



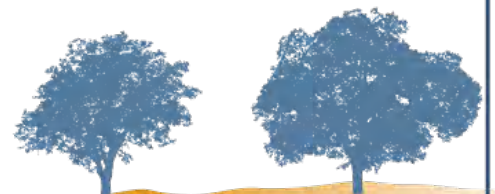
# Prairie City State Vehicular Recreation Area

## Road & Trail Management Plan

DRAFT  
January 2024



California State Parks





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## **State Parks Mission**

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

## **Off-Highway Motor Vehicle Recreation Division Mission**

The Mission of the Off-Highway Motor Vehicle Recreation (OHMVR) Division is to provide leadership statewide in the area of off-highway vehicle (OHV) recreation; to acquire, develop, and operate state-owned vehicular recreation areas; and to otherwise provide for a statewide system of managed OHV recreational opportunities through funding to other public agencies. The OHMVR Division works to ensure quality recreational opportunities remain available for future generations by providing for education, conservation, and enforcement efforts that balance OHV recreation impacts with programs that conserve and protect cultural and natural resources.

## **Prairie City State Vehicular Recreation Area Purpose**

The purpose of Prairie City State Vehicular Recreation Area is to offer high-quality OHV and other recreational opportunities, and to provide OHV and special event venues, while protecting and interpreting on-site natural and cultural resources.



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**LIST OF ABBREVIATIONS**

°F	degrees Fahrenheit
4x4 vehicle	four-wheel drive vehicle
ATV	all-terrain vehicle
BMP	best management practice
CEQA	California Environmental Quality Act
EVPMA	East Vernal Pool Management Area
GIS	geographic information system
NVPMA	North Vernal Pool Management Area
OHMVR	Off-Highway Motor Vehicle Recreation
OHV	off-highway vehicle
Prairie City SVRA	Prairie City State Vehicular Recreation Area
PRC	Public Resources Code
ROV	recreational off-highway vehicle
RTMP	Road and Trail Management Plan
State Parks	California Department of Parks and Recreation
the park	Prairie City State Vehicular Recreation Area
USFWS	US Fish and Wildlife Service



## EXECUTIVE SUMMARY

Trails are fundamental to fulfilling the California Department of Parks and Recreation (State Parks) mission to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation. This Road and Trail Management Plan (RTMP) for the Prairie City State Vehicular Recreation Area (Prairie City SVRA or the park) provides specific and detailed management direction for the road and trail systems within different management zones, guiding their future operation, maintenance, and development. The goal is to provide recreational trail opportunities that may be used to their full potential while protecting the park's cultural and natural resources.

The park is in eastern Sacramento County, 20 miles east of downtown Sacramento and 3 miles south of US Highway 50. It comprises approximately 1,344 acres of state lands, of which approximately 836 acres are currently devoted to off-highway vehicle (OHV) recreation. Prairie City SVRA is a showcase for OHV recreation, including major competitive events. The park offers OHV enthusiasts a variety of interesting terrains and trails. Park elevations range from 240 to 350 feet above sea level. OHV recreational opportunities include trails and tracks for motorcycles, all-terrain vehicles (ATVs), four-wheel drive vehicles (4x4 vehicles), recreational OHVs (ROVs), karts, and quarter midget vehicles.



*Prairie City SVRA is a destination for OHV recreation, offering OHV enthusiasts a variety of interesting terrains and trails.*

The RTMP has been prepared in accordance with Departmental Notice 2012-06 and applicable state regulations for resource protection and public participation. The planning team consists of multidisciplinary staff from the sector, district, and headquarters supported by State Parks' consultant team. The planning team developed a base map and characterized and categorized park routes according to State Parks guidelines. The planning team gathered data through field studies, park user surveys, and stakeholder meetings between 2017 and 2023.

The planning process identified issues to be addressed in the RTMP, such as trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and potential user conflicts. The RTMP will be reviewed and modified in response to public comments. After considering public comments on the Public Draft RTMP, the planning team will develop a Final Draft RTMP and related environmental review document, which will be released for public and agency review prior to consideration for approval.

For planning purposes, Prairie City SVRA is divided into nine management zones, each with different characteristics, activities or allowable uses, resources, and related management requirements: Zone 1, Zone 2, Zone 3, Zone 4, Zone 5 (Yost), Zone 6 (Ehnisz), North Vernal Pool Management Area, East Vernal Pool Management Area, and Zone 7 (Barton). Section 6 of this RTMP includes parkwide recommendations, as well as



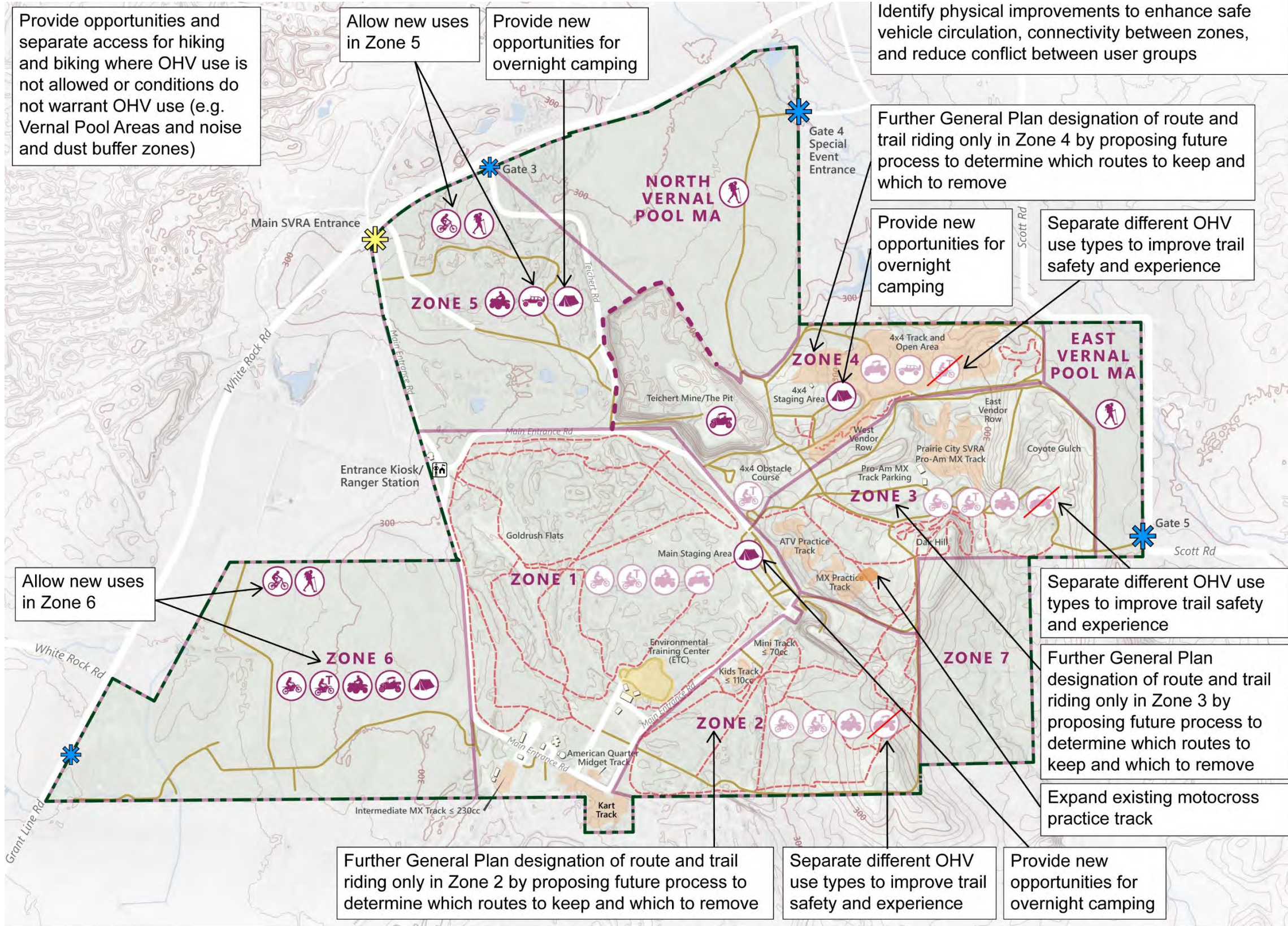
recommendations for each of the management zones. The recommendations are intended to provide a sustainable trail system that accommodates a variety of trail uses, experiences, and the abilities of a diverse and growing population, ensures equitable access, and conserves, protects, and promotes public enjoyment of the park's natural and cultural resources.

Key recommendations include:

- Identifying new allowed uses in Zone 5 (Yost), which include motorized uses (ATV, 4x4 vehicles, and ROVs), mountain biking, e-biking, and hiking;
- Identifying new allowed uses in Zone 6 (Ehnisz), which include motorized uses (motorcycles, ATV, ROVs), mountain biking, e-biking, and hiking;
- Expanding the existing motocross practice track;
- Following Prairie City SVRA General Plan guidance, designate Zone 2, Zone 4, and the majority of Zone 3 to route and trail riding only. Determining designated system routes and trails as part of future projects that require public input;
- Identifying physical improvements (e.g., crossing signage, improved line-of-sight, dedicated ingress/egress points in management zones) that will enhance safe vehicle circulation, connectivity between management zones, and reduce conflict between user groups;
- Separating different OHV use types in different zones to reduce potential conflicts, including separating high-speed ROV uses from lower speed uses, where appropriate;
- Providing new opportunities for overnight camping; and
- Providing new opportunities and separate access locations for hiking and biking in the park in areas where OHV use is not allowed or conditions do not warrant OHV use (e.g., Vernal Pool Management Zones and designated buffer areas in Zones 5 and 6).

Many of the RTMP recommendations are project proposals that will require site-specific planning and environmental review prior to implementation. The California Environmental Quality Act (CEQA) environmental document for this RTMP provides additional information on site specific planning, design, and environmental review that will occur prior to development of individual projects recommended by this RTMP.





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### SUMMARY OF PARKWIDE RECOMMENDATIONS

<b>Existing Features</b>	
Park Boundary	Park Entrance for Motorized Uses
Existing Management Zone Boundary	Building
Maintained Tracks Area	Ranger Station
Environmental Training Center	
Paved Road	
Dirt/Gravel Access Route	
Existing Trail	
10-foot Contour	
<b>Existing Uses</b>	
Motorcycle Use to Remain	Trials Motorcycle Use to Be Removed
Trials Motorcycle Use to Remain	ROV Use to Be Removed
ATV Use to Remain	
ROV Use to Remain	
4x4 Use to Remain	
<b>Recommendations</b>	
New Management Zone Boundary	Expanded Track
Add Motorcycle Use	Park Entrance for Nonmotorized Uses
Add Trials Motorcycle Use	
Add ATV Use	
Add ROV Use	
Add 4x4 Use	
Add Mountain Bike Trails (Including E-Bike)	
Add Hiking Trails	
Add Camping	

0 600 1,200 FEET  
1 in = 1,200 ft

ESRI World Hillshade  
 20210027.02 GRX 002

Source: Data received from State Parks in 2023.

Figure ES-1 Summary of Parkwide Planning Recommendations



## SECTION 1 INTRODUCTION



*Prairie City SVRA provides an array of OHV opportunities in a unique scenic location oak woodlands, grasslands, and terrain influenced by mining opportunities.*

Trails are a key component of public recreation at Prairie City SVRA. They are critical to fulfilling the mission of the California Department of Parks and Recreation (State Parks). State Parks is committed to providing high-quality trails to accommodate the recreational needs of diverse user groups by planning and developing trails pursuant to the State Parks Trails Policy:

*The Department, through a public planning process, will strive to meet the recreational, educational, and interpretation needs of its diverse trail users by developing trails within state park units, consistent with unit classification, general plan directives, cultural and natural resource protection, public safety, accessibility, use compatibility, and other legal and policy mandates. Multi-use trails and trail connectivity with adjacent public trail systems will be considered in the development of trail plans or individual trails.*

## 1.1 PURPOSE

The purpose of an RTMP is to provide specific guidance and direction for implementing the vision, purpose, goals, and guidelines of the park's approved 2016 General Plan relevant to development and management of roads and trails for OHV use (State Parks 2016). An RTMP describes the existing road and trail conditions in a park and provides a roadmap for future management of roads and trails. It takes into consideration the park's vision, mission, and purpose to achieve the following goals:

- Maximize the quality of visitor use and experiences,
- Protect user safety,
- Protect and conserve natural and cultural resources,
- Coordinate with local and regional planning trail development efforts,
- Provide trail access links from the park to surrounding public lands,
- Reduce maintenance and management costs,
- Provide an appropriate range of recreational opportunities and associated infrastructure,
- Avoid or minimize environmental impacts in accordance with the General Plan, and
- Assist in prioritizing roads and trails projects.



*This RTMP provides for a system of recreational routes that offer a range of experiences while protecting natural and cultural resources.*

Developing a comprehensive RTMP is paramount to achieving recreational trails that can be used to their full potential while providing appropriate protection for cultural and natural resources. Although planning can be implemented for a single trail, parkwide and regional trail system planning remain the preferred and most effective methods for identifying and establishing linked recreational trail corridors. Comprehensive planning also reduces trail construction and maintenance costs.



## 1.2 PLANNING NEED

In State Vehicular Recreation Areas (SVRAs), roads and trails are the primary avenues for park visitors to access park features and to enjoy high-quality motorized recreational experiences. Roads and trails can provide high-quality recreational opportunities and protect sensitive natural and cultural resources by focusing recreational activity on less sensitive park lands when properly sited, designed, constructed, maintained, and managed.

Frequently, a park's trail system evolves from trails and unpaved roads that were on the property when it was acquired. They were developed to meet the needs of the previous property owners and seldom fully serve the different recreational purposes of the park unit or meet current trail standards in the State Parks Trails Handbook or the OHMVRD Best Management Practice Manual. Pre-existing trails are often improperly sited, poorly designed and constructed, or inadequately maintained, with limited accessibility or other deficiencies. They may also fail to adequately protect the park's natural or cultural resources. OHV roads and routes will be required to be designed and maintained to meet requirements of PRC 5090.35(b)(1) and State Parks' 2020 Soil Conservation Standard and Guidelines.



*A top priority for the RTMP is to sustain OHV recreation at Prairie City SVRA over the long term.*

Providing long-term sustained OHV recreation opportunities is a top priority in SVRA management. Provisions in Public Resources Code (PRC) Section 5090.35 et seq. require SVRAs to comply with the Soil Conservation Standard. State Parks is developing and implementing Soil Conservation Plans and Wildlife Habitat Protection Plans at SVRAs to ensure long-term sustained OHV opportunities.

The 2016 General Plan identifies the need for additional route and trail planning, including for recently acquired areas of the park (i.e., the Ehnisz property in Zone 6 and the Barton property in Zone 7) and have not yet been opened for public use. As further discussed under Section 3.6, "General Plan," the General Plan includes goals and guidelines that provide an overall vision for the trail system and give broad direction for the development of a unit-wide trail management plan. This RTMP identifies appropriate trail uses and identifies new trail corridors to provide additional recreational opportunities in the new parcels while protecting their cultural and natural resources.

Substantial external coordination and consultation has been conducted because preparation of the RTMP requires public input and Prairie City SVRA serves a variety of recreation users.

This RTMP provides an opportunity for State Parks managers to open newly acquired portions of the park, redirect uses to appropriate locations, propose improvements to benefit the range of trail user types, and prioritize management actions.

## 1.3 PARK SETTING

Prairie City SVRA is located in unincorporated Sacramento County and near the cities of Rancho Cordova and Folsom and the unincorporated community of El Dorado Hills, as shown on Figure 1-1. It is surrounded by private land owned by Aerojet Rocketdyne Holdings Inc (Aerojet), Teichert, and Barton Ranch. The park consists of approximately 1,344 acres of state lands, of which approximately 836 acres are currently devoted to OHV recreation. Access to the park is available through a network of regional and local roadways, and Class II bicycle lanes. The SVRA lies south of White Rock Road, between Sunrise Boulevard and Prairie City Road. Primary access to the park is available from White Rock Road, which can be reached by either the Sunrise Boulevard exit or the Prairie City exit from US Highway 50.

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*Prairie City SVRA's setting near several large communities in the Sacramento metropolitan area makes the park an important and convenient recreation resource for many OHV enthusiasts.*

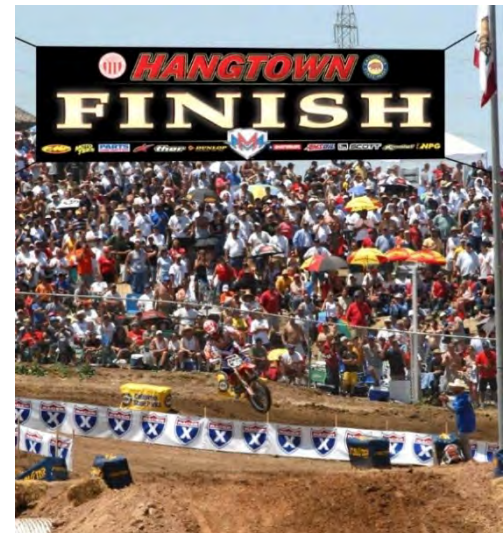
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At the westernmost edge of the Sierra Nevada foothills, the Prairie City SVRA landscape consists of terrain that varies from flat, open grasslands to areas containing vernal pools, to rolling hills covered with native blue oaks, which provide habitat for a variety of plant and wildlife species. Much of the western portion of the SVRA includes piles of rock cobbles or dredge tailings, consisting of low mounds (5–10 feet high) of cobbles, silt, and sand, deposited during hydraulic and dredge gold mining operations. In the northern section of the park, there is a reclaimed gravel quarry (“The Pit”) that is generally bowl-shaped. The area containing dredge tailings is characterized by grassland and scattered cottonwood trees. The eastern portion of the SVRA is characterized by rolling hills and a vegetative cover of grassland and oak woodland. The park also contains two ephemeral streams and one intermittent stream that flow southeasterly into Coyote Creek and a third ephemeral stream that runs northwesterly through the northeast corner of the park and is a tributary to Buffalo Creek, connecting to the American River.

### Recreational Uses and Events

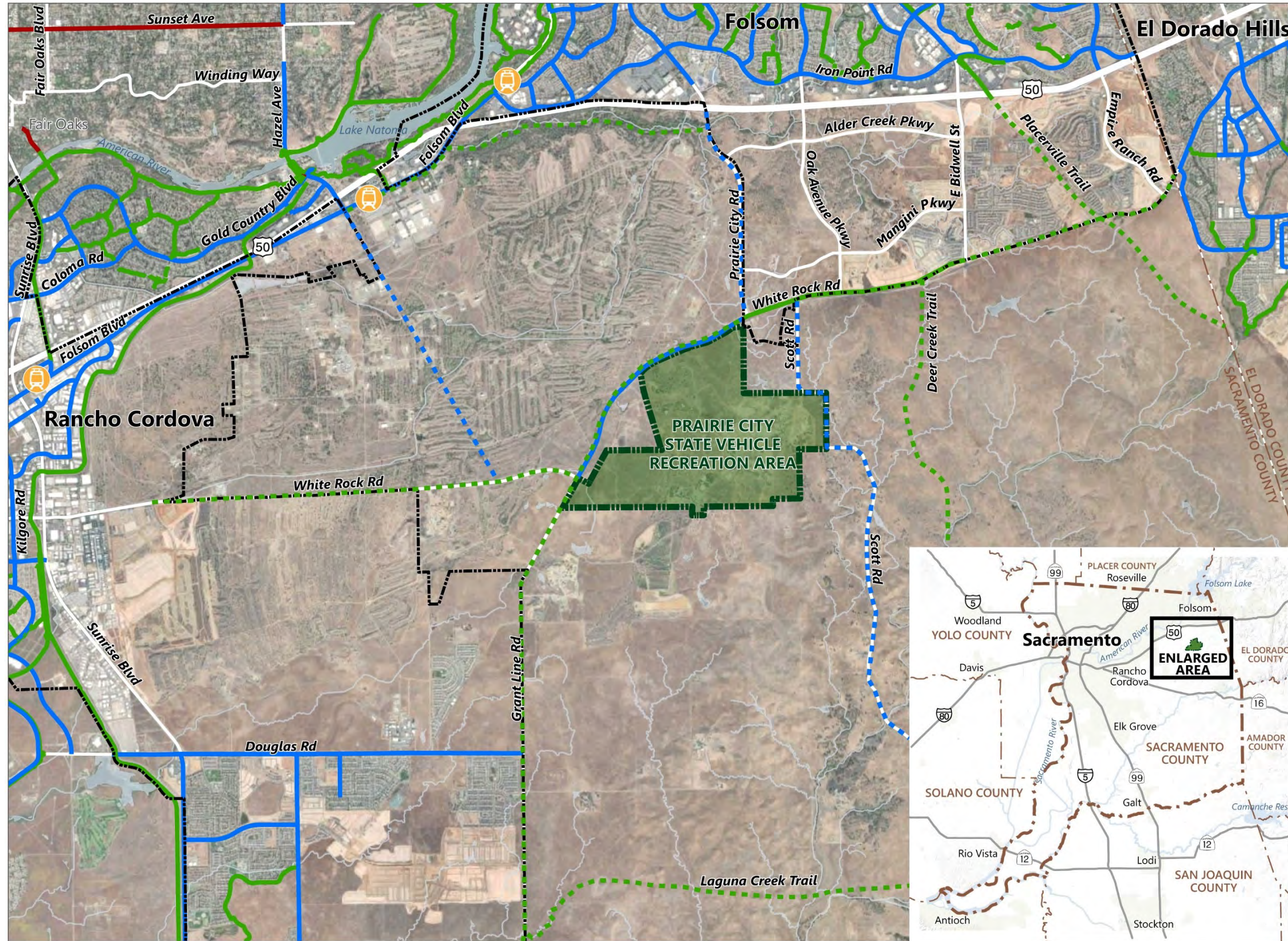
Prairie City SVRA has been used for OHV recreation since the early 1970s. The park offers a variety of terrains that provide a range of recreational opportunities to OHV enthusiasts of all ability levels. The major OHV uses include motorcycles, ATVs, 4x4 vehicles, and ROVs (Figure 1-2). The park also includes tracks for go-karts and quarter midget vehicles. Although Prairie City SVRA is mainly used for OHV recreation, it provides mountain bikers opportunities to use the park during a ten-race spring series on days when it is closed to OHV activity.

