil, wild spaces without any human footprints might sound appealing, but the reality is that unless people are encouraged and allowed to experience the wonder of the American River Canyons, there won't be enough passion and energy in the future when the question regarding building a dam arises once again, as it certainly will. By encouraging people to drink in the natural beauty of the North and Middle Forks, they will come to appreciate preserving these areas in their natural state.

I would want a bridge to be built so people can see this beauty for themselves, and want to keep it in its pristine state. Building a bridge connects people to nature, while building a dam abruptly stops the natural flow of our lives. A dam would not only interfere with my and many others food supplies, but also change the natural shape of the canyons. A bridge located at the old Auburn Dam construction site that connects all of the trails on either side of the river will bring in more visitors. As some of my other friends would be appalled to see more humans in our home, I would sit happily in the pine trees, waiting to see the looks on their faces while gazing in awe at the beautiful scenery, and knowing that will make a difference. There is too much history and natural beauty at stake for the lack of awareness for the importance to save these areas.

It all starts with human's appreciation- such as the one turning in this essay- of nature and animals such as me, the bald eagle. I hope people realize that preserving the natural beauty of the American River Canyons is imperative to the survival of future generations of wildlife and plantlife. Encouraging more citizens to appreciate the natural beauty by creating more access points will help raise an overall awareness to preserve our home.

ASRA GP comments by:

Rachel Nicholson
Oak Ridge High School

ASRA GP Comments

FROM:

Claire Breckenridge

Placer High School

What is my connection to the American River and Canyons, and what would I change to create a better experience for visitors to the Auburn State Recreation Area?

PARC Scholarship Essay

For all of my life, I have lived at the edge of the canyon and have a deep love for this place. PARC readers most likely receive this same sort of story every year. I could describe the hours I have spent growing up in the canyon, swimming or climbing, gratefully picking up litter with the Placer Environmental Club, or the endless sprinting up and down the trails with the Placer girls' soccer team, and I would probably fall right in the general mix of having a stereotypical lovely canyon experience. Instead, I'll describe one experience. When I was a younger, I never would have imagined leaving for college and departing from my strongest tie to nature, the Confluence. Just a couple weeks ago, I went for my usual run from Robie down to No Hands. It was a quiet, picture-perfect day; I made it to No Hands Bridge and began sprinting back when I came to a realization-- I would soon be leaving this place. I sat down in a patch of grass right next to the cliff of the river and began gazing at everything I could possibly take in. The sound of the water flowing and the slight gust of wind kept me at peace. Being a fast-paced person, I had never done anything like that, just stopping for a while and reflecting on the future and the past. I imagined living somewhere else, maybe even a big city, where I wouldn't have my nature sanctuary as an escape. I felt so tiny sitting under the oaks, beside the grand river canyon, and was filled with awe and appreciation. I will take seventeen years of joyous memories with me when I go away, and know that I will slip off to recharge in the canyon at the first opportunity on my visits back home.

If I had the opportunity to change something about the American River and canyon, I would create a safer environment accessing the American River. Every day, and especially in the busy summer months, getting to the Confluence is dangerous. With little parking and a heavy flow of visitors, many have to walk a long distance along the side of the road. The majority of the drivers flying down Highway 49 are quickly heading home to Cool and drive that long, windy road twice a day or more. From personal experience, it's too close to the speedy cars, but it's worth it for the experience of spending a beautiful day at the American River. Adding small sidewalks for pedestrians or more parking would be ideal; however, that would involve destroying a part of what everyone is coming to see. One idea is an American River and canyon parking lot and shuttle service in town where you could be taken down to the water and back. I'm sure visitors would be willing to pay a small fare to keep everyone safe and help the rangers manage hectic situations.

Word Count: 493

8

What is my connection to the American River and Canyons, and what would I change to create a better experience for visitors to the Auburn State Recreation Area?

I have lived in either Cool or Auburn for my entire life. Since I was a toddler, my family and I have frequented the American River Canyon for exercise and recreation. My favorite summer memories are from the canyon—floating down rapids in inner tubes, camping at Lake Clementine with my cousins, and learning to ride my bike on the Quarry trail. During my freshman year, I was on my school's cross-country team, and trained on the Cardiac Bypass Trail to China Bar weekly. Unfortunately, an injury ended my competitive career early, but my two dogs and I still run on the Manzanita, Stagecoach, Mossy Rock, and Flood trails multiple times per week. The American River Canyon serves as an easily accessible venue for hiking, mountain biking, rafting, kayaking, and endurance sports. I am so thankful to be raised in an area with such a diverse and extensive network of outdoor resources.

Although the canyon's current resources and infrastructure are adequate for most of the population's needs and enjoyment, some changes could improve its community value and ecological footprint. First, the wide, steep, road-like Stagecoach trail is plagued by perpetual soil erosion. This negatively impacts trail users by creating ruts in the middle of the trail, as well as the American River's health, as the soil is washed directly into the river, decreasing clarity and altering the mineral content. A relatively easy and inexpensive solution to this problem would be creating small berms at intervals along the trail, diverting the water down the neighboring hillside which is heavily vegetated and therefore much more capable of handling the water than the trail's bare soil. A similar problem exists at the former Auburn Dam site, where a much larger area is void of vegetation and consequently subject to massive erosion. Additionally, this site is an eyesore for anyone in the area. Ideally, this entire area should be revegetated to prevent additional erosion as well as to replenish the resources that were regrettably removed from the canyon.

In addition to these improvements, the State Parks should reconsider their implementation of expensive day use fees in the confluence and Quarry Trail areas. While the volume of park-goers on hot summer days is concerning, charging a ten-dollar fee is an inappropriate remedy. This cost prohibits some low-income residents from enjoying the park. The small area of free parking at the No-Hands Trailhead is regularly inadequate and is incredibly dangerous for pedestrians trying to get from their vehicles to the trailheads and river. Auburn SRA should abolish all parking fee requirements and create a free permit system to prevent overcrowding and overuse on peak days. If everyone has an equal opportunity to appreciate our beautiful natural resources, they will be more likely to want to protect our rivers and canyons for future generations.

Word Count: 467

ASRA GP comments
from:
Michael J. Ernst
Del Oro High School

ASRA GP
Comments by
Amanda Thomas
Placer High School

What is my connection to the American
River and Canyons, and what would
I change to create a better experience
for visitors to the Auburn State
Recreation Area?

2018 PARC Scholarship Essay Contest

I've lived in Auburn my entire life. The community, the nature, and the quaintness of the town have continued to captivated my attention. My family and I have included the American River and Canyons into our lives for years; we hike, bike, swim, and plan summer trips every year. I look forward to spending time in nature while surrounded by the people I care about. Because of its captivating sound and beauty, I frequently go to the river's edge and listen to its babble; I use nature and the river to relax when I am stressed out.

The American River and Canyons are spectacular, and should be shared throughout Northern California. Due to some of their locations, tourists have a harder time visiting the area. Parking can sometimes be a challenge; meanwhile, the traffic is horrific on the weekends. To further enhance the experience of visitors to the Auburn State Recreation Area, I would attempt to build a larger parking area. Not only would that allow for visitors to arrive at a later time, it would encourage tourists to visit, regardless of when they arrive. Larger parking areas would additionally make the area safer, giving young children and people with disabilities more maneuverability. Even being an Auburn resident (who lives close to the canyon), I still have a difficult time making it to the Canyon before the parking lots are full and busy with other drivers trying to find parking. I have almost gotten hit by others, and had to sacrifice my experience because I could not find any parking.

To continue enhancing the area, I would renovate the Auburn Dam Site; by creating an effective passthrough from Auburn to Cool, the Auburn Dam Site would provide another way for people to visit the Auburn State Recreation Area. The site has been abandoned for years, and is not proving to be useful to travellers at the time. If the site was turned into a bridge, there would be an additional connection through the canyon, increasing the amount of trail access, equestrian haul-ins, and overall tourist attraction. As an equestrian, it would be extremely appealing to have an easier way to trailer my horse to different trails in Auburn; I always avoid trailering my horse through the canyon due to the high levels of traffic and lack of space. Renovating the Auburn Dam Site would also decrease the high levels of congestion in popular areas of the canyon -- there would be another route for tourists to visit, making it safer for visitors in the future.

The Auburn State Recreation Area is a part of my home; I would love to see it turned into something monumental. Its beauty, dynamic nature, and unique location make it a hot spot for everyone -- by making it safer and easier to access, the experiences of both tourists and locals will be forever improved.

Word Count: 478

ASRA comments by Brenn Haydon, Placer High School

Like a silver vein carving through the burnt ochre canyons and serrated crags of California, the American River, with its frigid, winding waters, is a centripetal force to its landscape. This river has always been a steadfast force in my life. For seventy-eight years, my family has camped along the Middle Fork, and I will continue this tradition by encouraging others to protect these sacred lands.

I scooped my first crawdad out of the rocky shallows of the river when I was four, pinching it tightly with my fingers, a hint of fear in my eyes. When I was six, I herded scores of caddisflies larvae around slippery stones, and staked out patches of ivory milkweed to glimpse orange-winged butterflies. One year we caught a bicolored King Snake in a minnow-trap. "This is a good snake," my great uncle told us, "We'll let him go now."