The park is one of the most specialized units in the California State Park System and is host to many major OHV events. The busiest months at Prairie City SVRA occur from October through June. Major events include the annual Hangtown Motocross Classic, held in June, and the annual Visitor Appreciation Day in October. The Hangtown Motocross Classic is the largest special event held at the SVRA and has hosted up to 30,000 attendees in the past. The race is part of a national championship motocross series and is put on by the Dirt Diggers North Motorcycle Club and has been held at this location for over 40 years.



*Prairie City SVRA is host to many different special events, including the annual Hangtown Motocross Classic, which has attracted up to 30,000 attendees in the*





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### REGIONAL LOCATION

- Park Boundary
- County Line
- City Line
- Waterways/Waterbodies
- Paved Road
- Sacramento Regional Transit Light Rail Station

**Existing Bike Facilities**

- Class I - Multi-use Path
- Class II - Bike Lane
- Class III - Bike Route

**Planned Bike Facilities**

- Class I - Multi-use Path
- Class II - Bike Lane

**ENLARGED AREA**

**SACRAMENTO COUNTY**

CALIFORNIA

ESRI World Imagery  
20210027.02 GIS 014

Source: Data received from State Parks in 2023.

Figure 1-1 Regional Location





All-Terrain Vehicle (ATV).



4x4 Vehicle.



Motorcycle.



Trials Motorcycle.



Recreational Off-Highway Vehicle (ROV).

**Figure 1-2** Examples of the Primary OHV Uses at Prairie City SVRA



## Park History

The SVRA includes the ancestral lands of the Valley Nisenan Maidu Native Americans, who inhabited the area until the discovery of gold and the ensuing Gold Rush. Prairie City SVRA takes its name from the gold rush community that was located just northeast of the present-day park. During the Gold Rush era and until the 1950s, the area was the site of placer mining operations; it was owned first by the Natoma Water and Mining Company and later by the Capital Dredging Company. Today, reminders of that 1850s community include mine tailings and a historical marker, California Historical Landmark #464, which is located at the intersection of Prairie City Road and US 50. After the gold mining days, the area became home to a number of cattle ranches. In the early 1960s, Aerojet purchased the southern portion of the existing SVRA to build and test rocket engines for the US Government. In 1972, Aerojet sold 435 acres of its Sacramento property to Roy and Mary McGill, who established a cycle park. Sacramento County purchased the park in 1975, using funds from the Off-Highway Motor Vehicle Recreation (OHMVR) Cooperative Grants and Agreements program, and purchased an additional 401 acres in 1976. In 1988, the 836-acre park came under the ownership of the OHMVR Division. Prairie City SVRA provides several opportunities for interpretation and educational programs related to regional and local natural resources, cultural history, and OHV recreation.



*The landforms at Prairie City SVRA have been influenced by historic uses, including the creation of these mining tailings piles.*

## SECTION 2 THE PLANNING PROCESS

Developing an RTMP is a dynamic process that involves considerable collaboration between State Parks, stakeholder groups, surrounding local jurisdictions, resource and regulatory agencies, and the public. According to State Parks' Trails Policy, opportunities for public participation in the planning process must be provided. Specifically, an RTMP should:

- Meet guidelines provided by the unit's general plan,
- Address stakeholder needs,
- Incorporate and coordinate with local and regional planning documents,
- Adhere to existing laws and regulations,
- Include the public and all potential user groups in the planning process,
- Provide user accessibility,
- Protect resources, and
- Provide a mechanism to monitor outcomes.

### 2.1 RTMP PLANNING PROCESS

This RTMP has been prepared consistent with State Parks Departmental Notice 2012-06 (regarding the review and approval of management plans) and applicable state and federal regulations for resource protection and public participation. Figure 2-1 depicts the Prairie City SVRA planning process.

1. **Develop the Planning Team.** The planning team consists of multi-disciplinary staff from the sector, district, and headquarters (see Appendix 7).
2. **Inventory and Mapping.** A road and trail inventory has been conducted and base maps with associated attributes were created. This inventory and assessment process provides an objective and consistent method for determining road and trail infrastructural problems and associated solutions as well as to officially record road and trail information such as physical characteristics and allowed uses.
3. **Stakeholder Input.** Data has been gathered from park users and other stakeholders. Typically, data includes information on issues pertinent to road and trail use and sustainability. Input can be gathered in a variety of ways including public meetings, stakeholder workshops, surveys, and online public comment opportunities to allow the public to assist in identifying needs, suggesting routes and restoration opportunities, and to provide general comments. A community feedback survey, public workshop, and pop-up events have been conducted to solicit input from a diverse range of trail users.



*Attendees at Public Workshop #1 had an opportunity to provide input on opportunities and constraints at the park.*



4. **Evaluate and Synthesize Data.** Data has been collated, compared, and assessed. Key issues have been identified, including trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and potential user conflicts.
5. **Development of Proposal and Alternatives.** To develop alternatives, staff considered stakeholder input, accessibility needs, natural and cultural resource management concerns, and trail linkages within and outside the park. Recommendations for plan alternatives include changes in allowed uses, new routes, and new or alterations to facilities.
6. **Administrative Draft RTMP.** An internal draft of a preferred plan is developed for review and deliberation by State Parks staff after gathering public input.
7. **Public Draft RTMP.** Following internal State Parks review and refinements of the Administrative Draft, a Public Draft RTMP is developed for public review and comment. A public review period is underway, and a public meeting is scheduled to solicit comments related to the plan.
8. **Final Draft RTMP/Environmental Document.** The Final Draft RTMP will be developed to consider public comments and include the appropriate draft environmental document as required by CEQA.
9. **Public Review of Final Draft RTMP and Environmental Document.** Public comments will be solicited again through the required environmental review process. State Parks staff receive and evaluate public comments and respond as appropriate per CEQA guidelines. The Final Draft RTMP may be modified, as necessary, to address public comments or concerns.
10. **Final RTMP/Environmental Document.** A final RTMP and associated environmental document will be completed, including changes resulting from public comments, and the RTMP is recommended for adoption.



**Figure 2-1** Prairie City SVRA RTMP Planning Process

The planning process for preparation of this RTMP involves all the steps described above. Because several portions of the entire SVRA have not previously been open to the public but are available for recreation opportunities, this planning process has, in part, focused on obtaining input on the desired facilities and activities for these areas, which consists of the Zone 5 (Yost) and Zone 6 (Ehnisz) Management Zones. The planning team developed an inventory of the road and trail system in the park, including features, structures, and erosion severity. The planning team used this information to evaluate road and trail conditions and associated impacts on natural and cultural resources. Public outreach, review of visitation trends, and staff input also guided planning for new uses in the management zones in the SVRA that were not previously open to the public.

Key phases of public engagement in the development of this RTMP are summarized herein, and the response to the community feedback survey are provided in Appendix 1.

## 2.2 COMMUNITY ENGAGEMENT

In 2023, with assistance from State Parks' Strategic Planning and Recreation Services Division and the planning and environmental consultant, District staff refocused efforts on completing the RTMP after a pause from the initial RTMP planning effort in 2017. In addition to finalizing the trail inventory and assessment, this planning team conducted additional public engagement to gather information about how the trail system is currently used and to gain a greater understanding of trail users' needs and priorities. Community engagement during the RTMP process is focused on the following goals:

- Share the vision, purpose, goals, and benefits of creating an RTMP.
- Involve interested and affected stakeholders in identifying needs, priorities, and values related to the RTMP.
- Create an effective and meaningful engagement process where all members of the community and key stakeholders, including those that are often underrepresented groups, can participate.
- Build shared commitment and support from decision makers, the public, and stakeholders.
- Provide transparency in the methodologies and approaches for technical analysis that support the RTMP process.

### Outreach Phases

The Public Outreach Plan for the Prairie City SVRA RTMP is structured into four phases. Each phase of the process highlights opportunities to participate at key milestones to maximize the participation of the public and stakeholders. The various outreach activities that occurred during each of the four phases for the RTMP are described below:

- **Phase 1:** Announcement of initial engagement efforts and solicit information regarding existing uses, opportunities, and constraints.
  - Distribute postcards to notify the public of the planning process, including at special events like the Hangtown Motocross Classic
  - Website updates, email blasts, and social media
  - Release of community feedback survey (both English and Spanish versions were available)
  - Pop-Up Event at El Dorado Hills Farmer's Market
  - Public Meeting #1: Gathering Feedback and Review Potential Opportunities and Constraints
  - Pop-up Event at Visitor Appreciation Day



*The RTMP process includes a variety of public outreach activities to encourage public input, including in-person and virtual public workshops.*



- **Phase 2:** Availability of Public Draft RTMP
  - Website updates, email blasts, and social media
  - Release Public Draft RTMP for public review
  - Public Meeting #2: Feedback on Public Draft RTMP and CEQA scoping
  - Respond to public comments/questions
- **Phase 3:** Availability of Final Draft RTMP and environmental document
  - Website updates, email blasts, and social media
  - CEQA notices
  - Formal Public Review period for Final Draft RTMP and environmental document and respond to comments/questions
- **Phase 4:** Availability of Final RTMP
  - Website updates, email blasts, and social media
  - Release Final RTMP



*Informational signs were posted around the park to encourage visitors to get involved in preparation of the RTMP.*

## Public Outreach Activities

The public has been encouraged to provide input by attending public workshops, taking a community feedback survey, and providing feedback at various pop-up events. The following is a summary of the key outreach activities that occurred throughout development of the RTMP where the public was engaged and provided feedback. Results and input received at each of these activities can be found in the various activity summaries located in Appendix 1.

## Public Meetings

Beginning in January 2022, park staff presented updates on the RTMP during quarterly public meetings for the park.

## Project-Specific Webpage

During the initial stages of the RTMP, a project specific webpage was created at [www.parks.ca.gov/PrairieCityRTMP](http://www.parks.ca.gov/PrairieCityRTMP) that provided a place for interested parties to be able to sign up for email notifications, view project documents, learn about upcoming outreach opportunities, and find contact information to send comments and suggestions. The website was also used to host the community feedback survey as described below.

## Informational Signs

During the RTMP process, the planning team at Prairie City SVRA prepared and distributed informational signs and banners throughout the park that notified users of upcoming events and outreach opportunities. These signs were placed at the entry kiosk, main staging areas, and other high traffic areas.

## Informal Contact

During the RTMP process, interpretive staff conducted a roving outreach campaign to provide project postcards to visitors participating in either day-use riding activities or promoter held special events (e.g., rallycross, motocross, trials bike, 4x4, and ROV competitions).

## Social Media

During the RTMP process, interpretive outreach staff posted project information and collected comments using the Prairie City SVRA and California State Parks Instagram and Facebook account.

## Postcards and Email Blasts

To kick off the project notification, the planning team created a postcard mailer in English and Spanish that was distributed at various outreach events (e.g., Hangtown Motocross Classic) throughout the project outreach process and at other park units within the Gold Fields District. This postcard was also distributed electronically through an email blast to existing park contacts and individuals who had signed up for notifications on the project website. The postcard contained a brief project summary and a link to the project website for more information. These postcards were used to direct the public and interested stakeholders to the project website to participate in a community feedback survey, provide feedback, and view project materials.



*During the outreach process, printed and electronic versions of an informational postcard were distributed to the public to request input on the RTMP.*

## Community Feedback Survey

The purpose of the community feedback survey conducted in 2023 was to gather information and feedback from the public on existing uses, desired changes, and opportunities or constraints that could be addressed in the RTMP. The survey was developed using questions from the Trail Experience Survey conducted in 2018. The 2018 Trail Experience Survey received 77 responses and asked questions pertaining to trail features that were desired and use types in each of the zones. The 2023 Community Feedback Survey expanded on these questions to gain a better understanding on other uses that may be desired by users and community members, addressed specific concerns in each of the zones, and additional features/uses that may be added. The Community Feedback Survey was made available electronically on the project website from June 1, 2023 to August 15, 2023.

A total of 141 responses were received that helped inform the content of future outreach efforts and guided the development of the RTMP. The results of the survey are included in Appendix 1 of this document.

## Pop-Up Events

To reach potential visitors that may not be aware of the planning process or those who do not visit Prairie City SVRA regularly, the planning team planned for and attended two pop-up events during the project process.

Pop-up #1 occurred at the El Dorado Hills Farmers Market on July 30, 2023, from 8:00 am to 1:00 pm. At this event, planning team members distributed postcards that contained links to the project website and encouraged members of the public to take the community feedback survey. Posters with maps of opportunities and constraints at the park were available at this event and provided visitors an opportunity to share feedback on any specific areas for improvement or other ideas of how to enhance the park.

Pop-up #2 occurred during the Prairie City SVRA Visitor Appreciation Day on October 14, 2023, from 9:00 am to 1:00 pm. The event featured OHV community informational booths hosted by local OHV clubs, non-profit organizations, and State and federal agencies. Park admission was free and overnight camping was permitted for event participants. Other activities included a scavenger hunt, free raffle of OHV items, used gear swap, motorcycle sound testing, kid's craft activities, and food and drinks. Members of the planning team were present to collect comments and feedback, contributing to the development of zone-specific recommendations.



*Pop-up #1 at the El Dorado Hills Farmers Market provided an opportunity to notify the public of the opportunity to provide input on the RTMP.*

## Public Workshops

The planning team conducted one of the two planned public workshops during the RTMP planning process. This first meeting provided an opportunity for community members and stakeholders to share input about Prairie City SVRA and also learn about the purpose, approach, goals, and guidelines of the RTMP. A second public workshop will be held after the release of the Public Draft RTMP and environmental document to obtain public comments on the Final Draft RTMP and environmental document. Input received from the two public workshops will help guide the development of the RTMP and provide direction on key issues and opportunities.

### Public Workshop #1

Public Workshop #1 was held on August 9, 2023, at 6:00 pm at the Environmental Training Center (ETC) at Prairie City SVRA. The public workshop was hosted in-person and included a virtual option. The workshop included a welcome, introduction, presentation, question-and-answer session, and open house format for participants to leave feedback. The workshop was attended by the planning team and 15 community members. The purpose of Public Workshop #1 was to provide an overview of the Prairie City SVRA RTMP and the analysis that was completed to date, introduce the planning process, review potential strategies that could be included in the RTMP, and gather feedback from participants through a question-and-answer session during an interactive open house format. A full summary of responses received from participants is provided in Appendix 1.



*Public Workshop #1 included a presentation with an overview of the RTMP and opportunities for attendees to identify issues to be addressed in the RTMP.*



## 2.3 PLAN CONSISTENCY

Recommendations in this RTMP are consistent with PRC Section 5019.53, which provides the following directive for the purpose of improvements in a state park. Specifically, the section stipulates that:

*Improvements undertaken within state parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations.*

In addition, this RTMP is consistent with the Prairie City SVRA's classification and General Plan and follows goals and guidelines established in this and other approved departmental documents. The following documents were also consulted in the development of the plan:

- Prairie City State Vehicular Recreation Area General Plan (2016)
- Sacramento County 2030 General Plan (2011)
- Sacramento Area Council of Governments' Regional Bicycle, Pedestrian, and Trails Master Plan (2003)
- City of Folsom Bikeway Master Plan (2007)
- Folsom Plan Area Specific Plan (2011)
- California State Parks Off-Highway Motor Vehicle Recreation Division Strategic Plan (2009)
- OHV BMP Manual for Erosion and Sediment Control (2007)
- California State Parks Department Operations Manual and Departmental Notices
- California State Parks Trails Handbook
- California State Parks Accessibility Guidelines
- 2020 Soil Conservation Standard and Guidelines
- Prairie City SVRA Wildlife Habitat Protect Plan (2022)
- Prairie City Soil Conservation Plan (Draft)

## SECTION 3 PARK CONDITIONS

### 3.1 PARK VISITATION

Approximately 86,730 reported visitors attended the SVRA from October 2022 to October 2023 for OHV recreational use and special event purposes. As noted in the General Plan, park attendance grew steadily over the years and reached its peak in 2004 with 193,330 visitors. Table 3-1 below depicts the total visitation from 2014 to 2023. Between 2014 and through October 2023, total annual visitation has fluctuated, with a high of nearly 102,310 visitors in 2014 and a low of roughly 58,428 visitors in 2018. Surrounding Placer, Sacramento, and El Dorado Counties combined are predicted to grow by an estimated 125,032 people by 2035 (DOF 2023) with many new developments under construction in close proximity to the park, suggesting that park use will continue to increase.



*Aerial photograph of the annual Hangtown Motocross Classic, which is typically held in May at Prairie City SVRA.*

**Table 3-1 Prairie City SVRA Annual Visitation (2014-2023)**

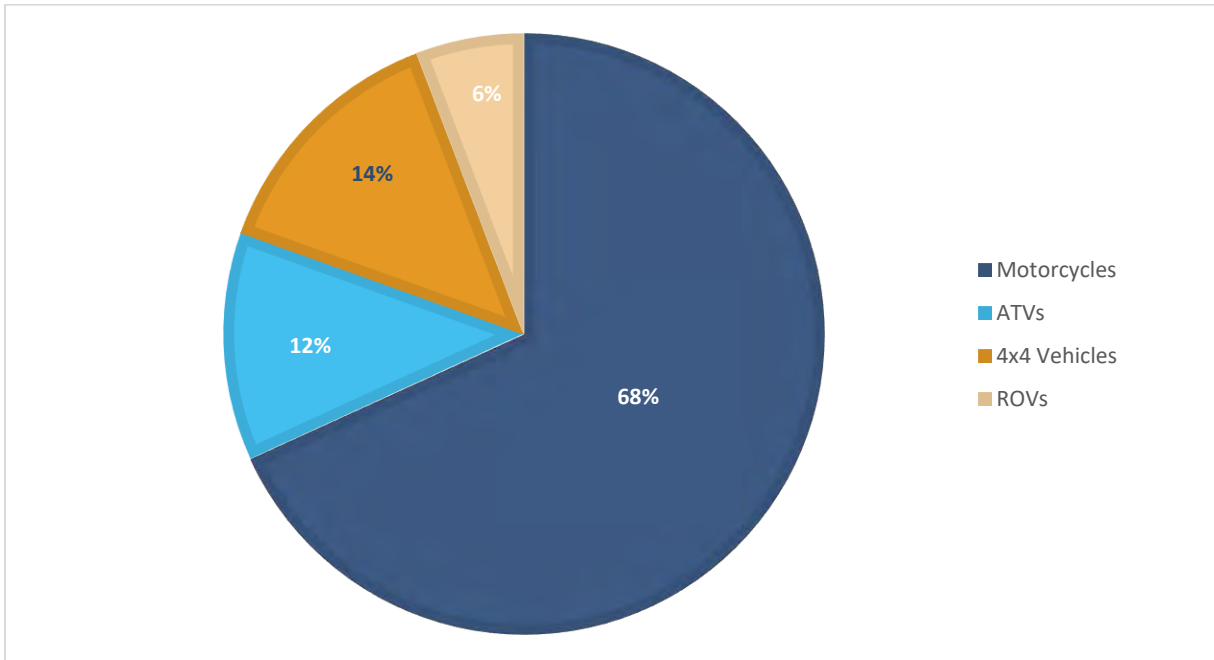
Year	Visitors	Special Event Attendees	Total Visitation
<b>2014</b>	43,597	58,710	<b>102,307</b>
<b>2015</b>	38,725	57,139	<b>95,864</b>
<b>2016</b>	50,302	33,522	<b>83,824</b>
<b>2017</b>	49,424	20,878	<b>70,302</b>
<b>2018</b>	58,428	0**	<b>58,428</b>
<b>2019</b>	54,877	12,782	<b>67,659</b>
<b>2020</b>	63,718	3,000	<b>66,718</b>
<b>2021</b>	84,319	28,875	<b>113,194</b>
<b>2022</b>	61,948	30,316	<b>92,264</b>
<b>2023*</b>	51,472	22,014	<b>73,486</b>

\*Visitation in 2023 is only reflected through November for visitors and through October for special event attendees.

\*\*Data for the number of special event attendees at the park was unavailable for 2018.

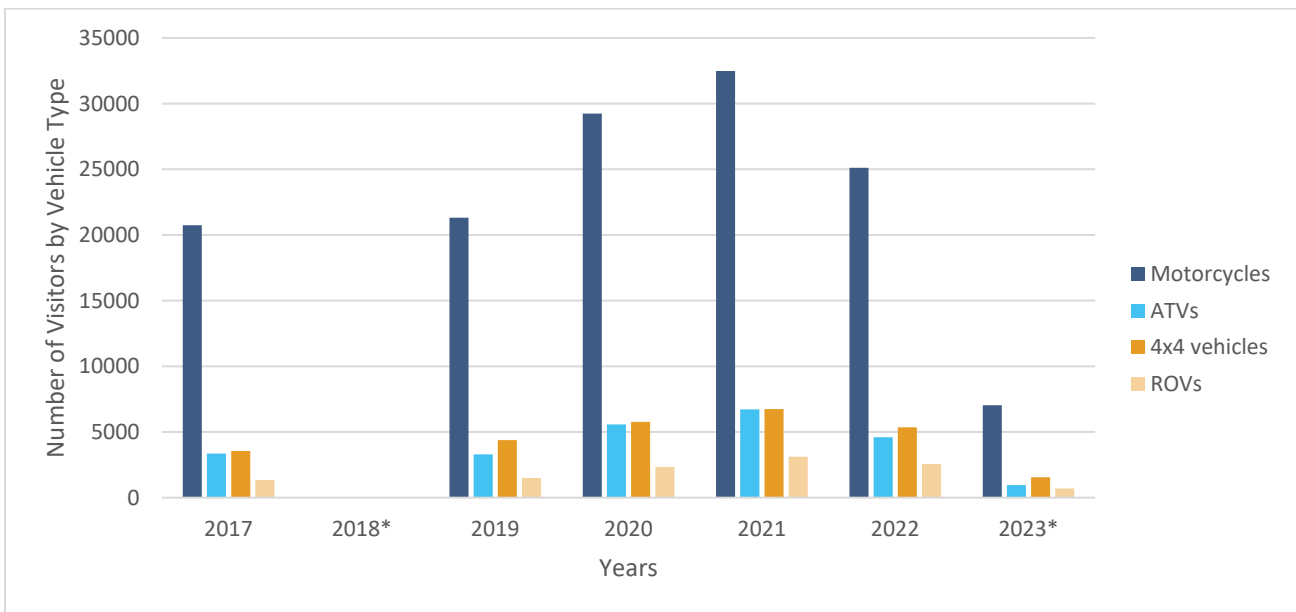
Source: Compiled by Ascent in 2023 from data provided by State Parks.

Prairie City SVRA offers a variety of trails and tracks for vehicles including motorcycles, ATVs, 4x4 vehicles, and ROVs. As depicted in Figure 3-1 and Figure 3-2, motorcycles make up the largest proportion (more than two-thirds) of the vehicle type used at Prairie City SVRA. The use of ATVs, ROVs, and 4x4 vehicles at the park are increasing (see Figure 3-2).



Source: Compiled by Ascent in 2023 from data provided by State Parks.

**Figure 3-1 Proportion of Motorized Vehicles at Prairie City SVRA by Vehicle Type (2017-2023)**



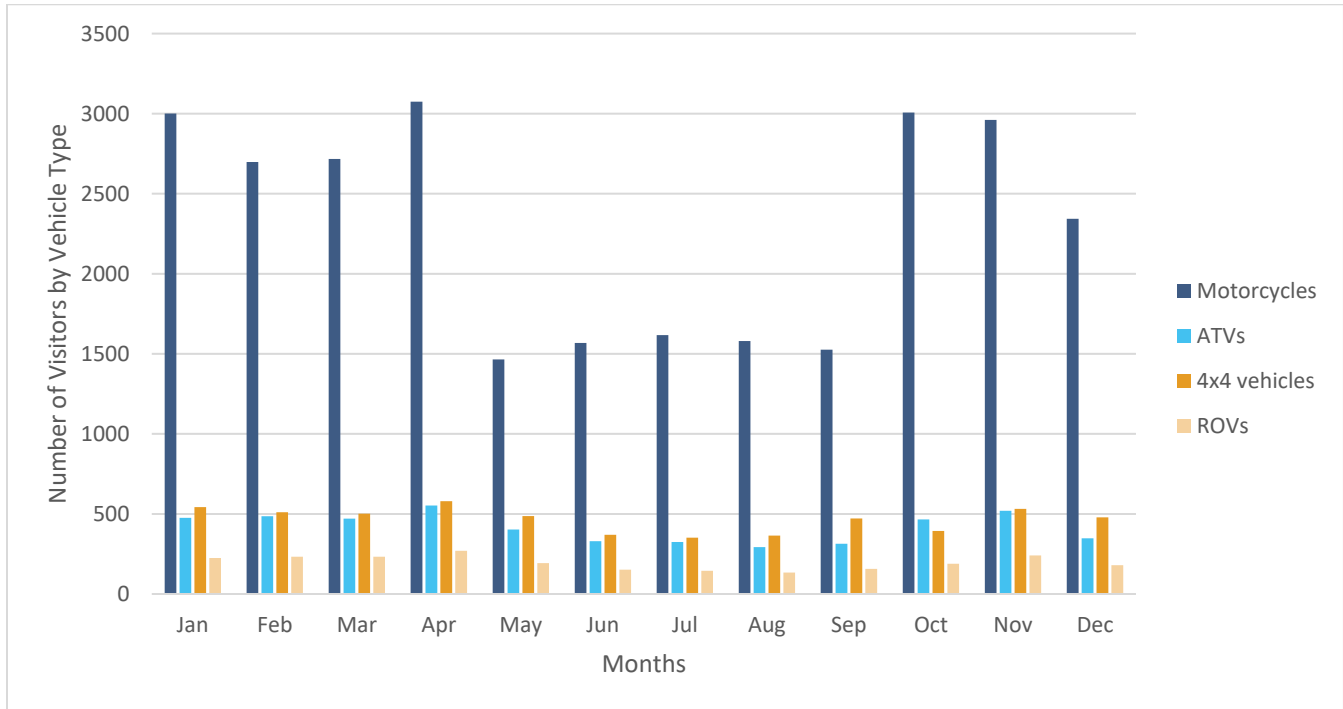
\*Data on specific use types not available; the 2023 data is partial visitation data for the year and only reflects data collected through April 2023.  
 Source: Compiled by Ascent in 2023 from data provided by State Parks.

**Figure 3-2 Visitation Trends Based on Vehicle Type**





Visitation at the SVRA is typically lowest during the summer months (May-September) (see Figures 3-3 and 3-4). This is due to the high summer temperatures at the park. Motorcycle use experiences the greatest decline during the summer. Additionally, red sticker season is October 1 through April 30, during which time OHVs that are non-compliant with California Air Resources Board exhaust emissions standards are allowed to ride, which results in an increase in the number of visitors to the park during this period.



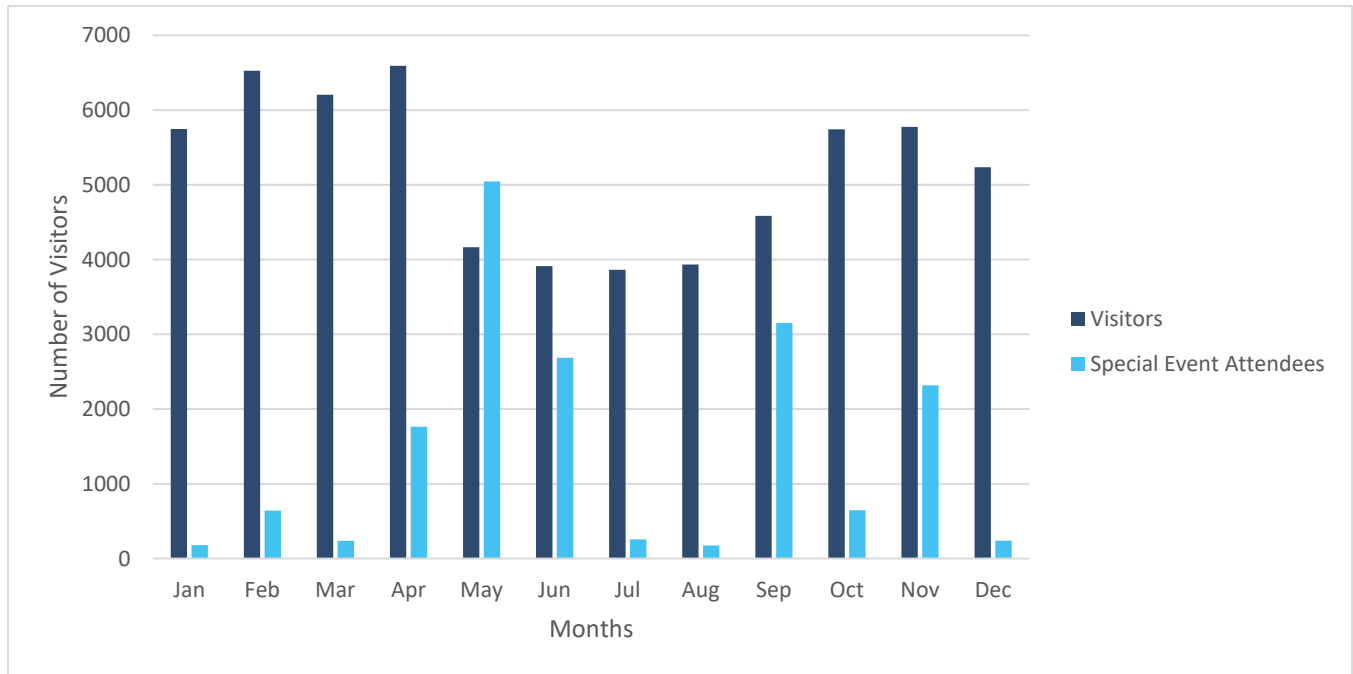
\*Data on specific use types not available; the 2023 data is partial visitation data for the year and only reflects data collected through April 2023.

Source: Compiled by Ascent in 2023 from data provided by State Parks.

**Figure 3-3 Average Number of Motorized Vehicle Types by Month (2017-2023)**







\*Data on specific use types not available; the 2023 data is partial visitation data for the year and only reflects data collected through April 2023.

Source: Compiled by Ascent in 2023 from data provided by State Parks.

**Figure 3-4 Average Monthly Attendance at Prairie City SVRA (2017-2023)**

### 3.2 CIRCULATION

The main entrance to Prairie City SVRA is a two-lane paved roadway (the main entrance road) that extends south from White Rock Road into the SVRA. The SVRA’s entrance station and ranger station are located approximately 0.5 mile south of White Rock Road. The main entrance road provides primary vehicle access to Prairie City SVRA and is gated when the SVRA is closed.

Secondary access to the SVRA for special events is provided south of the intersection of Prairie City Road and White Rock Road (Gate 4). Gate 4 is accessed through the roundabout at the intersection of Prairie City Road and Scott Road. In addition, vehicles can access the park at Gate 5 for special events from Scott Road approximately 0.25 miles southeast of the Prairie City SVRA Pro-Am MX Track. Gate 4 and Gate 5 are locked unless access through these gates is required during special events.

Bicycles can access Prairie City SVRA using the Class II bike lanes from White Rock Road. No other alternative modes of transportation, such as bus, rail, or pedestrian facilities, are currently available in the area. Additional transportation modes to the area may become available as proposed housing and commercial development is constructed near the park.

Wayfinding signage is located along the internal paved roads and at the main staging area to direct visitors to SVRA facilities. Signage is also present at all major SVRA facilities notifying visitors of facility names and locations.

Visitors and staff access the Ranger Station, kids’ motocross tracks, quarter midget track, kart track, the Environmental Training Center, the Sector Office, natural resource office, and the maintenance office/yard from the main entrance road. Visitors access other facilities, such as the ATV and motocross practice tracks, 4x4 areas, Prairie City SVRA Pro-Am MX track, main staging area, and special event entrance using dirt or gravel park routes.



Once visitors enter the park, those who trailered OHVs use the main entrance road to access the staging areas. From there, visitors unload their OHVs and access the park using unpaved park routes and trails. Street-licensed 4x4 vehicles and motorcycles may drive on designated roads to all locations in the park, including the 4x4 staging area and obstacle course areas for parking.

### 3.3 EXISTING RECREATIONAL RESOURCES

Prairie City SVRA is a showcase for OHV and motorized recreation. The park offers enthusiasts of all ages a variety of terrain types and trails for all skill levels, an extensive selection of tracks, and an array of OHV-related facilities and special events. Motorized recreational opportunities include trails and tracks for motorcycles, ATVs, 4x4 vehicles, ROVs, go-karts, and quarter midget vehicles. The park is used mainly for OHV recreation, although through the special event permit process, mountain bikers are provided access during a 10 race spring series on Wednesdays when the SVRA closes for routine maintenance.



*Most of the staging areas include day-use sites with picnic tables and shade ramadas.*

Existing facilities include multiple restrooms, day-use sites for picnicking and staging, and recreational facilities that include OHV trails, the Prairie City SVRA Pro-Am MX Track, a motocross practice track, ATV practice track, 70cc beginner kids track (“mini track”) and 110cc kids track, 230cc intermediate motocross track, quarter midget track, go-kart track, 4x4 and obstacle area, and the Environmental Training Center. Existing administration and maintenance facilities include the main entrance station, ranger station, maintenance office and maintenance yard, Prairie City SVRA Sector Office, natural resource office, and the Environmental Training Center.



*The Kids MX Tracks allow beginner riders to practice basic motorcycle and ATV riding skills.*

The 1,344-acre park provides 77 miles of roads and trails, which includes approximately 8 miles of roads and trails that are not currently open to public riding. Prairie City SVRA is divided into nine management units to provide a structure for implementing and organizing operations, maintenance, and natural resource management activities. The management units were identified as zones and delineated based on vegetation community differences, OHV use type, and the similar regime of routine maintenance and management needs. These zones and the recreational resources present in each zone are summarized below and shown on Figures 3-5a through 3-5i.



*The Environmental Training Center provides classroom and outdoor space to learn about OHV safety and park resources.*



## Zone 1

This zone is used primarily for distributed OHV recreational riding (i.e., open riding) for motorcycles, trials motorcycles, ATVs, and ROVs; covers 281 acres; includes approximately 10 miles of system roads and routes and about 17 miles of non-system routes; and includes the following resources (see Figure 3-5b below):

- **Off-Highway Motorcycle/ATV Area/ROV** – There are many two-way trails throughout the off-highway motorcycle/ATV area. Most trails in the SVRA are beginner or intermediate level, with a few challenging trails.
- **Quarter Midget Track** – The quarter midget track is used by the American Quarter Midget Association for practices and competitive events for kids between the ages of 5 and 16. The track is equipped with lights, which allow for racing in the evening.



*Zone 1 includes many of the park's developed facilities including the Quarter Midget Track.*

- **Go-Kart Track** – The go-kart track is a Grand Prix–style track operated by a concessionaire. The track is available for practice or competitive events.
- **Intermediate MX Track ≤ 230 cc** – A motocross practice track with jumps and banked turns intended for intermediate-level riders on motorcycles of 230 cc or less. There is also a staging area complete with restrooms, parking, and day-use facilities.
- **Main Staging Area** – This staging area provides parking, shaded picnic sites, restrooms, garbage cans, barbecue grills, and fire pits.
- **Environmental Training Center** – This facility consists of a classroom, two training ranges, and a 3-acre trail system. The Environmental Training Center was designed to teach safe and environmentally responsible off-highway recreation practices.

## Zone 2

This zone is primarily used for route and trail system riding for motorcycles, trials motorcycles, ATVs, and ROVs; covers 125 acres; includes about 5 miles of system roads and routes and about 10 miles of non-system routes; and includes the following resources (see Figure 3-5c below):

- **Kids Tracks** – The kids tracks are limited to off-highway motorcycle and ATV riders ages 14 and younger. These facilities consist of a 70cc beginner kids track and a 110cc kids track.
- **Off-Highway Motorcycle/ATV Area/ROV** – See description above under Zone 1.



*A number of trails traverse the landscape that comprise the route and trail system riding in Zone 2.*



## Zone 3

This zone is primarily used for route and trail system riding for motorcycles, ATVs, and ROVs; covers 154 acres; includes about 5 miles of system roads and routes and 14 miles of non-system routes; and includes the following resources (see Figure 3-5d below):

- **Prairie City SVRA Pro-Am MX Track** – The track is just over a mile long, with challenging terrain and high jumps for expert-level motocross riders. The track is also home to the annual Hangtown Motocross Classic. A large parking area is located near the motocross track. This track is run and maintained by a concessionaire.
- **Practice Tracks** – A motocross practice track and ATV practice track are provided on separate courses with jumps and banked turns intended for intermediate-level to advanced riders.
- **Off-Highway Motorcycle/ATV/ROV Area** – See description above under Zone 1. This zone also includes three single track motorbike trails in the Oak Hill riding area.

## East Vernal Pool Management Area

This zone is not designated for OHV recreation (see Figure 3-5d below). It covers 44 acres and includes approximately 0.1 mile of system routes. This management zone does not include any existing recreational resources.



*The East Vernal Pool Management Area is one of two areas in the park with a high concentration of vernal pools (i.e., seasonally ponded wetlands).*

## Zone 4

Zone 4 is primarily used for route and trail system riding for trials motorcycles, 4x4 vehicles, and ROVs; covers 85 acres; includes a little over 2 miles of system routes and about 7 miles of non-system routes; and offers the following resources (see Figure 3-5e below):

- **4x4 Obstacle Area** – The 4x4 obstacle area is open to trials bikes and 4x4 vehicles of all kinds and features 10 different obstacles.
- **4x4 Track and Open Area** – Motorcycles (excluding trials bikes) and ATVs are not permitted to use the 4x4 track area.
- **Staging Area** – This staging area provides parking, shaded picnic sites, restrooms, and a scoring tower used for special events.



*The Zone 4 staging area provides shaded picnic sites, restrooms, and parking near the 4x4 track.*

## Zone 5 (Yost)

The intended use for this zone is for expansion of route and trail system riding (see Figure 3-5f). It covers 192 acres and includes about 3 miles of system roads and routes and about 2 miles of non-system routes that are not currently available for public use. This management zone does not include any existing recreational resources; however, the Teichert Reclaimed Mine (i.e., “The Pit”) is located in the Yost management zone and has been identified as the location for a seasonal ROV track. The Pit is approximately 48 acres at the top and approximately 26 acres in area at the bottom and roughly 80-feet deep.



*“The Pit” has been previously closed to recreation use and located in Zone 5 but is proposed to be included in Zone 4 and opened for OHV use as part of the RTMP.*



## North Vernal Pool Management Area

The North Vernal Pool Management Area provides opportunities for guided vernal pool hikes and interpretation in the spring (see Figure 3-5g below). This zone is not designated for OHV recreation. It comprises 168 acres and includes 0.1 miles of system road and close to 1 mile of non-system routes. Gate 4 located off Prairie City Road, which connects to realigned Scott Road, provides access to Prairie City SVRA during special events. A small parking area is located along the access road in this management zone. This management zone does not include any other existing recreational resources.



*The North Vernal Pool Management Area, along with the East Vernal Pool Management Area contain sensitive habitats consisting of wetlands and vernal pools. These areas provide opportunities for guided hikes.*



## Zone 6 (Ehnisz)

The intended use for this management zone is expansion of route and trail system riding (see Figure 3-5h). The zone covers 228 acres and includes about 2 miles of existing access routes used by Aerojet to access their monitoring wells and are available for State Parks administrative use. This management zone does not include any existing recreational resources.