At the age of eleven, I sat on warm rocks busily painting the tufts of golden poppies and grape-jelly lupins that blossomed on the banks of China Bar. Soon the weekends became quests for hidden waterfalls and groves of Five-Finger and Maidenhair ferns on the steep trailsides. I sucked on the juices of blackberries with blood-stained fingers and munched on crisp Miner's Lettuce.

Throughout high school, I actively sought wild and untamed nature. I spent sticky summer afternoons running through White Manzanitas on the dusty trailways to No-Hands Bridge. I was attentive for oily Poison Oak, alert for the rattlesnake's warning, and prepared for the predator's pounce. I also listened for the signs of animals in the sky; Turkey Vultures and Red-Tail Hawks reminded me that nothing is certain, and that the land I had come to love was constantly threatened by the developing world.

What is my connection to the American River and Canyons, and what would I change to create a better experience for visitors to the Auburn State Recreation Area?

From then on, trips to the canyons had a higher purpose -- a purpose to protect and restore a balance favoring nature. I utilized my role as Placer's Environmental Club President to encourage an appreciation of nature. The more who know and love the canyon, the more help there will be to protect it. Teaching others how to access the canyon will break the barriers of unfamiliarity that detract many. Our community can further expose nature's grandeur by labeling trailheads, providing large permanent maps at pathway entrances and intersections, and hosting more community-sponsored hikes. Having opportunities for enthusiasts to interact with the canyon by scattering indigenous seeds, collecting debris, or learning to identify the native flora and fauna will increase others' connections to the wilderness. These service projects will instill in visitors a sense of ownership and contribution, as well as teach others how to serve and protect the environment, thus nurturing a relationship between man and Earth so often lost in the modern world.

The American River inspires the inquisitiveness of children, provides a sanctuary for recreation and rejuvenation for adults, and reminds society that we are not separate from Earth. The American River is the foundation of this community and must be protected for future generations to enjoy.

WORD COUNT: 500

From: [Heidi Washington](#)
To: Essex.Cheryl@Parks
Subject: Re: Proposed new river access
Date: Wednesday, September 05, 2018 4:36:10 PM

The Sliger fire is an example of why a new campground should NOT be built in this heavily wooded area and especially not so close to the residential area of Todd Valley.

Heidi Spearer
Todd Valley/Foresthill

Sent from my iPad

Roger Grogan

95722

PARC's General Plan Recommendations and Comments

Suggestions are given in the order the tiles appear on the Auburn SRA General Plan survey page.

https://www.parks.ca.gov/?page_id=24325

KNICKERBOCKER:

1. Establish trail connection between Olmstead Loop and Folsom Lake SRA.
2. Improve day use facilities at Cool staging area; add picnic tables, additional restrooms, interpretive information and up to 50 additional parking spaces.
3. Improve, add signs and open the Knickerbocker Road from Cool to the Whitewater Park area of the river for day use and camping.
4. NO CAMPSITES in the Knickerbocker Road Activity Node. Camping here would conflict with popular multi-use trails, existing cultural and natural resources.

CONFLUENCE:

1. Improve river access, trails, boater put-ins, vehicle parking and add concrete vault restrooms at Quarry Rd parking area, add river rapid portage trails and wayfinding. Provide designated 15 minute boater load/unload zone.
2. Work with Cal Trans to fix and designate parking along Hwy 49.
3. Solicit and improve transit and shuttle service from Auburn to the Confluence Area.
4. Add additional rock climbing as Teichert and BOR decommission open-pit limestone extraction mines.
5. Continue to seasonally close rock climbing areas for nesting raptors, owls, ravens and other sensitive species.
6. Add restrooms and interpretive panels to the current and future rock climbing areas.
7. Provide guided tours of the Mtn. Quarries Mine. Shuttle mine tour visitors from location(s) other than the Confluence.
8. Add interpretive panels and shuttle parking lots to both ends of the Auburn-Foresthill Bridge.
9. Enter into an agreement with Placer County to provide shuttle-bus service to the Confluence and Mammoth Bar Areas.
10. Allow, by special permit or other management tool base jumping from the Foresthill Bridge.

AUBURN INTERFACE:

1. Auburn to Cool Trail Bridge connection.
2. Provide low impact environmental and group camping sites on El Dorado side of the river, including walk-in camp sites and tent-only car-camping sites. No RV's or trailers.

3. Expand and improve trailhead, day use, special event and parking facilities on both sides of the river.
4. Improved boater put-in and take-out sites. Provide infrastructure for slalom gates at the Whitewater Park.
5. Request permission from PCWA for use of Pump Station Road for day use boating access to replace lost access at Birdsall. Improve road as needed, designate parking area and 15 minute boat loading zone at trail access to the beach upstream of pump inlet.
6. Evaluate options for boater shuttle service.
7. Ensure multi-use trail connectivity from Downtown Auburn into the Auburn State Recreation Area.

CHEROKEE BAR/RUCK-A-CHUCKY:

1. Improve, grade, add base rock and fix water drainage features on Drivers Flat and Sliger Mine Rds.
2. Replace the washed out Greenwood Bridge with a non-motorized trail bridge crossing of the Middle Fork at Ruck-a-Chucky campground.
3. Improve Drivers Flat Road upstream of gate at Greenwood Bridge site.
4. Add additional campsites to Greenwood/Ruck-a-Chucky campground as space allows.
5. Add parking, day use facilities and restrooms to Cherokee Bar day use area.
6. Block vehicle access to beach areas.
7. NO CAMPING at Cherokee Bar.

FORESTHILL DIVIDE:

1. Improve trailhead parking, picnic sites and restrooms.
2. Provide "traditional" State Park camping with campground host up to 20 sites at a site that doesn't conflict with trail use and cultural resources.
3. Improved maintenance of the popular Foresthill Divide Loop Trail.

LAKE CLEMENTINE:

1. New trail connection along the lake from Lower to Upper Lake Clementine.
2. NON-MOTORIZED watercraft rentals, classes, trips and storage at Upper Lake and if feasible at Lower Lake.
3. Improve Upper Lake Road for year round day use.
4. Flood proof vault toilet(s), concrete picnic tables and shade structures at Upper Lake.
5. Renovate existing marina without expanding.
6. Add floating deck in camping area for on lake non-motorized camping.

LOWER MIDDLE FORK:

1. Improved trail access including American Canyon and Robie/Canyon Creek trail heads with improved parking, interpretive and map panel signage panels that identify WST and Tevis Trails in this area. Trail sign WST and Tevis Trails.

MINERAL BAR:

1. Expand Mineral Bar campground and day use parking as space allows.
2. Add campground host.
3. ENFORCED NO CAMPING along Pennyweight Trail.
4. Improve commercial and private boater put-ins as needed, including additional parking spaces.

UPPER NORTH FORK:

1. North Fork Trail improvements from Windy Point to Yankee Jims.
2. Trail footbridge across Shirttail Creek.
3. Add and improve parking, picnic and toilet facilities at both Yankee Jims and Ponderosa Bridges.
4. Improve; grade, base rock and fix or add water bar and drainage features for both sides of Ponderosa Way and Yankee Jims Road. Develop a maintenance plan for both roads.
5. Work with Placer County on Yankee Jims Bridge replacement project that includes preserving the historic bridge for pedestrian use.

UPPER MIDDLE FORK:

1. Inter into a management agreement with US Forest Service for whitewater put-in at Oxbow/Indian Bar.
2. Improve road for day use at Cache Rock/Voicanoville Areas.

MAMMOTH BAR:

1. Keep Mammoth Bar open year round for day use including picnic, fishing and boating takeout.
2. Relocate OHV track away from the riverside location.
3. Investigate and if possible relocate OHV track and accompanying facilities to Castle Rock Area. If OHV Park is moved expand OHV usage days.
4. Add technical mtn. bike trails.
5. Construct portage trail around Murderers Bar Rapid.
6. Improve the trail to the Murderers Bar day use area.
7. Identify and sign a trail link from Mammoth Bar to the Confluence Area.
8. If the OHV track is moved expand day use facilities and parking at Mammoth Bar.
9. Consider Placer County shuttle bus service from proposed Auburn-Foresthill Bridge parking areas to Mammoth Bar and Confluence Areas using the Old Auburn-Foresthill Road.

PARK-WIDE TOPICS:

With few exceptions we are in agreement with the park-wide guidelines.

We would like to add:

CAMPING:

1. In order to retain and protect wildlife areas most new camping facilities should be low impact camping such as walk in, tent only or environmental camping. There are many

examples of this increasingly popular type of camping, such as Willow Creek and Pomo Camp on the Sonoma Coast, throughout the State Parks system.

2. Consider temporary special event camping when tent and car camping is needed for large special events held within the Auburn SRA.
3. Consider a total campfire ban in the park except during rainy season.

INTERPRETIVE/EDUCATIONAL:

1. Hire an interpretive specialist to provide important educational link between park visitors, volunteers and natural and cultural resources in the Auburn SRA. This is especially important as the number of park visitors and special events expands to protect the wildlife, (flora and fauna), and cultural elements in the park.
2. Organize educational events with the help of Canyon Keepers, PARC, Audubon, Sierra Club etc. to educate the public to safely and respectfully recreate in the park.
3. Protect sensitive species.