*Zone 6 contains Aerojet monitoring wells that will continue to operate and be accessible to Aerojet staff and State Parks staff, as necessary, with implementation of the RTMP.*

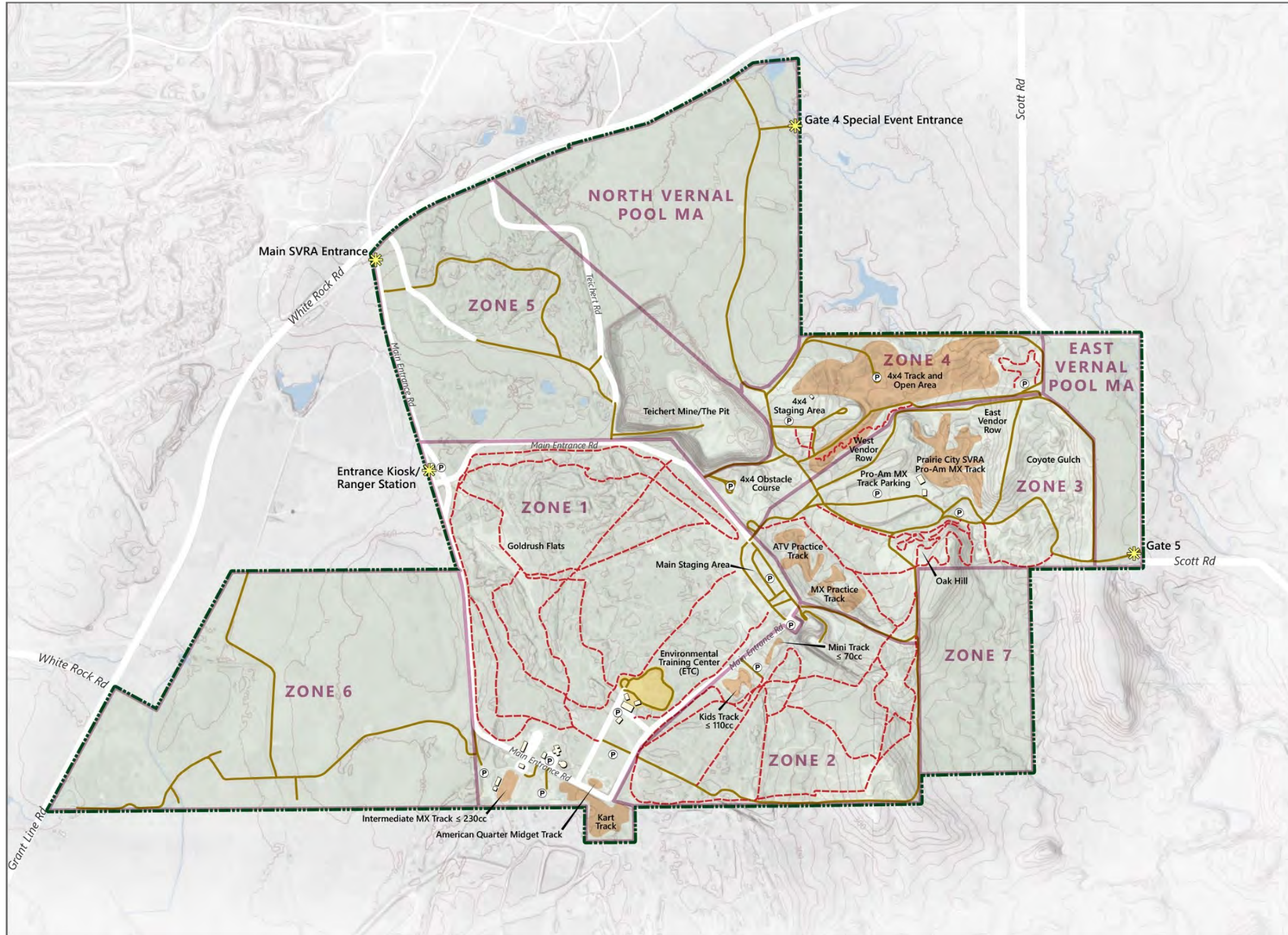
## Zone 7 (Barton)

This zone is not designated for public access (see Figure 3-5i). The primary use for this management zone is as a stormwater management use area. The zone consists of 67 acres with no existing system roads or trails. This management zone does not include any existing recreational resources.



*Zone 7 is designated as a Stormwater Management Use Area, which is an area planned to treat stormwater runoff, improve water quality, and incorporate water quality improvement facilities and stormwater control features.*





# PRAIRIE CITY

## STATE VEHICULAR RECREATION AREA

### EXISTING PARKWIDE ROUTES

- Park Boundary
- Management Zone
- Park Entrance
- Parking
- Building
- Maintained Tracks Area
- Environmental Training Center
- Paved Road
- Dirt/Gravel Access Route
- Trail
- 10-foot Contour

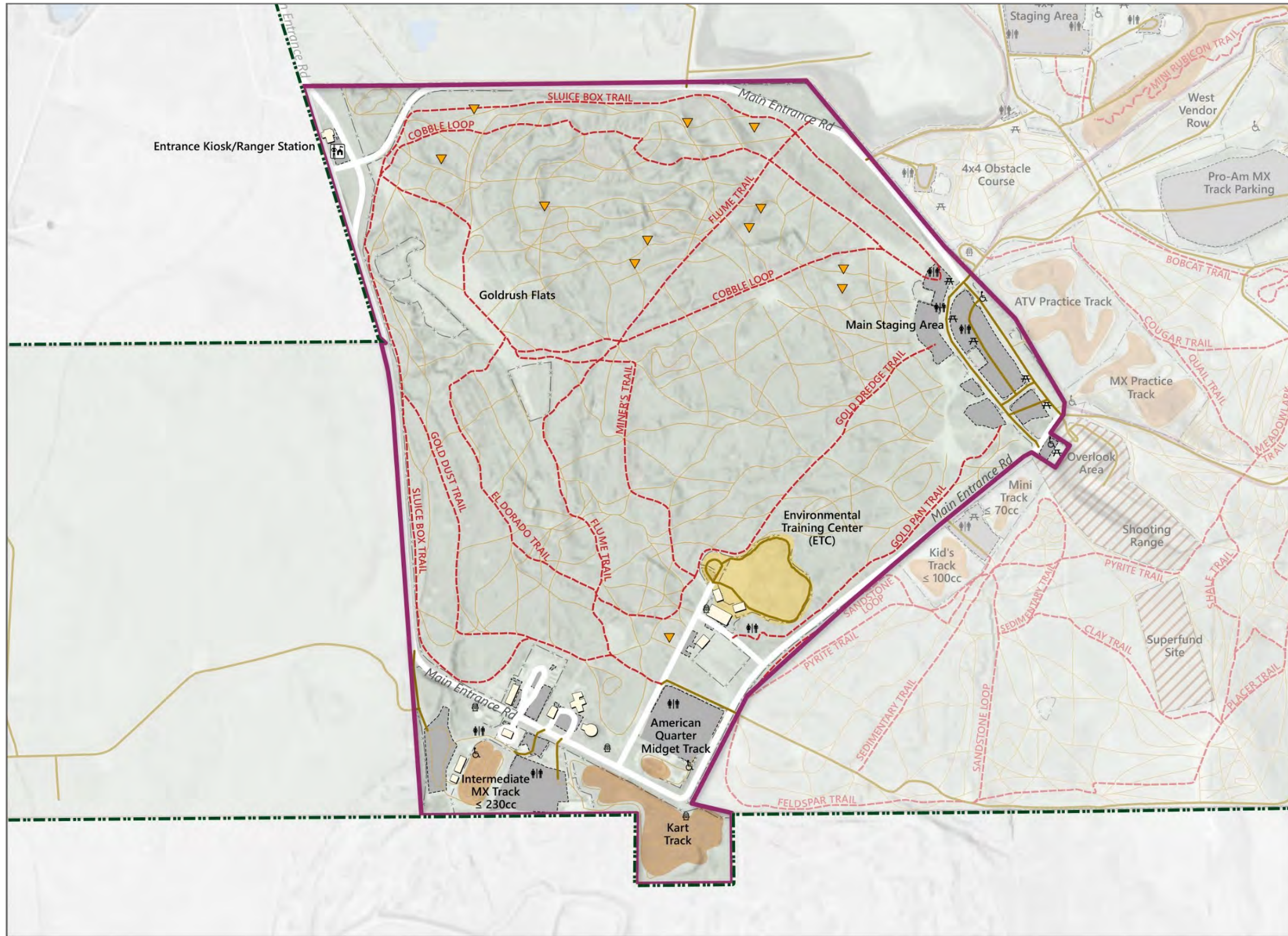
0 600 1,200 FEET  
1 in = 1,200 ft



Source: Data received from State Parks in 2023.

Figure 3-5a Existing Parkwide Routes





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### EXISTING ROUTES AND RECREATION RESOURCES ZONE 1

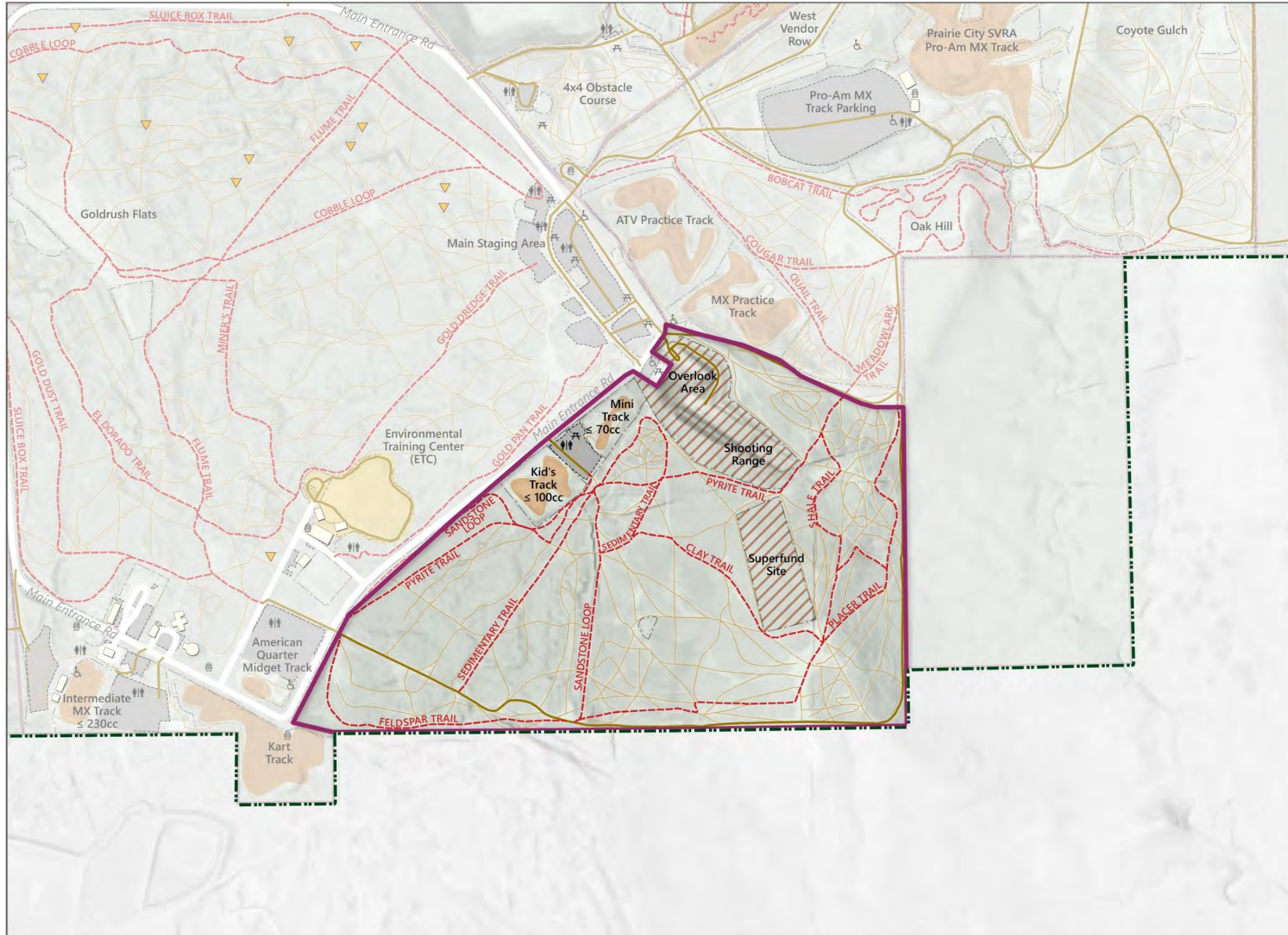
- Park Boundary
- Management Zone 1
- Other Management Zone
- Ranger Station
- Restroom
- Day Use Area
- Fire Hydrant
- Wheelchair Access Viewing
- Trial Obstacle
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Non-system Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public

ESRI World Hillshade  
20210027.02 GIS 010-1

Source: Data received from State Parks in 2023.

**Figure 3-5b Existing Parkwide Routes (Zone 1)**





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### EXISTING ROUTES AND RECREATION RESOURCES ZONE 2

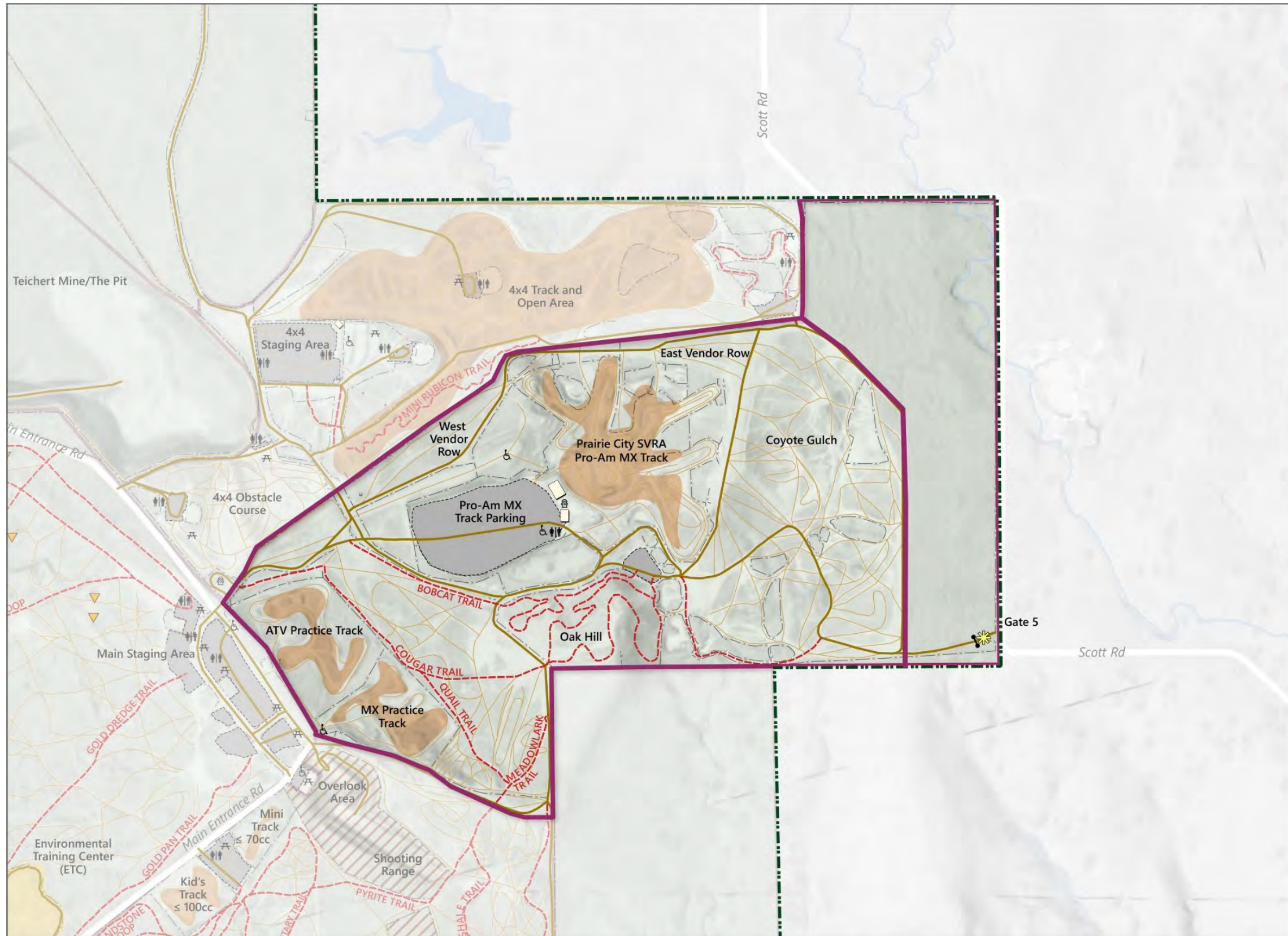
- Park Boundary
- Management Zone 2
- Other Management Zone
- Restroom
- Day Use Area
- Fire Hydrant
- Wheelchair Access Viewing
- Trial Obstacle
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Non-system Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public

ESRI World Hillshade  
20210027.02 GIS 010-2

Source: Data received from State Parks in 2023.

**Figure 3-5c Existing Parkwide Routes (Zone 2)**





## PRAIRIE CITY

### STATE VEHICULAR RECREATION AREA

#### EXISTING ROUTES AND RECREATION RESOURCES ZONE 3 AND EAST VERNAL POOL MA

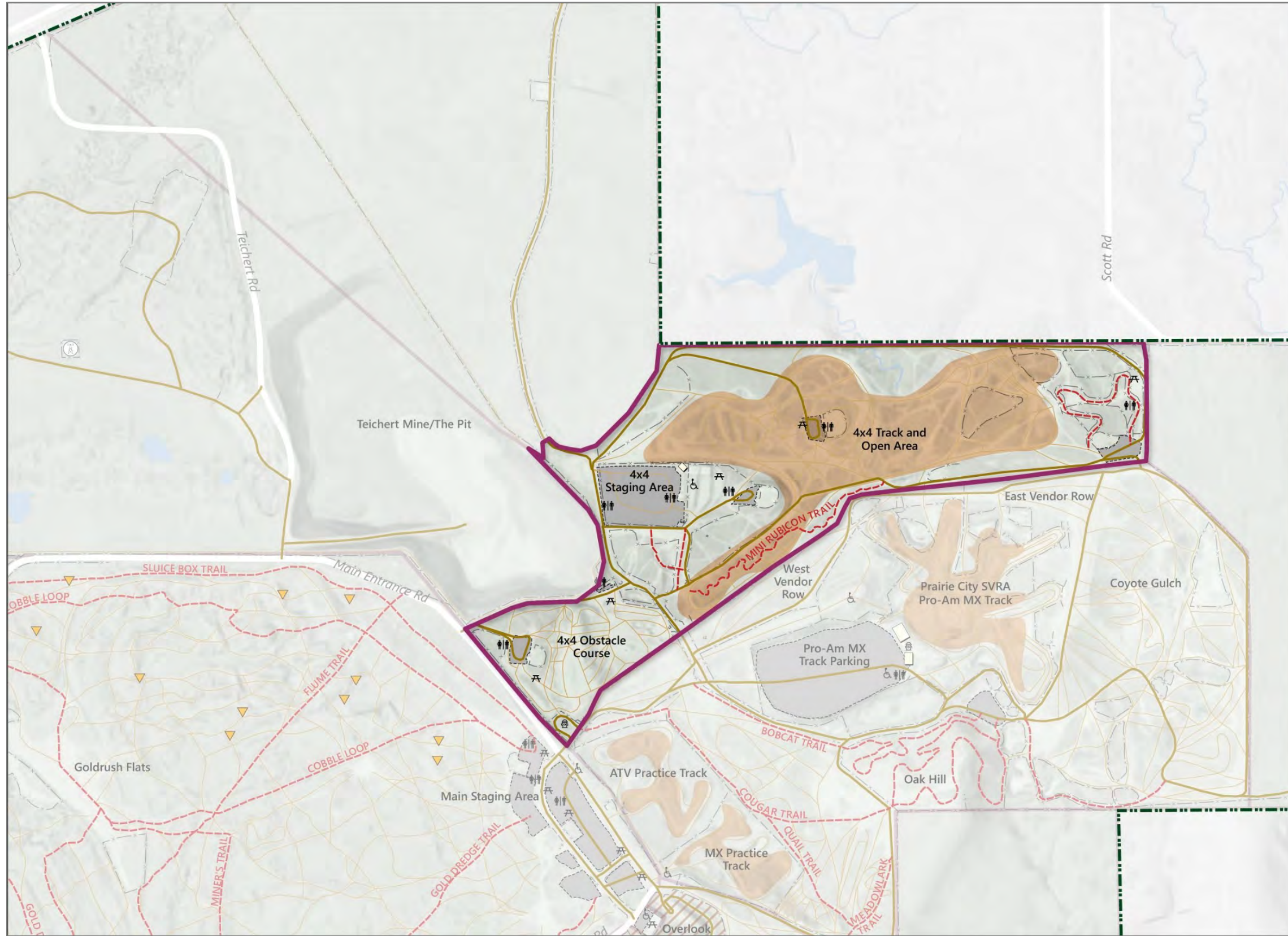
- Park Boundary
- Management Zone 3 and East Vernal Pool MA
- Other Management Zone
- Park Entrance
- Restroom
- Day Use Area
- Fire Hydrant
- Wheelchair Access Viewing
- Trial Obstacle
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Non-system Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public

ESRI World Hillshade  
20210027.02 GIS 010-3

Source: Data received from State Parks in 2023.

**Figure 3-5d Existing Parkwide Routes (Zone 3 and East Vernal Pool Management Area)**





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### EXISTING ROUTES AND RECREATION RESOURCES ZONE 4

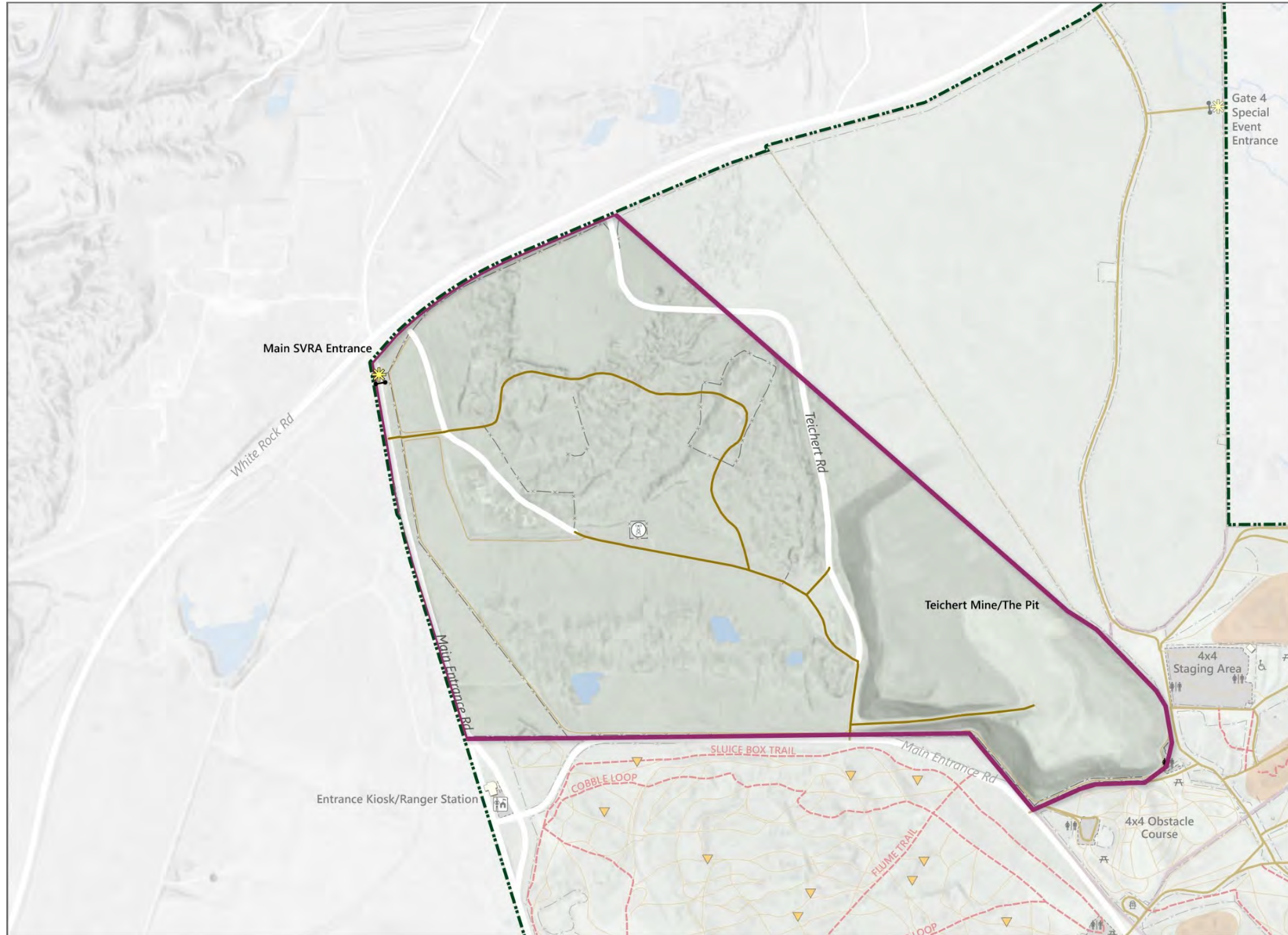
- Park Boundary
- Management Zone 4
- Other Management Zone
- Restroom
- Day Use Area
- Fire Hydrant
- Wheelchair Access Viewing
- Trial Obstacle
- Gate
- Cell Phone Tower Location
- Building
- Maintained Tracks Area
- Trail
- Dirt/Gravel Access Route
- Non-system Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public

ESRI World Hillshade  
20210027.02 GIS 010-4

Source: Data received from State Parks in 2023.

**Figure 3-5e Existing Parkwide Routes (Zone 4)**





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### EXISTING ROUTES AND RECREATION RESOURCES ZONE 5 (YOST)

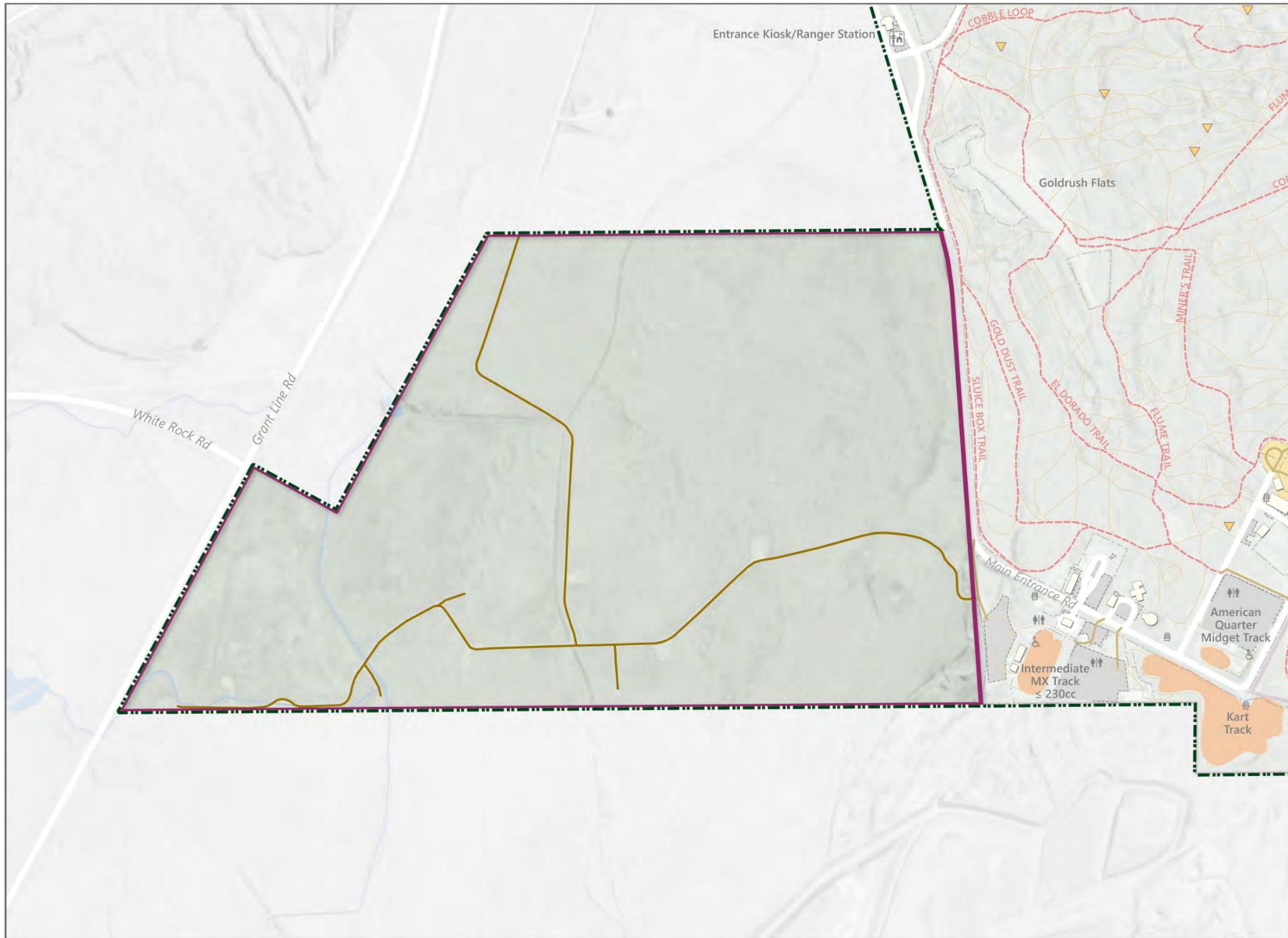
- Park Boundary
- Management Zone 5 (Yost)
- Other Management Zone
- Ranger Station
- Park Entrance
- Restroom
- Day Use Area
- Fire Hydrant
- Wheelchair Access Viewing
- Trial Obstacle
- Gate
- Cell Phone Tower Location
- Building
- Maintained Tracks Area
- Trail
- Dirt/Gravel Access Route
- Non-system Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area

ESRI World Hillshade  
20210027.02 GIS 010-6

Source: Data received from State Parks in 2023.

**Figure 3-5f Existing Parkwide Routes – Zone 5 (Yost)**





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### EXISTING ROUTES AND RECREATION RESOURCES ZONE 6 (EHNISZ)

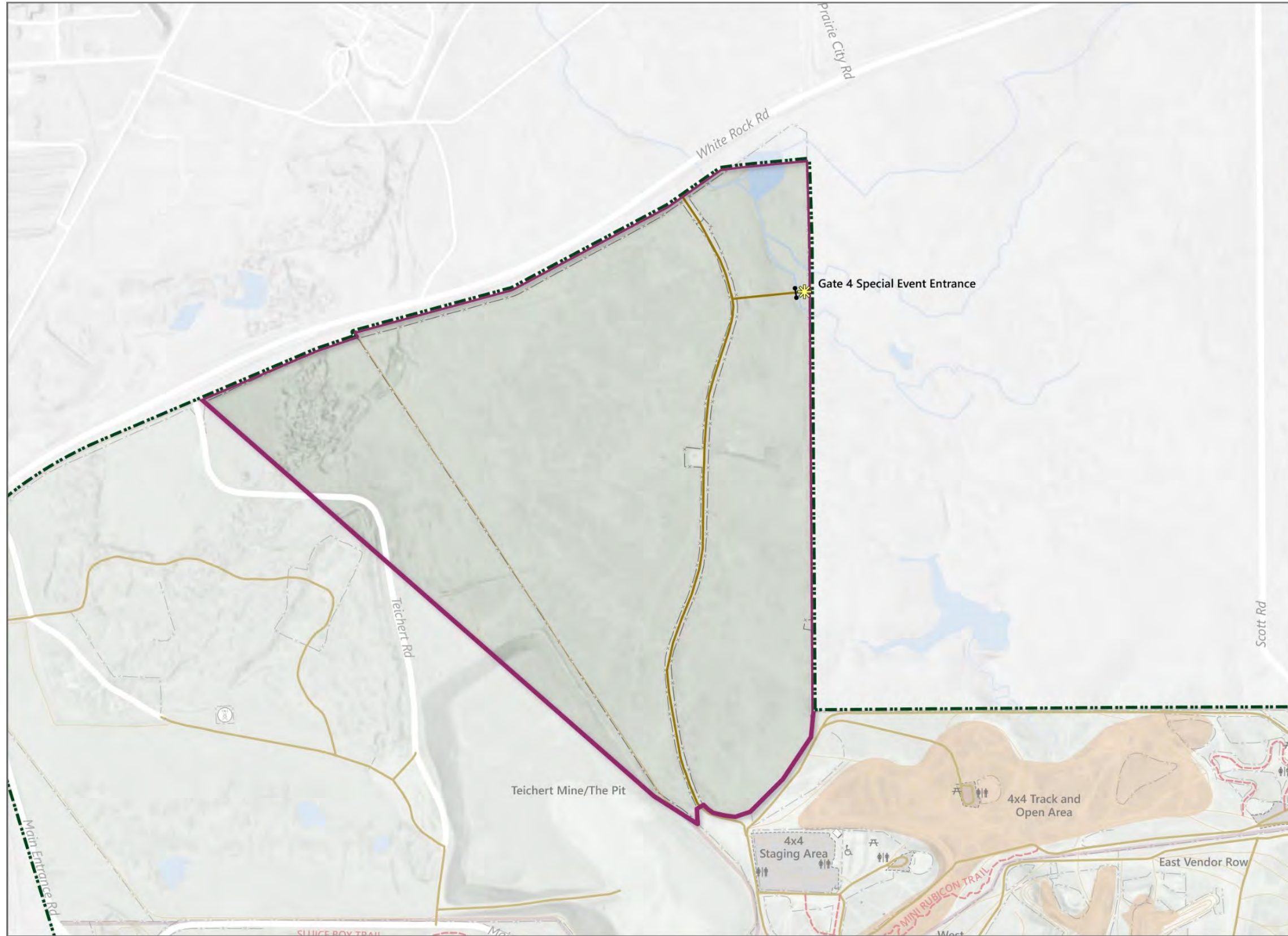
- Park Boundary
- Management Zone 6 (Ehnisz)
- Other Management Zone
- Ranger Station
- Restroom
- Fire Hydrant
- Wheelchair Access Viewing
- Trial Obstacle
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Non-system Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area

ESRI World Hillshade  
20210027.02 GIS 010-5

Source: Data received from State Parks in 2023.

**Figure 3-5g Existing Parkwide Routes – Zone 6 (Ehnisz)**





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### EXISTING ROUTES AND RECREATION RESOURCES NORTH VERNAL POOL MA

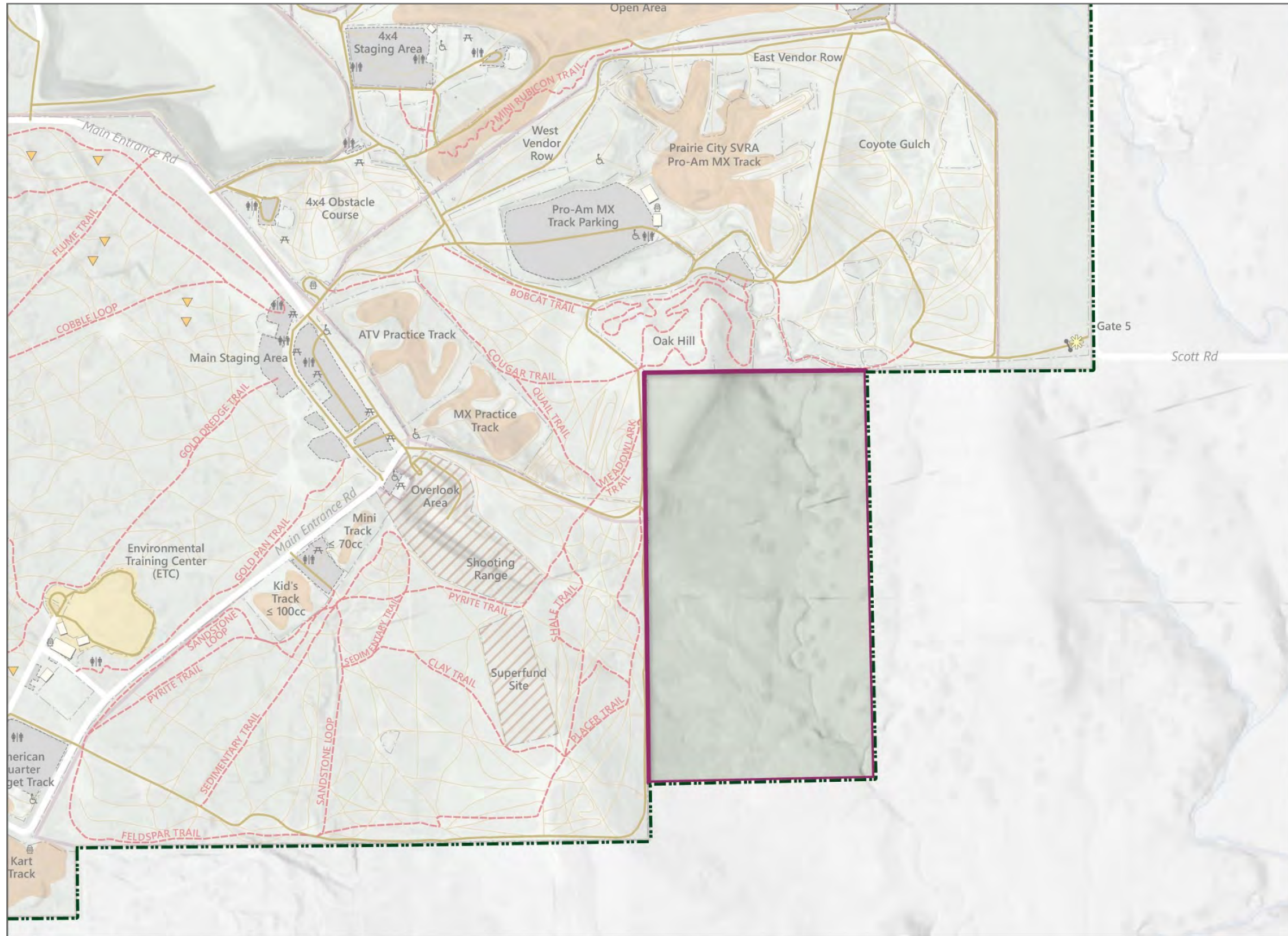
- Park Boundary
- North Vernal Pool MA
- Other Management Zone
- Park Entrance
- Restroom
- Day Use Area
- Wheelchair Access Viewing
- Gate
- Cell Phone Tower Location
- Building
- Maintained Tracks Area
- Trail
- Dirt/Gravel Access Route
- Non-system Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area

ESRI World Hillshade  
20210027.02 GIS 010-7

Source: Data received from State Parks in 2023.

**Figure 3-5h Existing Parkwide Routes (North Vernal Pool Management Area)**





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### EXISTING ROUTES AND RECREATION RESOURCES ZONE 7 (BARTON)

- Park Boundary
- Management Zone 7 (Barton)
- Other Management Zone
- Park Entrance
- Restroom
- Day Use Area
- Fire Hydrant
- Wheelchair Access Viewing
- Trial Obstacle
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- Trail
- Dirt/Gravel Access Route
- Non-system Route
- Paved Road
- Fence
- Waterbodies/waterways
- Parking Area
- Area Closed to the Public

ESRI World Hillshade  
20210027.02 GIS 010-8

Source: Data received from State Parks in 2023.

**Figure 3-5i Existing Parkwide Routes (Zone 7)**



## Special Events

Prairie City SVRA hosts numerous special events throughout the year including the Hangtown Motocross Classic, Nor Cal Rock Racing and Valley Off Road Racing Association (VORRA) races, and the Prairie City SVRA Mountain Bike Race Series. The park also hosts special events such as the Headlight Festival held annually in December as well as trainings for the following agencies and organizations.

- Wilton Fire Protection District
- Vacaville Fire
- California Department of Toxic Substances
- Placer County Search and Rescue
- US Forest Service
- Eldorado National Forest
- Central Valley Regional Water Quality Control Board
- US Geological Survey
- Cosumnes Fire Department
- US Bureau of Land Management
- California Department of Conservation
- Division of Mine Reclamation
- US Marine Corps
- City of Folsom Fire
- California Army National Guard
- California Department of Conservation
- Sacramento Airport Fire
- California Department of Fish and Wildlife
- California Office of Emergency Services
- California Department of Forestry and Fire Protection
- Sacramento Metro Fire
- Waterloo-Morada Fire
- UC Davis
- City of Sacramento Fire
- Sacramento Police Department



*Prairie City SVRA offers a unique opportunity for OHV training that is taken advantage of by a number of agencies and organizations.*



The importance of Prairie City SVRA within the California State Park System is derived in part from the many OHV special events hosted at the park. As shown in Table 3-1, special events contribute to a large proportion of visitors to the park each year. A list of typical events that may occur each year are summarized in Table 3-2. Special events are hosted for trainings, quarter midget vehicle racing, kart racing, motocross races, rallycross races, rock racing, ROV racing, guided ATV tours, marketing events, and equipment demonstrations. As noted in Table 3-2, these events occur throughout the management zones in Prairie City SVRA.

**Table 3-2 Typical Special Events Hosted at Prairie City SVRA Each Year**

Event/Promoters	Activity	Location	Dates/Number of Occurrences
American Quarter Midget Association	Quarter midget vehicle racing	American Quarter Midget Vehicle Track	10-12 weekends/year
All Star Karting	Kart racing	Kart Track	16-18 weekends/year
NORCAL Rock Racing	Ultra 4/side-by-side (ROV) racing	4x4 Track	6-7 weekends/year
Women's Dirt Bike Racing Association Trailblazer Grand Prix	Cross-country M/C race	Zone 3/practice tracks	1-day event (September)
Barlow Adventures	4x4 vehicle training	Obstacle course/4x4 area	8-10 days/year
Badlands Off-Road Adventure	4x4 vehicle training	Obstacle course/4x4 area	9-12 days/year
Black Swan Moto	Advanced motorcycle training	ETC Range A	6-8 weekends/year
PCMX	Motocross races	Prairie City SVRA track	10-12 weekends/year
Lilliputian Harescramble	Cross-country M/C race	Zones 3 and 4	1 weekend in November
Sierra Nevada Adventures	Advanced motorcycle training	ETC Range A	8-10 weekends/year
Metal Cloak Skills Day	4x4 vehicle training	Obstacle course/4x4 area	2 weekend days/year
SACPITS	M/C observed trials	Zones 1 and 2	3 weekends/year
Polka Dot Grand Prix	Cross-country M/C race	Zones 1, 2, 3, and 4	1 weekend in January
Almost Racing	Rallycross	4x4 track	4-5 weekends/year
Wild Horses Motorsports	Marketing event	4x4 area	1 weekend day in May
Prairie City SVRA Mountain Bike Race Series	Mountain bike races	Zones 1, 2, 3, and 4	10 Wednesday from March-June
Hangtown Motocross Classic	Professional motocross race	Pro-Am MX track; entire park	5 days beginning of June
Yamaha	Dealer training/demos	Zones 1, 2, and 3	1 event/year over 3-5 days
Polaris	Dealer training/demos	Zones 1, 2, 3, and 4	1 event/year over 3-5 days
Bombardier	Dealer training/demos	Zones 1, 2, 3, and 4	1 event/year over 3-5 days
VORRA	4x4 vehicle/side-by-side (ROV) racing	4x4 track	1 event/year in the fall

Source: CSP 2023.

## 3.4 ADJACENT RECREATIONAL OPPORTUNITIES, CONNECTIONS, AND LAND USES

Prairie City SVRA plays an important role in meeting the OHV recreational needs of the local and regional community. There are many other parks and recreational facilities located in the region. The facilities located near Prairie City SVRA in Sacramento, El Dorado, and Placer Counties range from small neighborhood parks to regional recreation facilities and nature preserves. These parks provide facilities for passive and active recreation; and include picnic areas, sports fields, and hiking and equestrian trails, as well as areas that offer fishing and boating opportunities.