TRAILS AND ROADS:

1. Hire a trails manager. The exceptionally abundant network of trails are one of the most important assets of the park. With the help of volunteers, trails could be much better maintained.
2. Dedicate equipment and train staff to operate the equipment and better maintain the park access roads.

VOLUNTEERS:

1. Train and better educate ASRA staff to work with volunteers. One of the biggest complaints we hear are that people love the park and want to be involved in taking better care of it on all levels but are excluded because staff are not trained or allowed to work with volunteers.

July 22,2018

To: ASRA GP/APL RMP
c/o Cheryl Essex
California State Parks
One Capitol Mall, Suite 410
Sacramento, California 95814

After 35 years as a Neonatal Intensive Care R.N. I retired in 2005.

- I have for over three decades horseback ridden and walked the trails of the foothills, and the mountains of the Sierra Nevada. Most of this trail experience has been in the canyon trails of the Middle, the North, and the South fork of the American River. During this time I have spent numerous hours and days volunteering time and money to enhance the recreational trails in the Auburn and Folsom Lake State Park Recreational Area, and Placer County Parks.
- I belong to five non-profit organizations providing for the protection and enhancement of trails. I have been involved in trail maintenance, trail creation, over 90 miles of trail marking, interpretative kiosk, and establishing potable water at trail head staging areas.
- In 2009 and 2010 have been part of a team to create and to produce the Park Watch Card and the www.parkwatchreport.org web site. The Park Watch Card and Web Site empowers the trail using public to be stewards of our public lands.
- In addition, I have for three decades been involved with sweep riding (horse back riding following event participants for safety and encouragement to the participants to follow their dream of completion). I have swept ridden for the American River 50 mile Run, the Way to Cool Run (a trail marathon), the 100 mile Sierra Nevada Run, and the historic and world renown Western States 100 mile Run. I have done the same support sweep riding for the American River 50 mile Ride, and the historic and world renown Western States 100 mile Ride, or more often referred to as the Tevis.
- I have three Tevis buckles for completing this 100 mile ride in less than 24 hrs. from Lake Tahoe to Auburn, California thru the mountains of the Sierra Nevada. All of these much valued and challenging recreational trail events take place in the canyon trails of the Middle Fork and the North Fork of the American River.

These many years of experience have given me the wisdom to fully appreciate a vision statement made by Arthur Carhart, Forest Service Landscape Architect, 1919:

Renewing Body and Spirit,
Inspiring Passion for the Land

Perhaps the rebuilding of the body and spirit is the greatest service derivable from our forests, for what worth are material things if we lose the character and quality of people that are the soul of America".

First, I would like to address the limited confines of the nexus to the project. I realize limits need to be set in order to set the accountability, yet I believe the trail systems within the American River canyons offers a wide diversity of recreational experience that offers 365 days

a year experience, and should without a doubt be included in the nexus. It is worthy of protection. The extensive trail system is there because of the Middle Fork of the American River. The ability to access the water of the American River is crucial to the recreational experience. Recreational trail users are dependent on the Middle Fork of the American River for their recreation experience in these canyons. Throughout the late spring, summer, and early fall, temperatures can vary between high 80 to over 110 degrees, and sometimes higher. The miles between staging area, many without water, in combination with steep terrain, and varying degrees of temperature makes the ability to access the water of the American River crucial to the recreational experience. In addition, an integral ingredient to the quality, and the safety of the connectivity of these trails is the ability to cross the American River. Basically, the American River is the life blood of a great diversity of recreational experience.

These PM&E measures for protecting the quality of the recreational hiking and equestrian trail experience philosophy and standard already have been established by the Federal Energy Regulatory Commission Project No. 2100-119, in a ruling set in the relicensing of the Feather River in Oroville. *"To the contrary, maintaining trails within the project only by equestrians and hikers offers a unique recreational experience worthy of preservation."*

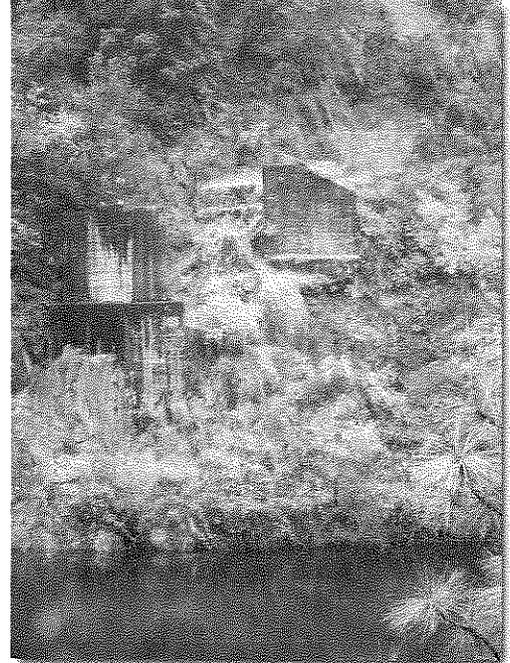
To maintain this diversity of recreational experience, it is important that the PM&E measures in the Middle Fork Relicensing maintain the current trail designations that provide for equestrian and hiking only trails. Additional "multi-use" trails are needed and some have been built recently but the redesignation of trails built for hiking and equestrian only use should not be redesignated for uses they were not designed for and which create severe safety issues for other users. Many of the trails along the Middle Fork such as the Western States Trail are extremely steep, narrow and characterized by precipitous drop-offs. Redesignating such trails as "multi-use" in order to allow mountain bike use is contrary to FERC policy and previous rulings such as that for the Feather River and Oroville trails. It also leads to decreased trail use and recreational opportunities for hikers and equestrians.

The great benefit the American River offers not only our peoples ability to recreate and to enjoy our country, it also provides crucial supplies of water and hydro electric power. This comes to the second point; the important factor of how the financial benefit derived from the American River can enhance, protect, and mitigate this valuable public resource of our recreational trail experience through the Relicensing of Middle Fork of the American River.

After reviewing a section of the Dept. of the Interior bill H.R. 3534 that has passed the House of Representative, I find the language in the bill has many of the elements my April 12, 2010 letter to PCWA for the relicensing process. "The Subcommittee on National Parks, Forests and Public Lands will hold an oversight hearing on "Locally Grown: Creating Rural Jobs with America's Public Lands." The Subcommittee will receive testimony on efforts by local communities, small businesses, and non-profit to partner with Federal land managers to create jobs and build healthier communities. Witnesses will provide firsthand accounts of how they are collaborating with Federal land managers to use America's parks, forests, and public lands to create jobs while simultaneously conserving the natural resources that sustain their communities and make them unique." This meeting occurred on July 15, 2010 at 10:00 A.M. in Room 1324 Longworth House Office Building.

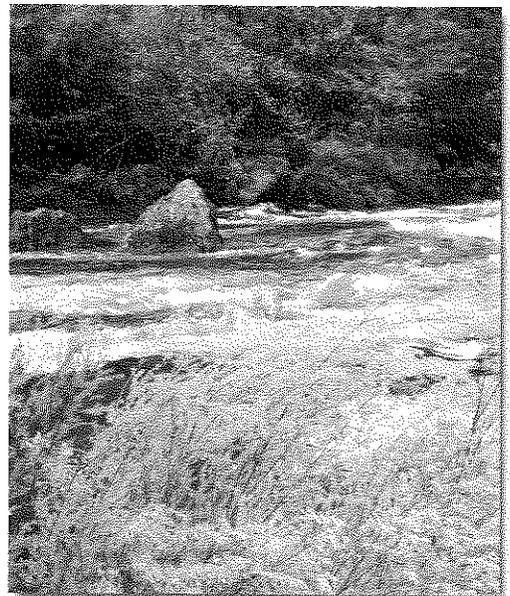
The third point, is an integral ingredient to the quality, and the safety of the connectivity of these trails is the ability to cross or ford the American River. There were two safe crossings on the American River. One was on the Middle Fork of the American River; the Greenwood

Bridge which was destroyed with the break in the Hell Hole Dam on the Middle Fork of the American River. The Hell Hole dam, a rock-fill-type dam, was completed across the Rubicon River in December 1964. As the reservoir began filling the dam sprung a leak during a flood event and failed completely the next day. The resulting flood washed down the Middle Fork of the American River and washed away the Greenwood Bridge **(fig. 1)** near Auburn. The Greenwood Bridge has never been replaced, and yet this bridge would provide a safe crossing for our diverse recreational community, of trail enthusiastic, fishing, rafting, and camping as well as provide a crossing for fire, law, and emergency services. The second crossing was approximately 2 miles downstream from where the Middle Fork of the American River enters the North Fork of the American River. This was a land crossing over the Coffey Dam Tunnel. The Coffey Dam Tunnel has been removed without establishing a bridge in place of the land crossing. A bridge in this area would also provide the many benefits offered by the Greenwood Bridge.