*Prairie City SVRA plays an important role in meeting the OHV recreational needs of the local and regional community.*

### Federal Properties

The North Central Valley Wildlife Management Area and Stone Lakes National Wildlife Refuge, both managed by the US Fish and Wildlife Service (USFWS), are located approximately 23 miles to the west and 25 miles to the southwest, respectively. Eldorado National Forest, managed by the US Forest Service, is located approximately 30 miles to the east. Common activities in these areas include hiking, camping, hunting, fishing, and water-based recreation. Neither of the nearby USFWS-managed properties provide OHV recreation; however, Eldorado National Forest provides 30 miles of trails and roads for OHV use in the Gold Note Route system, which is linked to 69 miles of trails and roads within the Elkins Flat OHV Route system. The Gold Note and Elkins Flat OHV Route systems are both located approximately 60 miles from Prairie City SVRA (CSP OHMVR 2016).

### State Parks

Several State Parks and State Recreation Areas are located within 30 miles of Prairie City SVRA. Folsom Lake State Recreation Area covers 19,500 acres and includes the Folsom and Natoma reservoirs. Folsom Powerhouse State Historic Park, located on the west bank of the American River, approximately 5 miles north of Prairie City SVRA, is listed on the National Register of Historic Places. Auburn State Recreation Area features recreational uses that include hiking, boating, fishing, camping, hunting, and the 1,200-acre Mammoth Bar OHV Area. Mammoth Bar, located approximately 23 miles north of Prairie City SVRA, serves primarily nearby residents with motorcycle/ATV trails, a motocross track, and a trials area. Marshall Gold Discovery State Historic Park, located approximately 19 miles northeast of Prairie City SVRA, features a museum, historic buildings, and walking trails. The closest SVRAs are Clay Pit SVRA, approximately 70 miles to the north, and Carnegie SVRA, about 90 miles to the south (CSP OHMVR 2016).

## Regional Parks

The Sacramento County Department of Regional Parks maintains and operates the American River Parkway and several regional parks, adding up to more than 15,000 acres of land (Sacramento County 2023a). The American River Parkway stretches 23 miles from the city of Sacramento to the city of Folsom and includes the multiuse Jedediah Smith Memorial Trail, which begins at the confluence of the Sacramento and American Rivers and extends along the American River to Folsom Lake. Although these parks offer a variety of amenities, including hiking and biking trails, equestrian trails, water recreation, fishing, camping, picnicking, nature viewing, and educational programs, no OHV opportunities are available on any of the land managed by the Sacramento County Department of Regional Parks. Mather Regional Park is the closest regional park, located approximately six miles southwest of Prairie City SVRA. This 1,600-acre regional park offers activities that include golfing, picnicking, fishing, and birdwatching (CSP OHMVR 2016).



*Although the regional parks in the area offer a variety of amenities, no OHV opportunities are available on any of the nearby public lands.*

The Deer Creek Hills Preserve is a 4,060-acre preserve of grassland, oak woodland, and seasonal creeks, located approximately six miles south of Prairie City SVRA (Sacramento County 2023b). This preserve is managed jointly by the Sacramento Valley Conservancy and Sacramento County. Areas open to the public feature recreational activities that include hiking, bird watching, and horseback riding (Sacramento County 2023b). State Parks owns approximately 668 acres in the northwest portion of the Deer Creek Hills Preserve, which is bordered by Scott Road on the west and Michigan Bar Road on the east. State Parks has a lease agreement with Sacramento County to provide for the preservation, operation, and maintenance of the property. The preserve's allowable uses have not been determined; however, low-impact recreational use or seasonal cattle grazing may be allowed on the property.





## City Parks

Many city parks and recreational facilities are in the region. The facilities located near Prairie City SVRA in Sacramento, El Dorado, and Placer Counties range from small neighborhood parks to regional recreation facilities and nature preserves. These parks provide facilities for passive and active recreation, such as picnic areas, sports fields, and hiking and equestrian trails, as well as fishing and boating opportunities. The Cordova Recreation and Park District is an independent special district in Sacramento County that serves primarily the City of Rancho Cordova and operates 40 parks. Recreation opportunities are available at playgrounds, ball courts, walking paths, and picnic and barbecue areas. The City of Folsom has 10 parks that also offer a wide array of activities (CSP OHMVR 2016).

## Private Off-Highway Vehicle Recreation Facilities

In addition to public parkland, several nearby private recreational facilities provide opportunities for OHV use. Four of these private facilities are located within 80 miles of Prairie City SVRA. The following discussion is not intended to provide an all-inclusive list and is subject to change based on operator circumstances (CSP OHMVR 2016).

### MMX Racing

MMX Racing is a 20-acre facility located in Marysville, approximately 43 miles north of Prairie City SVRA. This private motocross facility is available for practice, group rental, and special events. Several groomed tracks are available for all ages and abilities, and practice fees are charged (MMX Racing 2023).

### E-Street Motocross Track

The E-Street Motocross Track, located in Marysville, approximately 43 miles north of Prairie City SVRA, is operated by E-Street MX and is open to the public for practice and special events. This facility has three tracks: a main track, a sandy track, and a 50cc track. There are fees for spectators and riders (E-Street MX 2023).

### Riverfront MX Park

Riverfront MX Park, also located in Marysville, is also operated by E-Street MX. It has multiple tracks for users of all skill levels and age ranges, along with a drag strip. There are fees for spectators and riders (CSP OHMVR 2016).

### Cycleland Speedway

The Cycleland Speedway is located approximately 73 miles north of Prairie City SVRA in Oroville, CA. The Cycleland Speedway includes several tracks accommodating karts, midgets, and motocross, and are used for practice and events. There is an admission fee, and the cost to use the track depends on the vehicle type and rider level, and whether the rider is practicing or racing (Cycleland Speedway 2023).

## Adjacent Land Uses

The Prairie City SVRA is surrounded by industrial use and rangeland. Aerojet-Rocketdyne is located to the north and west, Teichert Materials to the south, and Barton Ranch to the east/south. The Prairie City SVRA is located near the City of Folsom's *Folsom Plan Area Specific Plan* area and approximately 1.5 miles northeast of the Rancho Cordova city limits. The *Rancho Cordova General Plan*, adopted in 2006, includes two planning areas



adjacent to the SVRA. The proposed land use adjacent to the northeast corner of Prairie City SVRA along Prairie City SVRA and White Rock Roads is community commercial. Other proposed land uses near Prairie City SVRA include multifamily low density, multifamily medium density, multifamily high density, single-family high density, and open space (CSP OHMVR 2016).



*The land surrounding Prairie City SVRA includes rangeland and industrial use.*

## 3.5 NATURAL AND CULTURAL RESOURCES

This section has been summarized from the Prairie City SVRA General Plan (CSP OHMVR 2016) and the Wildlife Habitat Protection Plan (State Parks 2022). See these documents for a complete discussion of the park’s natural resources, including topography, meteorology, hydrology, geology, and biotic resources.

Prairie City SVRA is in eastern, unincorporated Sacramento County. This area has been characterized as the Great Valley Ecological Region, and lays in the transition zone between the central valley and the Sierra foothills. The American River is approximately 4 miles north, the Cosumnes River is approximately seven miles to the south, and the Sacramento River is approximately 20 miles to the west.

### Climate

Prairie City SVRA has a Mediterranean climate where summers are hot and dry, and winters are mild, cool, and wet. Most precipitation occurs during the winter months, December to March. January receives the most rain, with an average of 4.46 inches. The average winter temperature is a moderate 49 degrees Fahrenheit (°F). During the summer, daily temperatures range from 50°F to more than 100°F. The most popular months for OHV recreation at Prairie City SVRA are October through May, when temperatures are mild and when red sticker-registered vehicles are allowed to operate.

## Geology, Topography, and Soils



*The Prairie City SVRA landscape consists of terrain that varies from flat, open grasslands to areas containing vernal pools, to rolling hills covered with native blue oaks.*

Prairie City SVRA lies near the upper eastern limit of the Great Valley geomorphic province. Topography in this region is transitional from the relatively flat valley floor to the rolling hills of the western Sierra Nevada. The northern portion of the SVRA ranges from 280 to 350 feet above mean sea level. The topography in the eastern portion of the SVRA is variable, with elevations ranging from 240 to 350 feet above mean sea level. Two ephemeral streams and one intermittent stream flow southeasterly through the SVRA into Coyote Creek, and a third ephemeral stream runs northwesterly through the northeast corner of the SVRA and is a tributary to Buffalo Creek. Local surface water features in the SVRA include seasonal drainages (swales, human-made ditches, and ephemeral drainages), ponds, and vernal pools. Prairie City SVRA also contains dredge mine tailings consisting of low mounds (5–10 feet high) of cobbles, silt, and sand that contribute to the topography of the park.

### Soils

The US Department of Agriculture, Natural Resource Conservation District, has identified seven soil types on the site including:

- (156) Hadselville-Pentz complex, 2 to 30 percent slopes,
- (188) Pentz-Lithic Xerorthents complex, 30 to 50 percent slopes,
- (192) Red Bluff loam, 2 to 5 percent slopes,
- (193) Red Bluff-Redding complex, 0 to 5 percent slopes,
- (196) Red Bluff Xerorthents, dredge tailings complex, 2-to 50 percent slopes,
- (198) Redding gravelly loam, 0 to 8 percent slopes, and
- (235) Vleck gravelly loam, 2 to 15 percent slopes.

### Erosion, Sediment Control, and Water Quality

Several soil types at the SVRA have a high susceptibility to wind erosion, and all are moderately susceptible to water erosion. Most of the soil types are in hydrologic group D, which indicates high runoff potential. Most of the soil types in the SVRA have moderate shrink-swell potential, meaning that the soils have high clay content



and are thus likely to undergo substantial volume changes as soil moisture content increases or decreases (NRCS 2013). As mentioned above, the SVRA also contains dredge mine tailing to the northwest, which consist of low (5- to 10-foot-high) mounds of cobbles, silt, and sand.

Most of the existing routes and trails at Prairie City SVRA were established as user-created trails prior to State Park's management of the site and were not designed to current route and trail standards. If designed improperly, roads, trails, and tracks can alter a watershed's natural drainage patterns through modified topography, removal of vegetation, and continued use of exposed soils that may cause water, wind, or mechanical erosion. Appendix 2 includes maps that show the soil erosion hazards and trail erosion areas in Prairie City SVRA.

Some of the most complex elements of trail design are where they intercept waterways or wetland areas. Appendix 3 includes maps that show the locations of waterways and wetlands throughout Prairie City SVRA. One intermittent stream is located within Prairie City SVRA, but most of the developed facilities are located on previously altered landscapes without direct connections to stream channels. Effectiveness, applicability, limitations, installation protocols, and maintenance requirements for best management practices (BMPs) are essential to eliminate or manage stormwater discharges.



*Although portions of Prairie City SVRA restrict OHV use due to existing water features or wetland areas, some routes intercept these features and can create erosion issues or alter the drainage patterns.*

## Biotic Resources

Natural communities of native blue oak trees, vernal pools, and grasslands are found throughout the park. The following plant communities occur at Prairie City SVRA: California Vernal Pool and Grassland Matrix, California Annual and Perennial Grassland, Mediterranean California naturalized annual and perennial grassland, Californian mixed annual/perennial freshwater vernal pool/swale bottomland, *Baccharis pilularis* Shrubland Alliance (Coyote brush scrub), *Populus fremontii* - *Fraxinus velutina* - *Salix gooddingii* Forest & Woodland Alliance (Fremont cottonwood forest and woodland), *Quercus douglasii* Forest & Woodland Alliance (Blue oak woodland and forest), *Salix gooddingii* - *Salix laevigata* Forest & Woodland Alliance (Red willow thickets), *Salix exigua* Shrubland Alliance (Sandbar willow thickets), Ornamental vegetation, Barren, and Developed. Appendix 4 includes a map that shows the locations of land cover and vegetation communities.



*Prairie City SVRA is home to an array of natural communities, including native blue oak trees, vernal pools, and grasslands.*

The majority of the SVRA is characterized by annual grassland vegetation that has been separated into two categories based on relative disturbance level: annual grassland, and disturbed annual grassland. Annual grassland is in areas where OHV use is currently prohibited, and disturbance is relatively low compared to the areas currently used by OHVs.

## Special-Status Plant and Wildlife Species

Special-status species are species listed under the federal Endangered Species Act or the California Endangered Species Act, or that are legally protected or otherwise considered sensitive by federal, state, or local resource conservation agencies and organizations. Special-status plant and wildlife species with potential to occur in Prairie City SVRA are summarized in Section 2.3.2.3, “Special-Status Plant and Wildlife Species,” of the General Plan and in Section 2.3, “Natural Resource Assessments,” of the Wildlife Habitat Protection Plan (State Parks 2022).



## Cultural Resources

A complete description of cultural resources is found in the Prairie City SVRA General Plan, Section 2.3.3, “Cultural Resources.” A complete cultural resources inventory and evaluation conducted for Prairie City SVRA in 2010 confirmed the presence of previously recorded resources within the SVRA. Of the 11 archaeological and architectural sites identified, four reflect prehistoric land use and the other seven are the result of various historic-era occupations. These historic-era resources are associated with one of the following themes or sub-contexts:

- Capital Dredging Company mining operations, 1927–1952;
- Aerojet’s M-1 Rocket Engine Program for the National Aeronautics and Space Administration (NASA), 1962–1972; or
- PG&E transmission line, 1940s.

Resources were evaluated for potential eligibility for inclusion in the California Register of Historical Resources but none of the resources were recommended as eligible for inclusion (AECOM 2014c).

## Native American Consultation

Departmental Notice No. 2007-05 sets forth State Parks’ policy for consultation with Native California Indians about activities affecting matters related to their heritage, sacred sites, and cultural traditions. Management Plans, which include RTMPs, are included in the list of potential activities. In September 2011, Governor Edmund G. Brown Jr. ordered state agencies (including State Parks) to “encourage communication and consultation with California Indian Tribes... and permit elected officials and other representatives of tribal governments to provide meaningful input” (Governor’s EO B-10-11). In accordance with Departmental Notice 2007-05 and Governor’s EO B-10-11, State Parks sent letters to the following tribes on January 4, 2024:

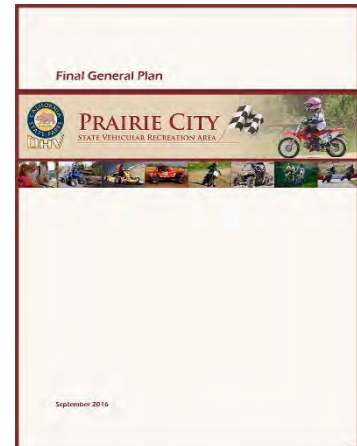
- Buena Vista Rancheria of Me-Wuk Indians
- Chicken Ranch Rancheria of Me-Wuk Indians
- Lone Band of Miwok Indians
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Shingle Springs Band of Miwok Indians
- Tsi Akim Maidu
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Yocha Dehe Wintun Nation
- Colfax-Todds Valley Consolidated Tribe

As part of Native American consultation, a records search of the Native American Heritage Commission (NAHC) sacred lands files and a Native American contact list for the planning area were received on June 16, 2023. The NAHC’s review of the sacred lands files concluded there were no records of sacred sites within Prairie City SVRA.

### 3.6 GENERAL PLAN

The preparation of an RTMP (also called a “trail management plan” in the General Plan) was identified in the Prairie City SVRA General Plan, and the RTMP tiers from the General Plan, addressing the specific OHV recreation opportunities, safety, and circulation management issues of the park unit within the context of the General Plan goals and guidelines. The Prairie City SVRA General Plan envisions a park that:

*will provide high-quality off-highway vehicle (OHV) recreation and other recreational opportunities, while protecting natural and cultural resources. Prairie City SVRA will develop and maintain a family-oriented model of an urban OHV recreation area that is flexible, responsive, and provides a high level of quality customer service. Opportunities will be provided for family and community outreach through environmental awareness, environmental stewardship, and safety training programs at this multiuse OHV recreation area.*



*This RTMP tiers from the Prairie City SVRA General Plan, which was adopted in 2016.*



*The vision for the trail system at Prairie City SVRA comes from the goals and guidelines identified in the General Plan.*

The General Plan includes goals and guidelines that provide an overall vision for the trail system and give broad direction for the development of a unit-wide trail management plan. The overall goals for Prairie City SVRA that apply to development and implementation of the RTMP include (see Section 4.4, “Goals and Guidelines,” of the 2016 General Plan):

- Providing a broad range of OHV recreation experiences and opportunities for visitors to enjoy and appreciate (VEO Guidelines 1.1 through 1.4).
- Providing state-of-the-art visitor-serving facilities to enhance the visitor experience (VEO Guidelines 2.1 through 2.3).



- Managing the SVRA for a balance of uses that allow protection and stewardship of natural and cultural resources while maintaining a quality OHV recreational experience (NRM Guidelines 1.1, 1.2, 1.5; Plant Guidelines 1.1 and 1.2; Water Guidelines 1.1, 1.5 through 1.7, 2.1 through 2.3; Soils Guideline 1.3; Geo Guideline 2.2).
- Maintaining and enhancing the quality of OHV recreational opportunities (OM Guideline 2.4).
- Providing facilities and services that contribute to the safety and convenience of visitors and staff (OM Guideline 3.2).
- Providing relevant and thematic interpretive materials that address the SVRA's sense of place and history and meet the needs and interests of the visitors (IE Guidelines 1.5, 1.6, and 1.8).
- Promoting safe and responsible OHV recreation (IE Guidelines 4.1 through 4.7).
- Developing and maintaining SVRA facilities and monitoring OHV activities to ensure compatibility with surrounding land uses (OM Guidelines 5.4 and 5.5).



## SECTION 4 DESIGNATIONS AND CLASSIFICATIONS

The following is a summary of State Parks' processes for designating and categorizing roads and trails in the state park system as well as how these designations apply to Prairie City SVRA.

### 4.1 CALIFORNIA STATE PARKS ROAD AND TRAIL DESIGNATIONS

State Parks has developed a system of designations and definitions for roads and trails to establish consistency in identification, construction, maintenance, and management of roads and trails in state park units.

All routes are identified as either "system" or "non-system." If the alignment is a system route, it is further designated as either a "road" or a "trail." System routes are in a park's facilities inventory and are maintained by State Parks. "Non-system" routes may be identified on mapping of existing routes, but are not officially named, may not be included in the park's facilities inventories, and may not be regularly maintained. "Non-system" routes occur in most parks and are often user-created or a remnant of historical uses.

If a route currently accommodates street-legal vehicles or was initially constructed to allow street-legal vehicle access, it is designated a "road" or "access route." These include routes that were initially constructed as roads and topographically display a road prism profile, but may no longer accommodate vehicles due to erosion, vegetation growth, physical barriers, or use designation. Old roads or routes may be difficult to detect due to the presence of well-established vegetation.

The route is a "trail" if it was not initially constructed to allow street-legal vehicle access and currently does not accommodate street-legal vehicles. Unconstructed, informal routes of travel that accommodate recreational and/or vehicle uses may be designated "routes."

Once a trail or road is designated in a park, the type of use is assigned. Routes are further classified based on intensity of use and location within the park. Classifying routes allows a manager to objectively assign design standards and work priorities that are consistent with the primary function of the route, environmental sensitivity of the habitat, relationship to developed facilities, and visitor use.

#### OHV Routes and Trails

State Parks has established the following OHV use designations and definitions for route and trail types in state park units:

- **4x4:** Trails designated for four-wheel drive vehicle recreation use only.
- **ATV:** Trails designated for ATV vehicle use only.
- **Motorcycle:** Trails designated for recreational motorcycle use only.
- **ROV:** Trails designed for ROVs (i.e., side-by-sides) only.
- **Motorized Multiuse:** More than one motorized vehicle use allowed on the trail.
- **Trials:** Trails designed for trials motorcycle use.
- **Obstacle Trail:** Obstacle course designed for trials motorcycles.
- **Distributed Riding:** Area open to motorized vehicle recreation. The location is designated on maps as within a polygon as opposed to along a linear feature.





## Classification and Difficulty Levels of OHV Routes and Trails

OHV trails are further classified based on size of the route or trail and may be assigned a difficulty level as shown below. Not all SVRAs use difficulty levels.

Route and trail maintenance classifications include:

- **Primary:** Full-size vehicle width route, which would be maintained with a grader or other heavy equipment.
- **Secondary:** ATV sized trail that would be maintained with a small trail dozer or type of motorized trail equipment.
- **Tertiary:** Recreational motorcycle-sized trail (i.e., single-track) that would be maintained by small, mechanized equipment or hand tooling.

Route and trail difficulty levels designations include:

- **Green Circle:** Easiest routes and trails.
- **Blue Square:** Intermediate routes and trails.
- **Black Diamond:** More difficult or intermediate advanced routes and trails.
- **Double Black Diamond:** Most difficult routes and trails.



*Approximately 10 miles of ATV/Motorcycle/ROV system routes are located in Prairie City SVRA.*

## Nonmotorized Trails

All trails in California's state parks are open to pedestrian use and are closed to all other uses unless otherwise designated by order of the Superintendent. These trails are assigned one of the following uses:

- **Pedestrian:** Trail is designated for use by pedestrians only (i.e., a hiking trail).
- **Bicycle:** Trail is designated for use by bicycles and pedestrians. Bicycle use may include e-bike use, as designated through State Parks' e-bike policy.
- **Equestrian:** Trail is designated for use by horseback riding and pedestrians.