(fig. 1)
Remains of the Greenwood Bridge.
April 2, 2010

During the PCWA relicensing meetings, the PCWA consultants presented a 1983 study, "Flow Requirements for Recreation and Wildlife in New Zealand - A Review" by M.P. Mosley, dated 1983. Page 167 in the study refers to Human instream uses. "Human instream uses, too, are not immune from the effects of flood flows. The possible hazards for recreationists of rapid increases in discharges in the residual upper Clutha River are discussed by Jowett (1980) in his study of the Luggate-Queensberry power development, and few years go by without trampers being drowned while attempting to cross rivers in flood. More recently, several rafting and canoeing parties have run into difficulties because of rapidly rising rivers, particularly on the Tongariro and Motu rivers. No doubt many other parties experience dangers like this, but because no injury or death occurs, their experiences never make the headlines" Now fast forward to our present day American culture. The safety provided by the bridges versus fording the American River during flooding and fluctuating flows of the Middle Fork of the American River **(fig. 2)** throughout the year, I think it would be reasonable to deduct this would be a more than reasonable and safe decision. Providing these two bridge crossings provides construction jobs, continues and increases revenues from the diverse and unique recreational community back into the local and regional economy.



(fig. 2)
Middle Fork of the American
River near the remains of the
Greenwood Bridge. April 2, 2010

Suggested bridge type (fig. 3) is the prefabricated weathering steel bow truss above deck. This one of the more economical bridge options in the Feasibility Study done by State Park in June, 2007. This bridge offers multiple assets that make it well worth its consideration. Maintenance is reduced with the long lasting durability of steel. Bridge doesn't need to be painted. Wood deck would require maintenance, but is economical in comparison to other deck surfaces, and is a good surface for all users. This decking is the material of choice for bridges that might be moved. Safe crossing by all users would be enhanced by the 5 ft. 4 in. and greater truss railing height above the deck. The structure offers a very appealing esthetic architecture for the American River Canyons. It is prefabricated, giving it a future option of being able to be relocated if needed. Possible estimates of cost could be drawn from the State Park's Feasibility Study done in 2007.

I have a passionate belief that to explore and to know our land, teaches us to love our land and protect it. By closing opportunities to diverse recreational community *"we do lose the character and quality of people that are the soul of America."* The Middle Fork of the American River provides revenues. A dedicated portion of the revenues would insure the diverse recreational community of the American River the ability to achieve the protection, enhancement, and mitigation of this recreational area that every day of the year returns so much to the quality of our lives. This would in every sense *"use America's parks, forests, and public lands to create jobs while simultaneously conserving the natural resources that sustain their communities and make them unique."* Natural resources of our historic and world renowned recreational trails definitely make our community unique.

What I am therefore requesting from ASRA GP/APL. RMP (1) require that the nexus sphere of influence include the American River Canyon recreational trails and their PM&E, (2) require as part of the relicensing the restoration of recreational access across the Middle Fork by mandating the rebuilding of the Greenwood Bridge and a new bridge to replace the lost crossing at the Coffey Dam Tunnel and (3) require the establishment and permanent funding of a recreational PM&E advisory board made up of elected officials from the various non-profit recreation boards that serve the communities within the Middle fork watershed; The dedicated funding to come from the power and the water revenues from the Middle Fork of the American River.

Thank you for your time and consideration,

Donna Williams,

Date: July, 23,2018



(fig. 3)

Bridge is a prefabricated weathering steel bow truss above deck. Located in Folsom, California. April 5, 2010

Thank You for doing this!

PARTICIPATION GUIDE AND COMMENT FORM

Auburn State Recreation Area (SRA) General Plan/Auburn Project Lands (APL) Resource Management Plan (RMP)

YOUR NAME (OPTIONAL)

California State Parks Proposed Action Open House June 26, 2018

Welcome to the Auburn SRA Open House. We invite you to voice your ideas, thoughts and concerns about future management of this 30,000-acre state park unit.

The planning team has developed a proposed action, with many opportunities for changes in resource management and recreation opportunities. You are invited to visit any of the public input stations that interest you in any order, and then provide your feedback on the attached questionnaire. You may skip any question if you do not have an opinion. Please share your comments, ideas, and concerns about any other Auburn SRA issues on the last page. We will be available to answer your questions and gather your input until 8 PM tonight.

Management Zones

The plan divides the Auburn SRA into 11 different management zones. It will include unique goals, guidelines, and facilities for each management zone. Use the map on the next page to identify the management zones that interest you, and then answer questions about possible changes on the management zone page.

Providing Input

If you have general questions, please visit the Vision, Purpose and Zones or Park Wide Issues and Policies stations.

When you are finished, please place this comment form in a comment box this evening, or hand it to any staff member. If you would like more time, please provide comments online instead at:

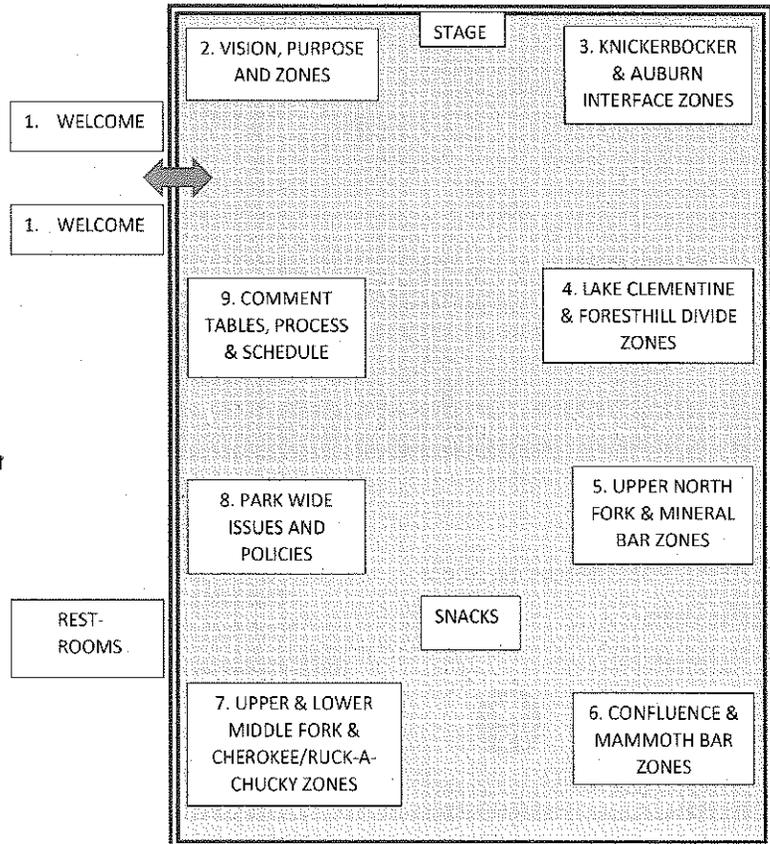
<http://www.parks.ca.gov/PlanASRA>, or take this copy and return it via email or mail by July 23, 2018.

Email: Plan.general@parks.ca.gov

Mail: ASRA GP/APL RMP
c/o Cheryl Essex
California State Parks
One Capitol Mall, Suite 410
Sacramento, CA 95814

Thank you for participating!

Public Input Stations



PARTICIPATION GUIDE AND COMMENT FORM

INSTRUCTIONS:

A summary of park-wide major initiatives and proposed facilities for each management zone in the park that would be allowed or facilitated by the CSP proposed action is included below. Please provide thoughts, questions or concerns you may have about these proposals or any other comments you would like to share. You may skip any question. Write comments in the spaces provided.

Knickerbocker Management Zone

The Knickerbocker Management Zone comprises about 3,124 acres of relatively flat land in the southeastern portion of the park, near the town of Cool. The primary access point is the Cool Staging Area, adjacent to the town of Cool, which includes trailheads, trails, restrooms, parking, picnic sites, and numerous trails.

YES PLEASE

- Within the Knickerbocker Management Zone, the CSP proposed action would allow or facilitate:

- a new trail connection from the Olmstead Loop to Folsom Lake SRA.

- Within the Cool Staging Area Activity Node, the CSP proposed action would allow or facilitate:

- additional day use facilities, such as picnic tables, restrooms, and interpretive information; ← please

and

YES

- up to 50 additional parking spaces.

- Within the Knickerbocker Road Corridor Activity Node, the CSP proposed action would allow or facilitate:

NO

- up to 50 campsites and alternative camping options such as cabins or yurts, and 3 group camps;

- visitors to drive to the river from Cool along the Knickerbocker Road; and
- a small maintenance facility of up to ¼ acre.

What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?

* Would like Olmstead Loop connected by trail to F.L. SRA

* Would like additional day use facilities at Cool Staging area, especially ~~restrooms~~ restrooms, picnic tables, information boards and extra parking spaces.

* Prefer not to have camping within Knickerbocker Road Corridor Activity Node due to conflicts w/ existing multi-trail users, and existing cultural & natural resources

PARTICIPATION GUIDE AND COMMENT FORM

Auburn Interface Management Zone

The Auburn Interface Management Zone comprises about 1,610 acres of land on both sides of the North Fork of the American River downstream of the confluence with the Middle Fork. The management zone is adjacent to the southern portion of the City of Auburn; and it includes the Auburn Dam site, Rocky Point, and the China Bar, Oregon Bar, and Birdsall areas. Existing facilities include trailheads, trails, parking areas, restrooms, and river access points.

- Within the Auburn Interface Management Zone, the CSP proposed action would allow or facilitate:
 - Yes a trail bridge connecting Auburn to Cool;
 - Yes improved river launching and landing sites;
 - Yes a boater shuttle service;
 - additional technical mountain bike trails; and → ~~Make~~ if separate from other trails
 - Yes expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals.
- Within the Birdsall, China and Oregon Bar Activity Node, the CSP proposed action would allow or facilitate:
 - additional trailhead and parking facilities.
- Within the Rocky Point/Salt Creek Activity Node, the CSP proposed action would allow or facilitate:
 - camping opportunities including up to 50 campsites and alternative camping options, such as cabins or yurts on the east side of the river.

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

- * Very important. Provide trail bridge connecting Auburn to Cool that also supports emergency vehicles.
- * Improve & expand day use areas, special event & parking facilities on both sides of the river.
- * Consider a shuttle service for boaters.
- * Would like a day use access for boating in lieu of loss of Birdsall access. Improve road & designate parking area.
- * Would like a multi-use trail from Downtown Auburn into ASRA

PARTICIPATION GUIDE AND COMMENT FORM

Lake Clementine Management Zone

The Lake Clementine Management Zone comprises about 1,363 acres, including Lake Clementine and surrounding land. The management zone includes the North Fork Dam, Lake Clementine Marina, a boat-in campground, and the popular Upper Lake Clementine day use area. Existing facilities include trails, trailheads, parking, boat launch, marina, campsites and lake access points.

- Within the Lake Clementine Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection along Lake Clementine; and
 - motorized and non-motorized watercraft rentals, classes, trips, and storage facilities.
- Within the Upper Lake Beach Activity Node, the CSP proposed action would allow or facilitate:
 - improvement of the access road to upper Lake Clementine; and
 - a restroom at the upper Lake Clementine beach.
- At the marina and boat ramp, the CSP proposed action would allow or facilitate:
 - the existing marina to be renovated without expanding it.

What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?

- Trail alongside river between lower lake & ~~Upper~~ Upper Lake
 - Non-motorized rentals only. (Lake is not very big)
- ⌘
Please consider making access road to Upper Lake a year round road.
OR IMPROVE to a smooth surface, please.
Make improvements at Upper Lake for year round usage. (flood proof toilets)

Foresthill Divide Management Zone

The Foresthill Divide Management Zone comprises about 2,927 acres of mostly upland areas in the center of the unit on both sides of Foresthill Road. The management zone includes trails, trailheads, parking and restrooms.

- Within the Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - improved trailheads by adding parking, restrooms, and picnic sites; and
 - up to 20 campsites.
- YES please

What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?

Consider a campground - would relieve congestion in Auburn that is separate from, but connected to, existing trails.

PARTICIPATION GUIDE AND COMMENT FORM

Upper North Fork Management Zone

The Upper Middle Fork Management Zone comprises about 7,358 acres of land along both sides of the North Fork of the American River between Lake Clementine and Mineral Bar. The management zone includes the Ponderosa and Yankee Jims day use areas, as well as popular paddle stops along the river. Existing facilities include trails, trailheads, parking, restrooms, and river access points.

- Within the Upper North Fork Management Zone, the CSP proposed alternative would allow or facilitate:
 - new trail connections along the North Fork of the American River.
- Within the Shirttail Canyon/Yankee Jims Activity Node, the CSP proposed action would allow or facilitate:
 - additional parking spaces, picnic sites, and restrooms; and
 - coordination with Placer County to improve road conditions on Yankee Jims Road.
- Within the Ponderosa Crossing Activity Node, the CSP proposed action would allow or facilitate:
 - additional parking spaces, picnic sites, and restrooms.

What thoughts, questions or concerns do you have about these Upper North Fork Management Zone proposals?

- Footbridge across Shirttail Creek
- Improve to N Fork trail between Yankee Jims & Windy Point.
- Improve parking, toilet, picnic facilities at Yankee Jims bridge & Ponderosa Bridge.
- Please improve access roads to Yankee Jims bridge & Ponderosa Bridge, and include future maintenance
- Please keep the bridges useable for foot traffic & historical significance.

PARTICIPATION GUIDE AND COMMENT FORM

Mineral Bar Management Zone

The Mineral Bar Management Zone comprises about 217 acres of land along both sides of the North Fork of the American River at the northern edge of the park. The management zone includes the Mineral Bar campground and river access point. Existing facilities include trails, trailheads, campsites, restrooms, and parking.

- Within the Mineral Bar Management Zone, the CSP proposed action would allow or facilitate:
 - expanding the Mineral Bar Campground to add up to 20 campsites; and
 - improved river access/put-in points and additional parking, picnic sites, and restrooms.

What thoughts, questions or concerns do you have about these Mineral Bar Management Zone proposals?

- Please provide a campground host for Mineral Bar camping.
- Please improve river access & put-in points for both private & public use.
- Expand the ^{Mineral Bar} campground as space permits.
- Please enforce no camping on Pennyweight trail

PARTICIPATION GUIDE AND COMMENT FORM

Confluence Management Zone

The Confluence Management Zone comprises about 2,199 acres of land surrounding the confluence of the North and Middle Forks of the American River. The management zone is adjacent to the northern portion of the City of Auburn; and it includes the park office, the Highway 49 and Foresthill bridges, the Mt. Quarries Mine and Cool Cave climbing area, and the popular confluence area. Existing facilities include trailheads, trails, parking, picnic sites, restrooms, river access points and visitor contact stations.

- Within the Confluence Management Zone, the CSP proposed action would allow or facilitate:
 - improved river access trails, boat put-ins, and portage trails;
 - additional areas for rock climbing; and
 - transit or shuttle service.
- Within the Highway 49 Access Activity Node, the CSP proposed action would allow or facilitate:
 - formalized and improved parking and wayfinding; and
 - additional trailheads and restrooms.
- Within the Cool Cave Quarry and Mt. Quarries Mine Activity Nodes, the CSP proposed action would allow or facilitate:
 - guided tours of the Mountain Quarries Mine;
 - additional rock climbing areas; and
 - restrooms and interpretive information near the existing rock climbing area.
- Within the Confluence View Activity Node, the CSP proposed action would allow or facilitate:
 - a small overlook and interpretive facility near the Foresthill Bridge.

What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?

- Improve and increase parking facilities at Middle Fork Trailhead → Hwy 49.
- Suggest shuttle service between Auburn & Confluence area.
- Suggest allowing base jumping off Foresthill Bridge by special permit / at certain times / designated event day/s; (However is most feasible)
- Guided tours of Hawver Mine - with shuttle service from Auburn.
- Provide interpretive panels adjacent to / along popular trails
- Please close climbing ^{area} during nesting time for raptors etc.
- Provide restroom facilities at popular areas along trails.

PARTICIPATION GUIDE AND COMMENT FORM

Mammoth Bar Management Zone

The Mammoth Bar Management Zone comprises about 1,170 acres of land along the north side of the Middle Fork of the American River. The management zone includes all OHV tracks and trails. Existing facilities include parking areas, trailheads, restrooms, river access points and picnic sites.

- Within the Mammoth Bar Management Zone, the CSP proposed action would allow or facilitate:
 - additional technical downhill mountain biking trails and other active recreation facilities; and
 - allow OHV use up to six days a week. → *too disruptive / noise pollution to hikers etc.*
- Within the Castle Rock Activity Node, the CSP proposed action would allow or facilitate:
 - investigation of the potential to relocate the OHV track to an upland location near Castle Rock, which would include parking, restrooms, and picnic sites.
- Within the Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - relocation of the OHV track farther from the river if it is substantially damaged by flooding; and
 - add camping and day use facilities near the river if the OHV track is relocated.

What thoughts, questions or concerns do you have about these Mammoth Bar Management Zone proposals?

- *Add technical downhill bike trail away from multi-use trails.*
- * • *Keep OHV days to 3-4 per week and expand area ~~to~~ for multi-use day users on other days - 3/4 per wk*
- *Relocating OHV use away from river would allow for more general usage of the area. Consider noise pollution before increasing OHV days.*
- *Develop a portage trail around Murderer's Bar.*
- *Developing Mammoth Bar area for multi-use / day-use could / would relieve congestion from the Confluence Area.*
↓
Thus add restrooms / picnic tables / parking to plan.

PARTICIPATION GUIDE AND COMMENT FORM

Upper Middle Fork Management Zone

The Upper Middle Fork Management Zone comprises about 3,919 acres of land along both sides of the Middle Fork of the American River at the eastern edge of the park. The management zone includes trails, trailheads, restrooms and popular paddle stops along the river.

- Within the Upper Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - a management agreement with the US Forest Service for the whitewater put-in at Oxbow/Indian Bar.

What thoughts, questions or concerns do you have about this Upper Middle Fork Management Zone proposal?

Don't we enough to comment.

Lower Middle Fork Management Zone

The Lower Middle Fork Management Zone comprises about 3,066 acres of land along both sides of the Middle Fork of the American River. The management zone includes trails, trailheads, parking and popular paddle stops along the river.

- Within the Lower Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - improved trail access to the river;
 - more formal trailheads including parking areas, trash receptacles and signs; and
 - interpretive signs and materials to describe the area's mining history.

What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?

Interpretive info is valuable for trail users.
Identify WST → Texas Trails.

PARTICIPATION GUIDE AND COMMENT FORM

Cherokee Bar/Ruck-a-Chucky Management Zone

The Cherokee Bar/Ruck-a-Chucky Management Zone comprises about 3,657 acres of land along both sides of the Middle Fork of the American River. The management zone includes the Ruck-a-Chucky campground and boat landings, the Cherokee Bar day use area, with trails, trailheads, parking, and river access points.