- **Bike and Horse (“multiuse”):** A trail allowing for bicycle and equestrian use in addition to pedestrian use. A “multiuse” trail is one that allows two or more uses in addition to pedestrian. A trail that allows bicycles and horses is considered multiuse.

## Classification of Nonmotorized Trails

Nonmotorized trails are further classified based on intensity of use and location within the park. The standards for Classes II, III, and IV diminish consecutively. The prioritization of maintenance and rehabilitation is also influenced by trail classification. Assuming that visitor safety, resource protection, and trail investment concerns are equal, the trails with the highest classifications (“Class I” being the highest) will receive the highest priority for maintenance and rehabilitation.

- **Class I:** ADA accessible, bicycle, equestrian, interpretive, and hiking trails close to developed facilities. Gravel, turnpikes, puncheons, or other drainage structures are required for resource protection and visitor safety in areas of trail trenching, trampling, multiple trails, or saturated trail beds.
- **Class II:** Hiking, bicycle, and equestrian trails that lead away from developed facilities. Primarily native materials are used for trail tread.
- **Class III:** Lightly used hiking trails. Native materials are used for trail tread.
- **Class IV:** Special use and access trails. The minimal trail tread necessary to provide safe footing is used.

## 4.2 PRAIRIE CITY SVRA ROAD, ROUTE, AND TRAIL DESIGNATIONS

Existing park roads and routes and their uses are documented in a base map of the system and non-system roads and routes in Prairie City SVRA (see Figures 3-5a through 3-5h). Prairie City SVRA road, route, and trail designations are based on the State Park designations identified above, and are guided by General Plan goals and guidelines discussed in Section 3.6, above. Notably, the park has motorized multiuse trails that include trails that allow motorcycle, ROV, and ATV uses together and motorized multiuse trails that include trails that allow trials motorcycle, ROV, and 4x4 vehicle uses together.

Roads within the boundaries of Prairie City SVRA, are defined as those with paved surfaces. Other road or access routes may be used by OHV vehicles. For purposes of this plan, the term “road” does not include fire trails, service roads, or other roughly graded trails or routes where vehicle travel is permitted. Additionally, a “road” as classified in the unit’s facilities inventory may also be designated a “route” or “access route” in this plan where OHV vehicle travel is permitted. Any unpaved parking area or “staging area” identified in this plan may be used for OHV vehicle parking or unloading and is not considered an “off-street parking facility.”

The number of roads and routes in each management zone of Prairie City SVRA is summarized in Table 4-1. All roads and routes in the park are designated with one of the following use types:

- **Motorcycle:** A single-track motorcycle only route is currently located in the Oak Hill restoration area of Zone 3.
- **Motorcycle/ROV/ATV:** Existing motorcycle/ROV/ATV routes are located in Zones 1, 2, and 3.





- **Motorcycle/ROV/4x4:** There are no existing designated motorcycle/ROV/4x4 system routes in Prairie City SVRA; however, trials motorcycles, ROV, and 4x4 vehicles are allowed on the dirt or gravel access routes in Zone 4. Zone 4 is the only area within the park that allows 4x4 vehicle use.
- **Dirt or Gravel Access Routes:** These routes are found in each management zone except for Zone 7.
- **Paved Roads:** Existing paved roads in the park are located in Zones 1, 2, and 5 and the North Vernal Pool Management Area.
- **Non-system Routes:** Non-system routes are found in each management zone except for Zones 6 and 7.
- **Hiking Only:** No designated hiking only trails currently exist in the park.
- **Hiking and Bicycling/e-biking:** No designated hiking and biking trails are present in the park.

**Table 4-1 Lengths of Roads and Routes in Prairie City SVRA (miles)**

Types of Roads and Routes <sup>1</sup>	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5 (Yost) <sup>2</sup>	Zone 6 (Ehnisz) <sup>2</sup>	Zone 7 (Barton)	North Vernal Pool Management Area	East Vernal Pool Management Area	Total
Motorcycle	0	0	0.9	0	0	0	0	0	0	<b>0.9</b>
Motorcycle/ROV/ATV	5.8	3.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	<b>10.1</b>
Motorcycle/ROV/4x4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	<b>0.0</b>
Dirt or Gravel Access Routes <sup>3, 4</sup>	1.3	1.3	3.1	2.4	1.4	1.6	0.0	0.8	0.1	<b>12.0</b>
Paved Road (Access Roads)	3.0	0.1	0.0	0.0	1.2	0.0	0.0	0.1	0.0	<b>4.4</b>
Non-system Route	16.6	9.8	14.3	6.6	1.7	0.0	0.0	0.6	0.0	<b>49.6</b>
<b>Total</b>	<b>26.7</b>	<b>14.4</b>	<b>19.4</b>	<b>9.0</b>	<b>4.3</b>	<b>1.6</b>	<b>0.0</b>	<b>1.5</b>	<b>0.1</b>	<b>78.0</b>

<sup>1</sup> The lengths provided in this table do not include the tracks in the park.

<sup>2</sup> The roads and routes listed here are existing roads and routes that are not yet open for public use.

<sup>3</sup> The allowed OHV uses on dirt or gravel access routes are those that are allowed in each applicable zone as summarized in Figure ES-1.

<sup>4</sup> The existing dirt or gravel access routes in Zone 6 are used by Aerojet to access their monitoring wells and are available for State Parks administrative use.

Source: Compiled by Ascent in 2023.

State Parks recognizes the increasing use of electric bicycles (e-bikes) as a form of recreation. E-bikes may be allowed in the park under a special use permit associated with mountain bike race events as appropriate. Other than e-bike use permitted through special permitting and existing park policies, and licensed and/or green sticker electric OHV vehicles, the use of all other electric-assisted, electric-powered recreational devices (e.g., motorized scooters, hoverboards, and unicycles) is prohibited on all routes and trails throughout Prairie City SVRA, unless specifically used as a mobility device associated with a disability.



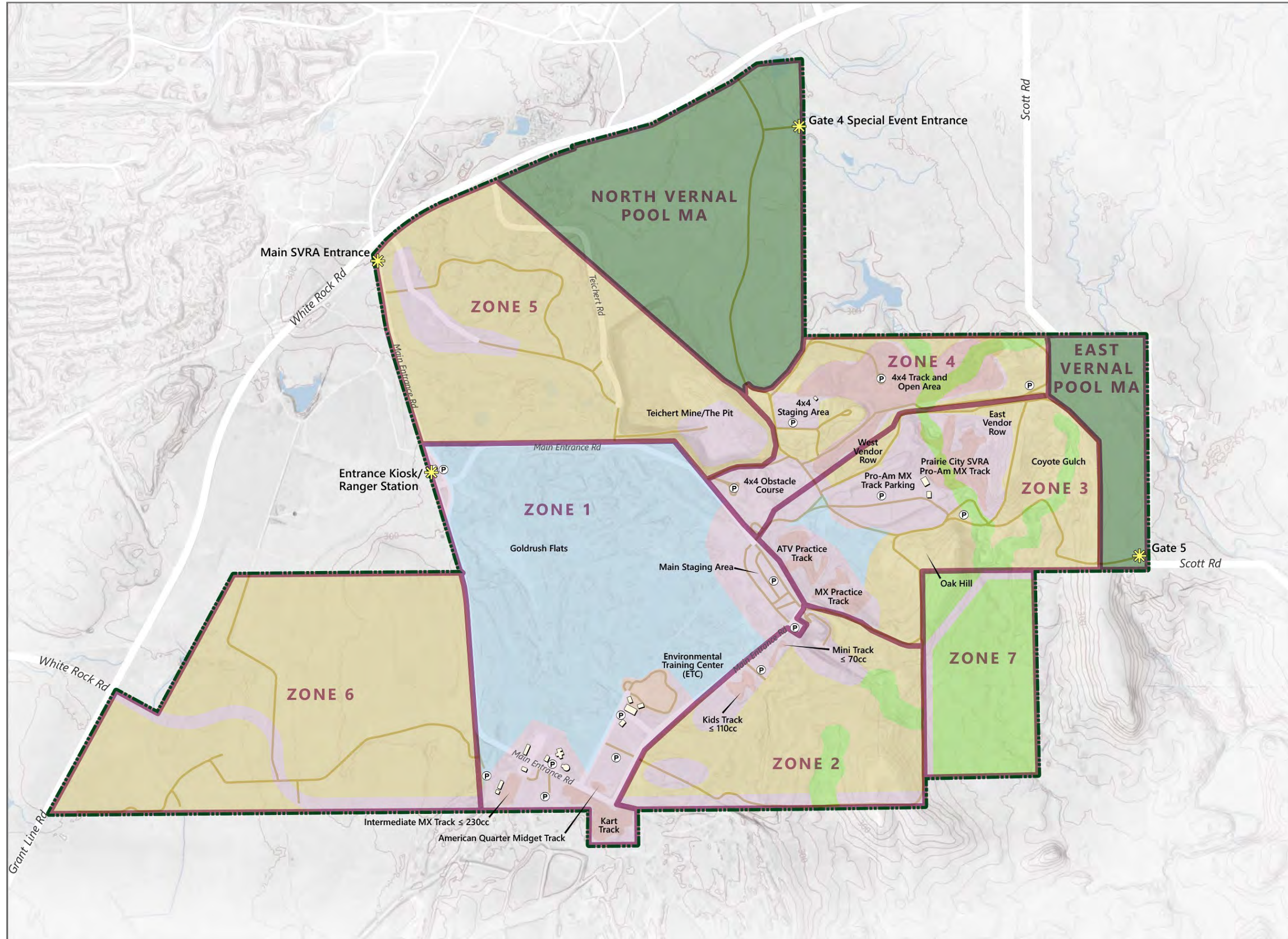
### 4.3 PRAIRIE CITY SVRA DESIGNATED USES

At the time of preparation of the Prairie City SVRA General Plan, the park’s use area designations and naming conventions may not have sufficiently reflected the management intent for the individual use areas, nor did they provide a clear rationale for why certain areas are not currently available for OHV recreation. Therefore, some users have expressed frustration about not being able to use portions of the SVRA for OHV recreation. Areas not previously open to OHV recreation include Zone 5 (Yost), Zone 6 (Ehnisz), Zone 7 (Barton Ranch acquisition), North Vernal Pool Management Area, and East Vernal Pool Management Area. Specific use areas and naming conventions have been developed that build upon the General Plan use designations to more accurately communicate the intended management of each area based on a variety of factors, including geographic relationships, resource values, ecological parameters, types and intensities of land use, visitor use and experience, desired outcomes for staff and visitors, and compliance with relevant Public Resources Codes. The use areas and management zones identified in Figure 4-1 were developed in the General Plan. The factors that determined the management direction and allowable uses in each of the use areas throughout the park and that make up each management zone are summarized from the General Plan in Table 4-2.



*Areas with a high concentration of vernal pools, which are seasonally ponded wetlands, are not available for OHV use but may be used for nonmotorized recreation.*





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### USE AREAS

- Park Boundary
- Management Zone
- Park Entrance
- Parking
- Building
- Maintained Tracks Area
- Environmental Training Center
- Paved Road
- Dirt/Gravel Access Route
- 10-foot Contour

Use Areas

- Developed Use Area
- Distributed OHV Recreation Use Area
- Route and Trail System Use Area
- Stormwater Management Use Area
- Vernal Pool Management Use Area

ESRI World Hillshade  
20210027.02 GIS 025

Source: Data received from State Parks in 2023.

**Figure 4-1** Designated Uses in Prairie City SVRA  
PRAIRIE CITY SVRA ROAD AND TRAIL MANAGEMENT PLAN





**Table 4-2 Prairie City SVRA General Plan Use Areas**

Use Areas	Definition	Allowable Uses	Resource Management
Developed Use Area	An area that accommodates the more intense recreational and administrative uses and includes existing and future built facilities. This area provides vehicle access, structured recreation, and visitor services and supports operational needs.	Facilities suitable in the developed use area include entrances; infrastructure, such as internal circulation improvements; administrative and maintenance offices and facilities; concessions; developed OHV recreation facilities, such as tracks, 4x4, and ATV areas; special events and spectator areas; overnight camping and staging areas with accompanying facilities such as parking, restrooms, and picnic areas; and educational facilities such as the Environmental Training Center, visitor center, and interpretive displays. Visitors will be able to access facilities in the developed use area via roadways that may be constructed between the SVRA entrance and the various developed use facilities. OHV routes may be created throughout this use area.	The stormwater management use area bisects portions of the developed use area. These areas will be managed according to water quality and soil loss management requirements.
Distributed OHV Recreation Use Area (Open Riding Use Area)	An area where OHV recreation is not confined to identified routes. Vegetation is protected in the distributed OHV recreation use area in accordance with California Vehicle Code Division 16.5.	OHV recreation allowable in these areas includes tight turns, roll and flow, and skills practice trails. There may be small, concentrated areas within distributed riding areas that provide opportunities such as limited hill climbing/ descents or high banking. Visitors will continue to be able to enjoy distributed OHV recreation and connect with practice tracks and the route system use area. During special events, this area may also be used for spectator parking.	Portions of the distributed OHV recreation use area may be closed permanently or temporarily for restoration, conservation, or protection of natural and cultural resources. Distributed OHV recreation areas will be clearly delineated and posted to limit visitors from riding off trail in adjacent route system areas. The specific types of OHVs allowable in the distributed OHV recreation area will be posted.
Route and Trail System Use Area	An area where OHV recreation is allowed only on identified routes.	This area allows OHV routes of varying difficulty for skills development and technical riding. New routes will be established on the Yost and Ehnisz properties (i.e., Zones 5 and 6), which were not previously open to OHV recreation. Routes in the other areas of the SVRA have been established already, but some new linkages may be needed. The routes could be adaptively modified over time to improve visitor experiences. Examples of routes and experiences that could be found in these areas include limited hill climbs/descents, terrain parks or trials trails for off-highway motorcycles, rocky trail sections, tight turns, roll and flow, and skills practice routes. During special events, this area may also be used for spectator parking.	Routes should be designed, constructed, and managed to avoid known sensitive resources and limit soil erosion. Permanent or temporary closures for restoration, conservation, or protection of natural or cultural resources may be implemented in this area. Use areas with this classification will be clearly delineated, the types of OHVs allowable on the various routes and sections of the SVRA will be specified, and wayfinding and directional signage will be posted.





Use Areas	Definition	Allowable Uses	Resource Management
Stormwater Management Use Area	An area used to treat SVRA stormwater runoff, improve water quality, and incorporate water quality improvement facilities and stormwater control features.	This area allows stormwater protection features and facilities. Facilities could include a sediment basin, biofiltration swale (bioswale) or other stormwater control features such as sediment barriers, and/or a stormwater spray field. The allowable uses are subject to the terms of State Parks’ exclusive easement with White Rock Road Properties, LLC. This exclusive easement located within the Barton Ranch acquisition area is for the construction and operation of a conveyor belt system, access road, and associated utilities needed to convey aggregate material from the Teichert Quarry mining site to its processing facility. Portions of the stormwater management use area that bisect other use areas may allow limited OHV recreation while instituting stormwater management measures to prevent water quality degradation and soil loss.	This area will be managed according to the most current applicable water quality management prescriptions to improve water quality so that discharges meet regulatory agency requirements. A vegetative buffer will be maintained along drainage corridors with properly sited and constructed approaches and crossings to prevent erosion and protect water quality.
Vernal Pool Management Use Area	An area with a high concentration of vernal pools, which are seasonally ponded wetlands that occur on soils with a restrictive hardpan or claypan layer. Vernal pools are typically characterized by a unique set of plant species and often provide habitat for specially adapted plants and animals, including several species listed under the California and federal Endangered Species Acts. Many vernal pool plant associations are considered sensitive natural communities by CDFW.	This area will not be open to OHV recreation but will provide opportunities for access to nonmotorized recreation like picnicking, wildlife viewing, walking trails, and guided vernal pool interpretive hikes and displays. Roads and trails may cross this area to facilitate egress/ingress between and connectivity with other use areas; however, their footprint should be limited to the minimum necessary to serve their intended purpose, and they should be designed and managed to avoid or minimize impacts on the resources present.	This area will be managed according to guidance in the U.S. Fish and Wildlife Service’s programmatic biological opinion for vernal pool crustaceans (USFWS 1996) or subsequently issued guidance.

Notes: ATV = all-terrain vehicle; CDFW = California Department of Fish and Wildlife; CVC = California Vehicle Code; OHV = off-highway vehicle; ROV = recreational off-highway vehicle; SVRA = State Vehicular Recreation Area.

Source: CSP OHMVR 2016.



The management zones have each been identified for a primary use based on their management needs but also may have some other use areas mapped in each zone because they contain facilities that support operation of that zone or the entire park. Table 4-3 summarizes the primary use; existing allowed OHV uses and size of each management zone. Zones 1 through 6 are identified for OHV use, primarily route and trail system uses, with Zone 1 containing primarily distributed riding. Each of the management zones and their designated uses are further described in Section 6 with specific planning recommendations for each zone.

**Table 4-3 Designated Uses throughout Prairie City SVRA Management Zones**

Management Zone Name	Zone Primary Use	Other Mapped Use Areas	Existing Allowed OHV Uses	Size (Acres)
Zone 1	Distributed OHV Recreation Use Area (Open Riding Use Area)	Developed Use Area	Motorcycle, ATV, ROV, trials motorcycle	281
Zone 2	Route and Trail System Use Area	Developed Use Area, Stormwater Management Use Area	Motorcycle, ATV, ROV, trials motorcycle	125
Zone 3	Route and Trail System Use Area	Developed Use Area, Distributed OHV Recreation Use Area, Stormwater Management Use Area	Motorcycle, ATV, ROV, trials motorcycle	154
Zone 4	Route and Trail System Use Area	Developed Use Area, Stormwater Management Use Area	Trials motorcycle, ROV, 4x4	85
Zone 5 (Yost)	Route and Trail System Use Area	Developed Use Area	None	192
Zone 6 (Ehnisz)	Route and Trail System Use Area	Developed Use Area	None	228
Zone 7 (Barton)	Stormwater Management Use Area	Developed Use Area	None	67
North Vernal Pool Management Area	Vernal Pool Management Use Area	None	None	168
East Vernal Pool Management Area	Vernal Pool Management Use Area	None	None	44
<b>Total</b>				<b>1,344</b>

Source: Compiled by Ascent in 2023.





## SECTION 5 BEST MANAGEMENT PRACTICES

This section provides a summary of the BMPs used by State Parks to plan, design, construct, and maintain sustainable roads, routes, and trails within the State Park system. Additional and more detailed information can be found in State Parks' *2020 Soil Conservation Standard and Guidelines* (2020), *OHV BMP Manual for Erosion and Sediment Control* (2007), *Project Implementation and Best Management Practices* (2009) and *Trails Handbook* (State Parks 2019). This section is meant to supplement but not replace standard project requirements, as presented in the environmental document for this plan, to avoid and minimize potential resource impacts.

General road, route, and trail design and layout practices:

- Establish the user type(s) and identify appropriate design standards.
- Maintain system connectivity and circulation patterns.
- Provide for long-lasting, maintainable, and low-erosion (i.e., "sustainable") roads and routes.
- Avoid disruption or alteration to the natural hydraulic flow of the landform following the principles of hydrologic invisibility.
- Avoid and minimize potential impacts to natural and cultural resources.
- Use inherent aesthetic resources to enhance new route and trail alignments.
- Design roads, routes, and trails so that they meet the needs of the intended user group(s).



*The Oak Hill Restoration project is an example of developing a trail system and restoring an area to a condition that will allow for long-lasting, low-erosion routes.*

## 5.1 SUSTAINABILITY

Per the 2020 Soil Conservation Standard and Guidelines, OHV facilities are to be managed for sustainable long-term prescribed use, meaning a minimum service life of 25 years (State Parks 2020). To achieve this mandate, a road, route, or trail is designed, constructed, or reconstructed so that:

- Management of OHV facilities occurs in accordance with PRC Sections 5090.2, 5090.35, and 5090.53;
- Soil loss does not exceed restorability and without causing erosion or sedimentation that significantly affects resource values beyond the facilities (i.e., a criterion for sustainable long-term included in the 2020 Soil Conservation Standard and Guidelines);
- Adverse impacts on natural and cultural resources do not occur;
- It can withstand the impacts of the intended user groups;
- Needs of the intended user are met to a degree that the user does not deviate from the established road, route, or trail alignment; and
- It survives the natural elements while receiving only routine cyclical maintenance.



*Prairie City SVRA includes varying topography, which is an important consideration for the design, construction, and maintenance of sustainable roads and routes.*

SVRAs make improvements to facilities (i.e., install road and trail BMPs) to ensure they are sustainable consistent with the 2020 Soil Conservation Standard and Guidelines. The design, construction, and maintenance of sustainable roads and routes require a thorough understanding of the landform they traverse. It also requires an understanding of the expected user groups and the needs and design standards that are specific to each user group. Combining this information with high-quality construction materials results in a sustainable road or route.



## 5.2 RESOURCE CONSIDERATIONS

Roads, routes, and trails are considered park facilities similar to restrooms, campsites, and parking lots. They are developed to provide access to the park while protecting important natural and cultural resources. Thus, the facilities of a park unit are designed and constructed to be compatible with the protection of park resources. Decisions regarding design, layout, and construction of roads, routes, and trails will take protection of the park's resources into account. A road or trail should not be designed to compromise the integrity of park resources.