- Within the Cherokee Bar/Ruck-a-Chucky Management Zone, the CSP proposed action would allow or facilitate:

Would be nice → additional access to the river by opening McKeon-Ponderosa Road to vehicles;

Yes → improvements to the existing Drivers Flat Road;

Yes → coordination with El Dorado County to improve Sliger Mine Road; and
○ a portage trail at Ruck-a-Chucky Rapid.

- Within the Greenwood/Ruck-a-Chucky Activity Node, the CSP proposed action would allow or facilitate:

- up to 10 additional campsites; and

- a trail bridge on the Western States Trail across the Middle Fork of the American River.

- Within the Cherokee Bar Activity Node, the CSP proposed action would allow or facilitate:

- a new campground at Cherokee Bar with up to 20 campsites; and

- parking, picnic sites, and restrooms.

What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?

— Improve road access — Driver's Flat + Sliger Mine Rd

— Add campsites as space allows.

— Please don't allow camping at Cherokee Bar.

— Keep vehicles away from beaches. Add parking spaces / restrooms / picnic facilities for day-use.

— Footbridge at Ruck-a-Chucky campground across river.

PARTICIPATION GUIDE AND COMMENT FORM

Park-wide Topics

The CSP proposed action anticipates and accommodates increases in regional recreation demand by allowing existing facilities enhancements, additional recreational facilities and improved access. It would also allow for increased resource protection and management. The Management Zone maps and descriptions provide more details and potential locations. Major initiatives would:

- Retain existing recreational opportunities and focus new recreation development primarily in existing medium or high intensity recreation use areas, or previously disturbed areas.
 - To provide more alternatives to the overcrowded confluence area, increase parking capacity by about 25% in other suitable areas, and provide additional day use facilities such as picnic sites and toilets.
 - To address the California State Parks system-wide shortage of camping opportunities, increase camping capacity by up to 245 individual campsites and alternative camping facilities and 5 group sites while incorporating wildfire prevention strategies.
 - To increase access to the American River, improve several roads and trails to the river for boating, fishing, picnicking and water play, while incorporating public safety improvements.
 - To address trail use, improvements and maintenance, a comprehensive Road and Trail Management Plan would be prepared to guide system improvements. Information about this process is available at: www.parks.ca.gov/PLANASRA
- Selectively inventory, survey, evaluate, and monitor natural and cultural resources; and restore sensitive natural resource values. Prioritize the most significant resources and areas of greatest threats, including newly developed areas. Use natural resource management strategies, such as protecting wildlife/habitat corridors and habitat elevation gradients, to maintain the capacity of natural resources to adapt and respond to climate change. The U.S. Bureau of Reclamation will complete and implement a Fire Management Plan under a separate planning process.
- Provide interpretation and education messages, programs, materials, features and facilities to inform the public of recreation opportunities, and promote awareness of natural and cultural resources.

What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.

CAMPING

TRAILS

INFO

STAFF

- New camping areas should be low-impact such as tent only w/ a few designated for tent trailers or small camper vans.
- Allow special event camping permits on a as needed base.
- Improve signage + mileage on all trails. Maintain trails regularly.
- Develop Visitors' Center at Ranger Station - 7 days / wk
- Build Visitors' Center near Forehill Bridge - 7 days / wk
- Hire ^{more} staff to maintain and oversee all facilities, day-use areas, camping areas.
- Develop relationship w/ existing environmental clubs to put on regular info. sessions.
- Take programs into schools to educate children early re ASRA.
- Hire an Interpretive Specialist.

Thank you for participating!

PARTICIPATION GUIDE AND COMMENT FORM

Auburn State Recreation Area (SRA) General Plan/Auburn Project Lands (APL) Resource Management Plan (RMP)

Jeanne Thornton
YOUR NAME (OPTIONAL)

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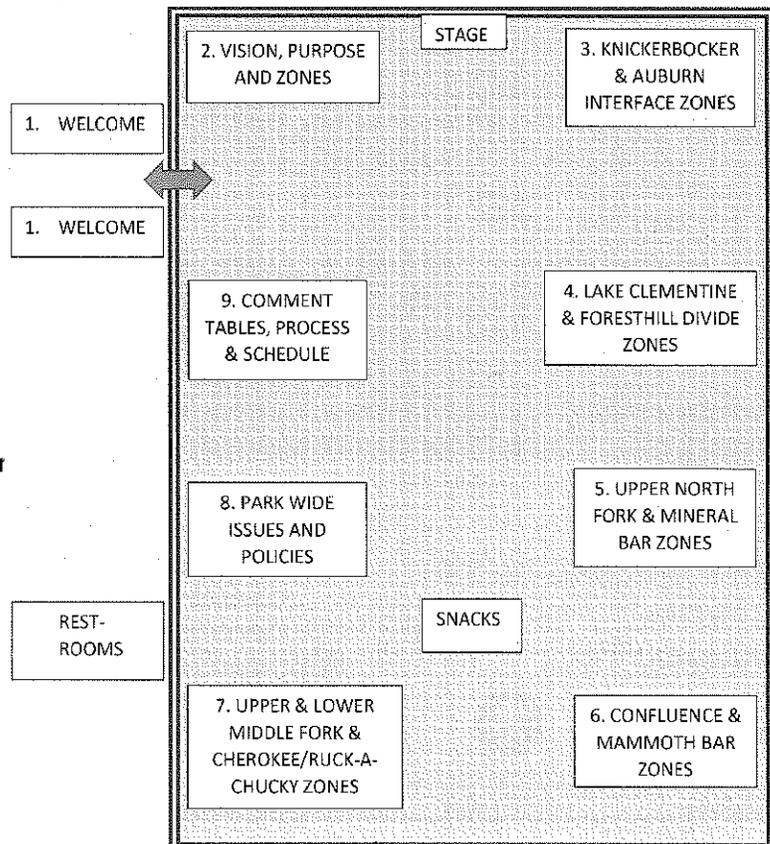
<http://www.parks.ca.gov/PlanASRA>, or take this copy and return it via email or mail by July 23, 2018.

Email: Plan.general@parks.ca.gov

Mail: ASRA GP/APL RMP
c/o Cheryl Essex
California State Parks
One Capitol Mall, Suite 410
Sacramento, CA 95814

Thank you for participating!

Public Input Stations



PARTICIPATION GUIDE AND COMMENT FORM

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Knickerbocker Management Zone

The Knickerbocker Management Zone comprises about 3,124 acres of relatively flat land in the southeastern portion of the park, near the town of Cool. The primary access point is the Cool Staging Area, adjacent to the town of Cool, which includes trailheads, trails, restrooms, parking, picnic sites, and numerous trails.

- Within the Knickerbocker Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection from the Olmstead Loop to Folsom Lake SRA.
- Within the Cool Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - additional day use facilities, such as picnic tables, restrooms, and interpretive information; and
 - up to 50 additional parking spaces.
- Within the Knickerbocker Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - up to 50 campsites and alternative camping options such as cabins or yurts, and 3 group camps;
 - visitors to drive to the river from Cool along the Knickerbocker Road; and
 - a small maintenance facility of up to ¼ acre.

What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?

No overnight camping, no campsites at all. Expanding day use is fine, but once camping is allowed, fire danger is greatly increased. With our rugged terrain and heavy treed area, it would be crazy to allow people to camp, not just at this area, but also at the Auburn Interface, east side of the river.

The State Parks doesn't even have a fire break to protect the town of Cool, literally across the fence. About 3 years ago the town almost burned up, and skirted around our fire station. Cool still, no fire break.

Don't forget to consult with the Tribal Indians regarding preservation of Indian grinding rocks, and other artifacts located in this area.

PARTICIPATION GUIDE AND COMMENT FORM

Auburn Interface Management Zone

The Auburn Interface Management Zone comprises about 1,610 acres of land on both sides of the North Fork of the American River downstream of the confluence with the Middle Fork. The management zone is adjacent to the southern portion of the City of Auburn; and it includes the Auburn Dam site, Rocky Point, and the China Bar, Oregon Bar, and Birdsall areas. Existing facilities include trailheads, trails, parking areas, restrooms, and river access points.

- Within the Auburn Interface Management Zone, the CSP proposed action would allow or facilitate:
 - a trail bridge connecting Auburn to Cool;
 - improved river launching and landing sites;
 - a boater shuttle service;
 - additional technical mountain bike trails; and
 - expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals.
- Within the Birdsall, China and Oregon Bar Activity Node, the CSP proposed action would allow or facilitate:
 - additional trailhead and parking facilities.
- Within the Rocky Point/Salt Creek Activity Node, the CSP proposed action would allow or facilitate:
 - camping opportunities including up to 50 campsites and alternative camping options, such as cabins or yurts on the east side of the river.

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

➤ Absolutely no campsites, or any kind of overnight ~~camping~~ camping. The danger is extreme. The Yolo Co. fire is very similar in terrain and that fire, according to Cal Fire, spread 22,000 in less than 24 hours.

Even day use would need constant supervision by state park personnel, because stupid people start fires. On June 30 someone started a bonfire at the confluence, luckily a driver coming through the canyon spotted it and called it in. My point is, if for not a lot of people keeping their eye out, more fires would get started.

➤ A trail bridge across the river? I would think it would get washed out in flood waters every year.

PARTICIPATION GUIDE AND COMMENT FORM

Confluence Management Zone

The Confluence Management Zone comprises about 2,199 acres of land surrounding the confluence of the North and Middle Forks of the American River. The management zone is adjacent to the northern portion of the City of Auburn; and it includes the park office, the Highway 49 and Foresthill bridges, the Mt. Quarries Mine and Cool Cave climbing area, and the popular confluence area. Existing facilities include trailheads, trails, parking, picnic sites, restrooms, river access points and visitor contact stations.

- Within the Confluence Management Zone, the CSP proposed action would allow or facilitate:
 - improved river access trails, boat put-ins, and portage trails;
 - additional areas for rock climbing; and
 - transit or shuttle service.
- Within the Highway 49 Access Activity Node, the CSP proposed action would allow or facilitate:
 - formalized and improved parking and wayfinding; and
 - additional trailheads and restrooms.
- Within the Cool Cave Quarry and Mt. Quarries Mine Activity Nodes, the CSP proposed action would allow or facilitate:
 - guided tours of the Mountain Quarries Mine;
 - additional rock climbing areas; and
 - restrooms and interpretive information near the existing rock climbing area.
- Within the Confluence View Activity Node, the CSP proposed action would allow or facilitate:
 - a small overlook and interpretive facility near the Foresthill Bridge.

What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?

Great!

→ Please fix the mess! This should be your first priority. Work with Caltrans! Just south of the bridge is a nightmare. I have 2 solutions, either make it a "no parking" area, or, create 2 parallel lanes to the side of the highway: one to pull over off the highway, the next one to parallel park. This would eliminate cars from actually backing up on a state highway, and create a buffer lane for people to walk along. Then, creating a more safe passageway for pedestrians.

PARALLEL PARKING
PULL OVER LANE
SOUTHBOUND HWY. 49 LANE

And State Parks should be more attentive, banfire started on June 30 there. Local resident called it in because she happened to be driving through the canyon! Where was State Parks? They need to be there for the idiots.

PARTICIPATION GUIDE AND COMMENT FORM

Cherokee Bar/Ruck-a-Chucky Management Zone

The Cherokee Bar/Ruck-a-Chucky Management Zone comprises about 3,657 acres of land along both sides of the Middle Fork of the American River. The management zone includes the Ruck-a-Chucky campground and boat landings, the Cherokee Bar day use area, with trails, trailheads, parking, and river access points.

- Within the Cherokee Bar/Ruck-a-Chucky Management Zone, the CSP proposed action would allow or facilitate:
 - additional access to the river by opening McKeon-Ponderosa Road to vehicles;
 - improvements to the existing Drivers Flat Road;
 - coordination with El Dorado County to improve Sliger Mine Road; and
 - a portage trail at Ruck-a-Chucky Rapid.
- Within the Greenwood/Ruck-a-Chucky Activity Node, the CSP proposed action would allow or facilitate:
 - up to 10 additional campsites; and
 - a trail bridge on the Western States Trail across the Middle Fork of the American River.
- Within the Cherokee Bar Activity Node, the CSP proposed action would allow or facilitate:
 - a new campground at Cherokee Bar with up to 20 campsites; and
 - parking, picnic sites, and restrooms.

What thoughts, questions or concerns do you have about these Cherokee Bar/Ruck-a-Chucky Management Zone proposals?

Again, steep terrain, high fire danger from overnight camping. No new camping. Day use areas much less danger.

Wouldn't a trail bridge get washed out during our winter rains and swollen river?

PARTICIPATION GUIDE AND COMMENT FORM

Park-wide Topics

The CSP proposed action anticipates and accommodates increases in regional recreation demand by allowing existing facilities enhancements, additional recreational facilities and improved access. It would also allow for increased resource protection and management. The Management Zone maps and descriptions provide more details and potential locations. Major initiatives would:

- Retain existing recreational opportunities and focus new recreation development primarily in existing medium or high intensity recreation use areas, or previously disturbed areas.
 - To provide more alternatives to the overcrowded confluence area, increase parking capacity by about 25% in other suitable areas, and provide additional day use facilities such as picnic sites and toilets.
 - To address the California State Parks system-wide shortage of camping opportunities, increase camping capacity by up to 245 individual campsites and alternative camping facilities and 5 group sites while incorporating wildfire prevention strategies.
 - To increase access to the American River, improve several roads and trails to the river for boating, fishing, picnicking and water play, while incorporating public safety improvements.
 - To address trail use, improvements and maintenance, a comprehensive Road and Trail Management Plan would be prepared to guide system improvements. Information about this process is available at: www.parks.ca.gov/PLANASRA
- Selectively inventory, survey, evaluate, and monitor natural and cultural resources; and restore sensitive natural resource values. Prioritize the most significant resources and areas of greatest threats, including newly developed areas. Use natural resource management strategies, such as protecting wildlife/habitat corridors and habitat elevation gradients, to maintain the capacity of natural resources to adapt and respond to climate change. The U.S. Bureau of Reclamation will complete and implement a Fire Management Plan under a separate planning process.
- Provide interpretation and education messages, programs, materials, features and facilities to inform the public of recreation opportunities, and promote awareness of natural and cultural resources.

What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.

→ Important to fix that mess. Don't pass the buck by saying "It's Coltrane's problem."

→ That's fine, I agree.

Also, protect Indian grinding rocks.

Hold a public meeting in Cool ASAP

Thank you for participating!

PARTICIPATION GUIDE AND COMMENT FORM

Auburn State Recreation Area (SRA) General Plan/Auburn Project Lands (APL) Resource Management Plan (RMP)

Keith Young
YOUR NAME (OPTIONAL)

California State Parks Proposed Action Open House June 26, 2018

Welcome to the Auburn SRA Open House. We invite you to voice your ideas, thoughts and concerns about future management of this 30,000-acre state park unit.

The planning team has developed a proposed action, with many opportunities for changes in resource management and recreation opportunities. You are invited to visit any of the public input stations that interest you in any order, and then provide your feedback on the attached questionnaire. You may skip any question if you do not have an opinion. Please share your comments, ideas, and concerns about any other Auburn SRA issues on the last page. We will be available to answer your questions and gather your input until 8 PM tonight.

Management Zones

The plan divides the Auburn SRA into 11 different management zones. It will include unique goals, guidelines, and facilities for each management zone. Use the map on the next page to identify the management zones that interest you, and then answer questions about possible changes on the management zone page.

Providing Input

If you have general questions, please visit the Vision, Purpose and Zones or Park Wide Issues and Policies stations.

When you are finished, please place this comment form in a comment box this evening, or hand it to any staff member. If you would like more time, please provide comments online instead at:

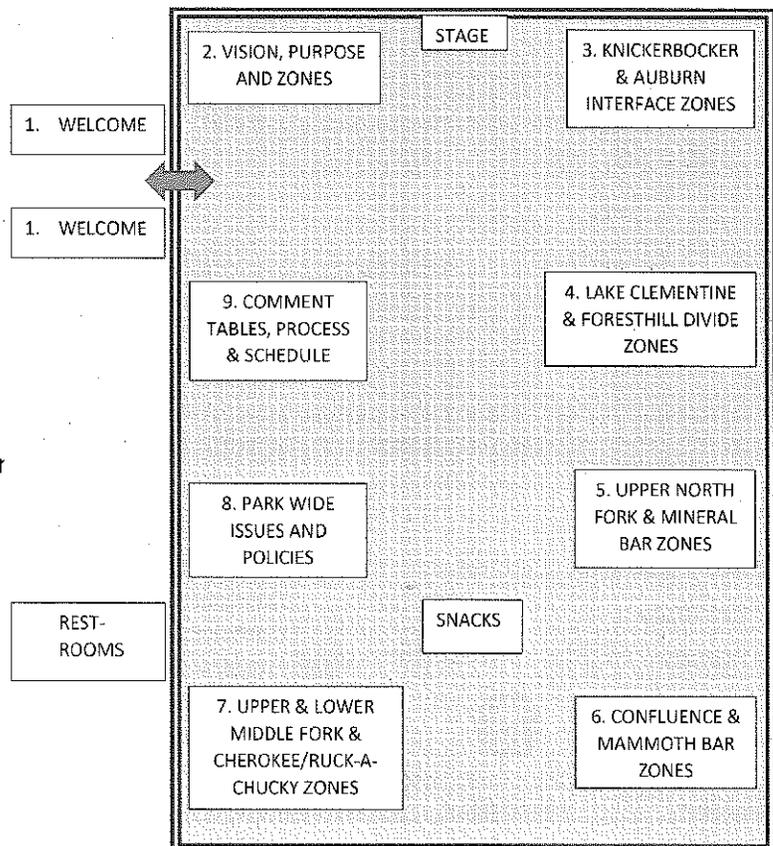
<http://www.parks.ca.gov/PlanASRA>, or take this copy and return it via email or mail by July 23, 2018.

Email: Plan.general@parks.ca.gov

Mail: ASRA GP/APL RMP
c/o Cheryl Essex
California State Parks
One Capitol Mall, Suite 410
Sacramento, CA 95814

Thank you for participating!

Public Input Stations



PARTICIPATION GUIDE AND COMMENT FORM

INSTRUCTIONS:

A summary of park-wide major initiatives and proposed facilities for each management zone in the park that would be allowed or facilitated by the CSP proposed action is included below. Please provide thoughts, questions or concerns you may have about these proposals or any other comments you would like to share. You may skip any question. Write comments in the spaces provided.

Knickerbocker Management Zone

The Knickerbocker Management Zone comprises about 3,124 acres of relatively flat land in the southeastern portion of the park, near the town of Cool. The primary access point is the Cool Staging Area, adjacent to the town of Cool, which includes trailheads, trails, restrooms, parking, picnic sites, and numerous trails.

- Within the Knickerbocker Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection from the Olmstead Loop to Folsom Lake SRA.
- Within the Cool Staging Area Activity Node, the CSP proposed action would allow or facilitate:
 - additional day use facilities, such as picnic tables, restrooms, and interpretive information; and
 - up to 50 additional parking spaces.
- Within the Knickerbocker Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - up to 50 campsites and alternative camping options such as cabins or yurts, and 3 group camps;
 - visitors to drive to the river from Cool along the Knickerbocker Road; and
 - a small maintenance facility of up to ¼ acre.

What thoughts, questions or concerns do you have about these Knickerbocker Management Zone proposals?

Will contribute to excessive traffic hindering the residents who located to these areas to get away from excessive traffic, noise and over crowding, please consider these thoughts

The possibility of the building of Auburn Dam seems very possible! The areas being considered for these projects would then be a total waste as the lake formed behind it would render these projects useless, this is not something that would be accepted well by the public/ tax payers.

PARTICIPATION GUIDE AND COMMENT FORM

Auburn Interface Management Zone

The Auburn Interface Management Zone comprises about 1,610 acres of land on both sides of the North Fork of the American River downstream of the confluence with the Middle Fork. The management zone is adjacent to the southern portion of the City of Auburn; and it includes the Auburn Dam site, Rocky Point, and the China Bar, Oregon Bar, and Birdsall areas. Existing facilities include trailheads, trails, parking areas, restrooms, and river access points.

- Within the Auburn Interface Management Zone, the CSP proposed action would allow or facilitate:
 - a trail bridge connecting Auburn to Cool;
 - improved river launching and landing sites;
 - a boater shuttle service;
 - additional technical mountain bike trails; and
 - expanded day-use facilities on the west side of the river including picnic sites, parking, restrooms, areas for special events, and recreation equipment rentals.
- Within the Birdsall, China and Oregon Bar Activity Node, the CSP proposed action would allow or facilitate:
 - additional trailhead and parking facilities. *No*
- Within the Rocky Point/Salt Creek Activity Node, the CSP proposed action would allow or facilitate:
 - camping opportunities including up to *50* campsites and alternative camping options, such as cabins or yurts on the east side of the river. *No*

What thoughts, questions or concerns do you have about these Auburn Interface Management Zone proposals?

Do not add to the traffic problems of the area. Leave this area to those who live here and utilize presently. People come here to get away from these types of things.

PARTICIPATION GUIDE AND COMMENT FORM

Lake Clementine Management Zone

The Lake Clementine Management Zone comprises about 1,363 acres, including Lake Clementine and surrounding land. The management zone includes the North Fork Dam, Lake Clementine Marina, a boat-in campground, and the popular Upper Lake Clementine day use area. Existing facilities include trails, trailheads, parking, boat launch, marina, campsites and lake access points.

- Within the Lake Clementine Management Zone, the CSP proposed action would allow or facilitate:
 - a new trail connection along Lake Clementine; and
 - motorized and non-motorized watercraft rentals, classes, trips, and storage facilities.
- Within the Upper Lake Beach Activity Node, the CSP proposed action would allow or facilitate:
 - improvement of the access road to upper Lake Clementine; and
 - a restroom at the upper Lake Clementine beach.
- At the marina and boat ramp, the CSP proposed action would allow or facilitate:
 - the existing marina to be renovated without expanding it.

What thoughts, questions or concerns do you have about these Lake Clementine Management Zone proposals?

Very confined area will not accommodate
all the traffic, people, noise.

Foresthill Divide Management Zone

The Foresthill Divide Management Zone comprises about 2,927 acres of mostly upland areas in the center of the unit on both sides of Foresthill Road. The management zone includes trails, trailheads, parking and restrooms.

- Within the Road Corridor Activity Node, the CSP proposed action would allow or facilitate:
 - improved trailheads by adding parking, restrooms, and picnic sites; and
 - up to 20 campsites.

What thoughts, questions or concerns do you have about these Foresthill Divide Management Zone proposals?

Too much traffic presently - Please consider
another area - more remote

PARTICIPATION GUIDE AND COMMENT FORM

Confluence Management Zone

The Confluence Management Zone comprises about 2,199 acres of land surrounding the confluence of the North and Middle Forks of the American River. The management zone is adjacent to the northern portion of the City of Auburn; and it includes the park office, the Highway 49 and Foresthill bridges, the Mt. Quarries Mine and Cool Cave climbing area, and the popular confluence area. Existing facilities include trailheads, trails, parking, picnic sites, restrooms, river access points and visitor contact stations.

- Within the Confluence Management Zone, the CSP proposed action would allow or facilitate:
 - improved river access trails, boat put-ins, and portage trails;
 - additional areas for rock climbing; and
 - ~~transit or shuttle service.~~ **NO**
- Within the Highway 49 Access Activity Node, the CSP proposed action would allow or facilitate:
 - formalized and improved parking and wayfinding; and
 - additional trailheads and restrooms.
- Within the Cool Cave Quarry and Mt. Quarries Mine Activity Nodes, the CSP proposed action would allow or facilitate:
 - guided tours of the Mountain Quarries Mine;
 - additional rock climbing areas; and
 - restrooms and interpretive information near the existing rock climbing area.
- Within the Confluence View Activity Node, the CSP proposed action would allow or facilitate:
 - a small overlook and interpretive facility near the Foresthill Bridge.

What thoughts, questions or concerns do you have about these Confluence Management Zone proposals?

This hiway is always very busy this project would create an im possible condition to residents and present users

PARTICIPATION GUIDE AND COMMENT FORM

Upper Middle Fork Management Zone

The Upper Middle Fork Management Zone comprises about 3,919 acres of land along both sides of the Middle Fork of the American River at the eastern edge of the park. The management zone includes trails, trailheads, restrooms and popular paddle stops along the river.

- Within the Upper Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - a management agreement with the US Forest Service for the whitewater put-in at Oxbow/Indian Bar.

What thoughts, questions or concerns do you have about this Upper Middle Fork Management Zone proposal?

Lower Middle Fork Management Zone

The Lower Middle Fork Management Zone comprises about 3,066 acres of land along both sides of the Middle Fork of the American River. The management zone includes trails, trailheads, parking and popular paddle stops along the river.

- Within the Lower Middle Fork Management Zone, the CSP proposed action would allow or facilitate:
 - improved trail access to the river;
 - more formal trailheads including parking areas, trash receptacles and signs; and
 - interpretive signs and materials to describe the area's mining history.

What thoughts, questions or concerns do you have about these Lower Middle Fork Management Zone proposals?

Forget this area - it is too close to Residential area and would create noise, traffic congestion that should be left to rural areas. Traffic noise and congestion the area doesn't need!
Please!!!

PARTICIPATION GUIDE AND COMMENT FORM

Park-wide Topics

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- Retain existing recreational opportunities and focus new recreation development primarily in existing medium or high intensity recreation use areas, or previously disturbed areas.
 - To provide more alternatives to the overcrowded confluence area, increase parking capacity by about 25% in other suitable areas, and provide additional day use facilities such as picnic sites and toilets.
 - To address the California State Parks system-wide shortage of camping opportunities, increase camping capacity by up to 245 individual campsites and alternative camping facilities and 5 group sites while incorporating wildfire prevention strategies.
 - To increase access to the American River, improve several roads and trails to the river for boating, fishing, picnicking and water play, while incorporating public safety improvements.
 - To address trail use, improvements and maintenance, a comprehensive Road and Trail Management Plan would be prepared to guide system improvements. Information about this process is available at: www.parks.ca.gov/PLANASRA
- Selectively inventory, survey, evaluate, and monitor natural and cultural resources; and restore sensitive natural resource values. Prioritize the most significant resources and areas of greatest threats, including newly developed areas. Use natural resource management strategies, such as protecting wildlife/habitat corridors and habitat elevation gradients, to maintain the capacity of natural resources to adapt and respond to climate change. The U.S. Bureau of Reclamation will complete and implement a Fire Management Plan under a separate planning process.
- Provide interpretation and education messages, programs, materials, features and facilities to inform the public of recreation opportunities, and promote awareness of natural and cultural resources.

What thoughts, questions or concerns do you have about these park-wide major initiatives? You can improve the planning process by being specific.

Too many
multiply by
6 = 1470 people
to many for
this area

Please do not ruin this beautiful scenic area !!!

You certainly seem to be trying to !!!

The natural state is what most people want to see
not parking lots, rest rooms, signs, people busses, noise
crowds is not desirable !!!

Thank you for participating!