If a road or trail cannot be constructed without damaging natural or cultural resources, or if it becomes too costly to construct or maintain a road or trail to avoid impacts to resources, an alternative route should be considered or the need for the trail should be reassessed.

## 5.3 MAINTENANCE ACTIVITIES

A thorough maintenance program will prevent deferred maintenance problems and reconstruction projects. Maintenance activities can be divided into three types:



*Developing and implementing a thorough maintenance program can address drainage issues and tread maintenance among other needs to improve the life span of roads and routes in the park.*

1. **Daily/Weekly/Monthly.** Dust control activities and grading tracks to maintain rideability.
2. **Annual/Cyclical.** Drainage maintenance, vegetation clearing, tread maintenance, and brushing performed on a recurring basis. Typically, annual trail maintenance tasks require minimal supervision and can be conducted by maintenance staff, a conservation corps, or volunteer crews. Cyclical maintenance is planned for the average life span of a facility. However, weather, vandalism, and other unpredictable events can greatly affect the life span, and periodic trail inspections are necessary to keep staff abreast of current conditions.

3. **Prorated/Deferred.** Construction, reconstruction, reengineering, and restoration activities are performed periodically as necessary to address road and trail infrastructure deterioration due to age and/or improper initial design.
4. **Incident-Related/One-time Repair.** Construction, reconstruction, reengineering, and restoration activities performed project-by-project to address road and trail infrastructure damaged by natural or human-made events such as a major storm, wildfire, or vandalism.

## 5.4 MONITORING

SVRAs are required to demonstrate annual compliance with the Soil Conservation Standard (State Parks 2020) and PRC 5090.35. A comprehensive monitoring program is required for all road, track, and trail projects to evaluate the effectiveness of the project and to adapt management approaches to the project to improve its success over time. Monitoring also provides valuable data that can be used to improve the success of future road and trail projects, ensure natural and cultural resource protection, and to further assess problem areas. Monitoring protocols are described in State Parks’ “Field Guide for Road and Trail Assessment” (State Parks 2014) and the “Official Guide for Road and Trail Assessment.” In addition, the Soil Conservation Plan being developed for Prairie City SVRA will include a monitoring plan that will evaluate the condition of resources and inform adaptive management within the park to evaluate compliance with the Standard. Examples of monitoring protocols described in the plan include road and trail assessments, remote sensing and imagery analysis, stormwater infrastructure monitoring, and special event monitoring. The Soil Conservation Plan will also include how the park will annually report monitoring program results and make recommendations on appropriate resource management and maintenance needs for the following year.

## 5.5 PRIORITIZATION MATRIX

Funding of project development is an incremental, annual process, so no single year budget can fund all planned improvements. Setting maintenance priorities facilitates allocation of limited resources and provides a focus for fundraising efforts. To make prioritization less subjective, trail projects should be categorized based on the trail’s deficiencies. These deficiencies are also compared to a trail’s significance to recreation or transportation, with more significant trails receiving priority over lesser ones. The five categories of projects are shown in Table 5-1 below.

**Table 5-1**     **Prioritization Matrix**

Priority	Type of Project	Example
Essential	Visitor Safety	Trail conditions that represent a threat to the safety of park visitors, usually severe enough to warrant barricades, warning signs, or temporary to permanent trail closures.
Essential	Resource Protection	Trail conditions that represent a threat to the park’s natural or cultural resources, usually severe enough that critical resources are being damaged.
Essential	Preservation of Investment	Trail structure conditions that, if not repaired, will result in total loss of the structure.
Nonessential	Visitor Convenience	Trail conditions that make it uncomfortable to use the trail.
Nonessential	New Trail Construction	The development of an entirely new trail.





Projects that address visitor safety, resource protection, or protection of existing facilities take priority over projects that provide a visitor convenience. For example, failing to maintain trail drainage can result in unsafe trail conditions and eventually the loss of the entire facility; a visitor request to add a bench along a trail is a convenience and does not represent a loss of the investment or a direct threat to visitor safety.

Table 5-2 lists the priority and frequency for essential trail maintenance activities.

**Table 5-2 Priority and Frequency for Maintenance Projects**

Trail Maintenance	Priority	Example Maintenance Occurrence
Emergency drainage	1	Major Water Runoff
Structure construction/reconstruction	1	As needed
▪ Bridges, culvert crossings, boardwalks, and causeways	1	15–20 years
▪ Obstacle courses/trail features	2	As needed
Drainage facility construction/reconstruction	2	As needed
Structure repair	2	Annually or as needed
Trail reroutes	3	As needed
Clearing	4	Annually or as needed
Tread repair	5	Annually or as needed
Brushing	6	Annually or as needed

## 5.6 RECONSTRUCTION

“Reconstruction” is construction work on an existing road or trail to bring it back to its original design in cases where standard maintenance is insufficient to complete this task. Reconstruction can be used to reestablish trail sustainability if the original design was sustainable, or to reestablish an “unsustainable but maintainable” trail. Trail rehabilitation may be needed to improve drainage features and to improve long-term sustainability. Trail reconstruction also may reshape the backslope of the trail, re-establish original route profiles, scarify the tread, and rehabilitate tread elevations and drainage structures. Typically, work of this scope also involves repair or reconstruction of other trail structures, such as switchbacks, climbing turns, bridges, culvert crossings, boardwalks, causeways, and obstacle courses/trail features.

## 5.7 REENGINEERING/REDESIGNING

The term “redesign” can be used interchangeably with the term “reengineer.” Reengineering/redesigning can be used to create a sustainable trail when the existing trail alignment could be sustainable, but improperly designed structures and elements along the trail have created an unsustainable situation. Reengineering/redesigning can also be implemented to create an “unsustainable but maintainable” trail when political, cultural, or environmental issues require retaining a substandard alignment. Minor reroutes may occur in the original trail corridor. Curvilinear techniques can reduce the linear grade and improve drainage by lengthening the trail and decoupling it from natural drainage features. Linear grades can also be reduced by cut-and-fill techniques, where appropriate.



## 5.8 REMOVAL

Road and trail removal and site restoration should correct damage or disturbance to natural and cultural resources created by road and trail construction, maintenance, and/or visitor use. When a trail or section of trail is abandoned, steps should immediately be taken to restore the habitat. Typically, the reroute or replacement trail is constructed before the old trail is removed and the site restored to avoid fragmenting the existing trail system.

During site restoration, the cutbank and bench are decompacted and the soil aerated to promote revegetation of the trail bench and bonding of imported soil. Soil from the fill slope is excavated and placed against the cutbank to restore the natural slope or contour and facilitate natural sheet flow drainage. Once the trail bench is recontoured and gullies are stabilized, vegetation is reestablished through encouragement, management of existing native seed banks, or active transplanting or seeding of native species.

## 5.9 REROUTE

A trail can be “rerouted” outside of its original corridor when the current corridor is determined to be unsustainable. A reroute can be used to bypass environmentally or culturally sensitive areas, provide a sustainable grade, expand trail width, or improve system connections.



*To maintain the sustainability of routes in the SVRA, staff can reconstruct, reengineer/redesign, remove, or reroute existing routes.*



## SECTION 6 THE PLAN

This RTMP includes parkwide and area-specific recommendations. These recommendations will be implemented in accordance with State Parks best management practices (BMPs), as outlined in Section 5, to minimize and avoid impacts to resources and ensure road and trail sustainability. Standard project requirements outlined in the environmental document for this plan will also be required to minimize and avoid impacts to resources and ensure road and trail sustainability. Most of the area-specific recommendations in the RTMP will require additional project-specific planning and environmental review.

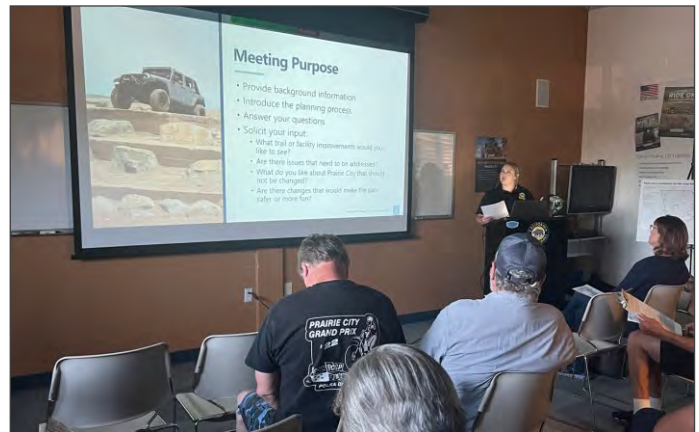
The intent of the RTMP is not necessarily to implement, or fully build-out, all recommendations presented, but to provide publicly reviewed ideas that have been vetted for design and resource feasibility at a planning level to help guide future park management decisions. Recommendation implementation will be dictated by park priorities, stakeholder and public input, and funding availability.

### 6.1 PARKWIDE RECOMMENDATIONS

The following parkwide recommendations are grouped into six categories 1) Coordination and Collaboration; 2) Ongoing Planning and Management; 3) Trail and Facility Development; 4) Design and Maintenance; 5) Public Safety; and 6) Outreach, Education, and Interpretation. In cases where a recommendation is related to multiple categories, it is included in the single category with which it is most closely related.

#### Coordination and Collaboration

- Support the establishment of an ongoing partnership with a non-profit partner organization(s) that can provide volunteer services, raise funds for trail improvements and maintenance, and/or provide other support to achieve the vision and goals for the park.
- Coordinate with Sacramento County and Capital SouthEast Connector Joint Powers Authority to improve vehicular traffic circulation at the main entrance on White Rock Road, and to provide nonmotorized trail connectivity between the park and surrounding residential areas.
- Coordinate with easement holders to develop trails and associated facilities that maintain legal access to, and use of, easements (a map of utility infrastructure and easements in the park is included in Appendix 5).
- Continue to coordinate with stakeholder and user groups to solicit user input on implementation of this RTMP. Seek input from stakeholders that are representative of the various user groups at the park.



*Ongoing coordination with Sacramento County, Native American tribes, user groups, and other stakeholders will be important.*

- Consult with Native American Tribes to inform ongoing management, and educational and interpretation programs.

## Ongoing Planning and Management

- Monitor trends in use and adapt trail design or authorized uses to accommodate new vehicle technologies (e.g., electrification) or changes in use patterns.
- Seek to inventory sensitive cultural and natural resources within the park and consider opportunities to protect and enhance sensitive resources.
- Institute a trail rating system and/or identify designated beginner, intermediate, and expert trails or areas.
- Accommodate users of various skill levels and abilities. Seek opportunities to improve ADA accessibility and accommodate adaptive recreation.
- Participate in planning efforts for areas outside the park to ensure that nearby development proposals incorporate appropriate buffers or other approaches to accommodate existing noise, dust, and visual effects of motorized trail use in the park.

## Trail and Facility Development

- Coordinate the timing of new trail development with trail restoration, rerouting, or changes in access. Seek to develop new trails and open areas to new uses prior to closing trails or use areas to avoid temporarily reducing trail opportunities for any trail user group.
- Provide camping facilities at selected staging areas including restrooms, water, shade ramadas, and picnic tables.
- Provide nonmotorized trail opportunities in areas not designated for motorized recreation or in locations required for noise and dust buffers on the perimeter of the park.
- Establish dedicated nonmotorized access points at Gates 3, 4, and 5 to provide access to appropriate areas of the park while minimizing the potential for conflict between motorized and nonmotorized users. Install self-pay stations at all nonmotorized access points.
- All new and altered trails and facilities shall follow State Park's Accessibilities Guidelines, Architectural Barriers Act Accessibility Standards, and the Americans with Disabilities Act Standards.



*Trails should be designed to provide technical challenges as well as non-technical options to accommodate users with a variety of abilities.*



## Design and Maintenance

- Continue to design new trails to avoid disturbance to wetlands, cultural resources, and other sensitive resources.
- Continue to design and maintain trails to provide opportunities for a variety of ability levels. Where feasible, provide non-technical bypass options around challenging technical obstacles.
- Seek additional resources to support increased trail and track maintenance as new trails are developed or expanded.
- Continue to implement regular dust control measures including the application of water and surfactants. As new areas are opened for public use, expand dust control capacity to treat new trails and tracks.
- Maintain an adequate buffer area around the perimeter of the park, where roadways or development are adjacent to the park, to limit noise and dust effects on adjacent property owners. Buffer area could include nonmotorized recreation.



*Maintain appropriate buffer areas without motorized recreation around the perimeter of the park to limit noise and dust effects on adjacent property owners.*

## Public Safety

- Improve safety and reduce user conflicts by separating high-speed ROV uses from lower speed uses, where appropriate.
- Remove OHV use from paved public roads and establish dedicated trail crossings of roads and access routes. Provide crossing signage and adequate line-of-sight for trail users and road traffic.
- Seek additional resources to support increased law enforcement capacity commensurate with increases in visitation.
- Reengineer, realign routes, and/or manage vegetation to improve line-of-sight for trail users, where appropriate.
- Delineate staging areas with fencing and establish dedicated ingress/egress points to improve safety and reduce resource damage.
- Consider requiring safety whip flags to increase visibility of ROVs and/or other vehicles. Communicate flag requirements and consider opportunities to provide or sell whip flags on-site.
- Continue to provide OHV safety classes and training at the park.

## Outreach, Education, and Interpretation

- Develop programs to communicate track and trail maintenance status and schedules on the park website, through smart phone applications, and or through on-site signage.
- Provide signage, maps, and online information to clearly explain which uses are allowable in each zone.
- Develop a road-and-trail sign plan to better facilitate wayfinding and interpretive opportunities.

- Continue to develop programs, methodologies, and processes to effectively receive and communicate trail-related information such as trail issues, special events, and trail closures.
- Continue to provide regular forums to share information with, and solicit input from, various user groups.
- Engage underrepresented groups in outreach efforts, including individuals whose primary language is not English.
- Continue to develop materials and programs to interpret the ecological role of vernal pools and other park natural resources.
- In coordination with Native American Tribes, develop materials to interpret the Native American history of the park and vicinity.
- Develop materials to interpret the mining history of the park.



*OHV safety classes at the Environmental Training Center provide an opportunity for new users to learn how to safely enjoy OHVs.*

## 6.2 AREA-SPECIFIC RECOMMENDATIONS AND MAPS

The park has been organized into nine separate management zones, each of which has unique zone-specific recommendations (Figure 6-1). Each management zone has unique characteristics, recommendations, and accompanying maps. Table 6-1 lists the nine management zones along with the use types that are recommended for each zone.

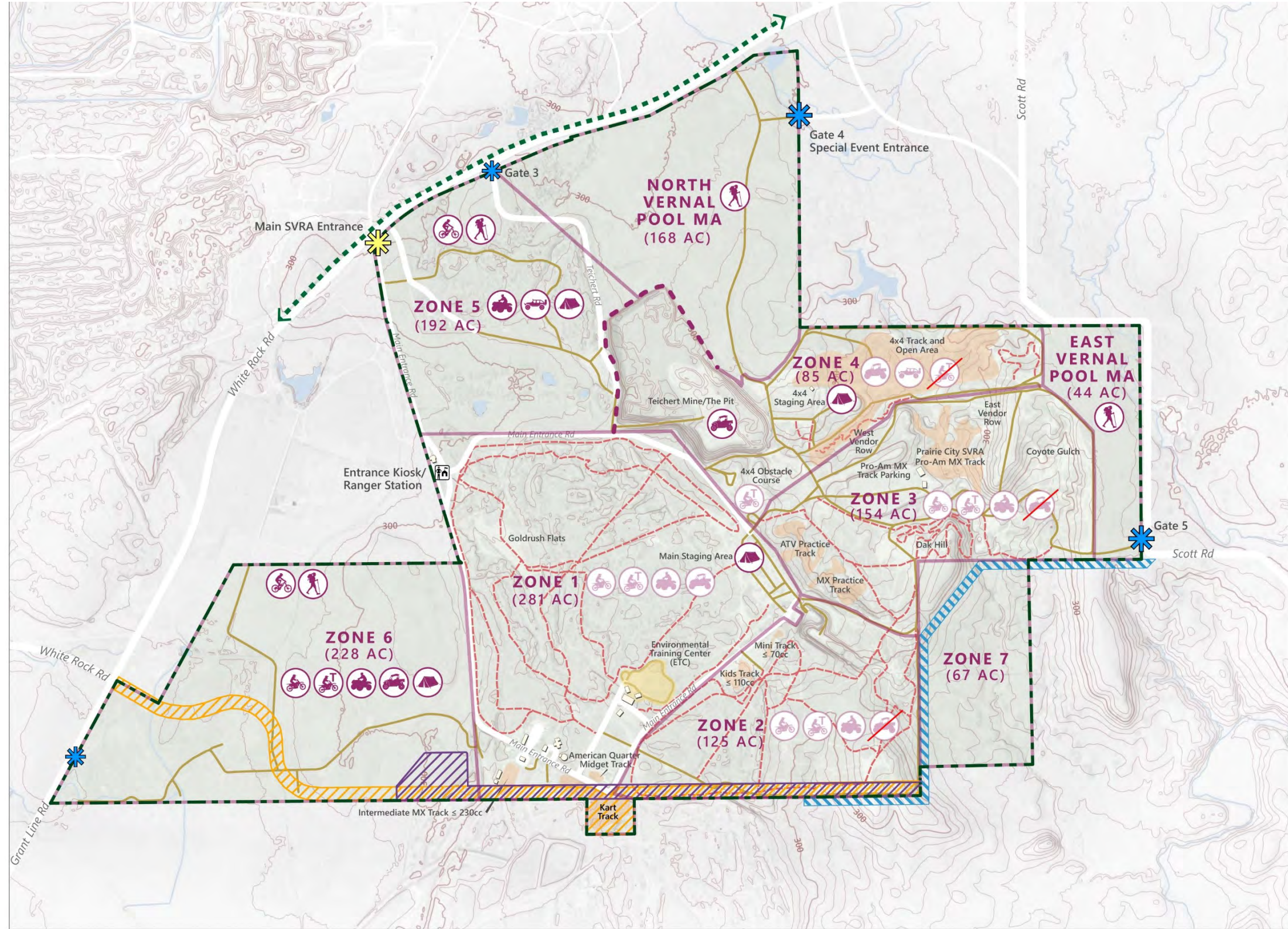
**Table 6-1 Management Zones and Recommended Uses**

Management Zones	Size (Acres)	Recommended Uses
<b>Zone 1</b>	281	ROV, ATV, and motorcycle, trials motorcycle
<b>Zone 2</b>	125	Motorcycle, ATV, trials motorcycle
<b>Zone 3</b>	154	Motorcycle, ATV, trials motorcycle
<b>Zone 4</b>	85	4x4, ROV, trials motorcycle
<b>Zone 5 (Yost)</b>	192	4x4, ATV, bike/e-bike, hiking
<b>Zone 6 (Ehnisz)</b>	228	ROV, motorcycle, ATV, trials motorcycle, bike/e-bike
<b>North Vernal Pool Management Area</b>	168	Hiking
<b>East Vernal Pool Management Area</b>	44	Hiking
<b>Zone 7 (Barton)</b>	67	No public access at this time

Source: Compiled by Ascent in 2023.

An overview of resources in each zone offers context for recommendations. Resources discussed include natural and cultural resources, significant recreational facilities, and trail mileage. However, the overviews are not intended to provide an exhaustive list of park facilities.





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### PARKWIDE RECOMMENDED USES

<b>Existing Features</b>	
Park Boundary	Park Entrance
Existing Management Zone Boundary	Building
Maintained Tracks Area	Ranger Station
Environmental Training Center	
Paved Road	
Dirt/Gravel Access Route	
Existing Trail	
10-foot Contour	
Future Bike Path (Sacramento County)	
Teichert 100-foot Easement	
CCAR Easement (Proposed)	
Haul Road Easement	
<b>Existing Uses</b>	
Motorcycle Use to Remain	Trials Motorcycle Use to Be Removed
Trials Motorcycle Use to Remain	ROV Use to Be Removed
ATV Use to Remain	
ROV Use to Remain	
4x4 Use to Remain	
<b>Recommendations</b>	
New Management Zone Boundary	
Add Motorcycle Use	Add Trials Motorcycle Use
Add ATV Use	Park Entrance for Nonmotorized Uses
Add ROV Use	
Add 4x4 Use	
Add Mountain Bike Trails (Including E-Bike)	
Add Hiking Trails	
Add Camping	

0 600 1,200 FEET

1 in = 1,200 ft

ESRI World Hillshade  
20210027.02 GRX 002

Source: Data received from State Parks in 2023.

**Figure 6-1 Planning Recommendations – Parkwide**





## Zone 1

Zone 1 comprises 281 acres near the center of Prairie City SVRA. It includes undulating topography with rocky trail surfaces. Sensitive resources in Zone 1 include cultural resources in the southern portion of the zone, as well as patches of seasonal wetlands, ponds, and vernal pools, many of which are fenced to prevent vehicle access. The Prairie City SVRA General Plan classifies the majority of Zone 1 as a Distributed Off-Highway Vehicle Recreation Area in which OHV recreation is not confined to routes and trails. OHV use can occur anywhere previous OHV access has occurred in this zone, regardless of whether formal trails are present. Vegetation is protected in the distributed OHV recreation use area in accordance with California Vehicle Code Division 16.5. Portions of this Zone are also classified as developed use areas, which includes more intense recreational and administrative uses.

Zone 1 is open for all types of OHV use except 4x4 vehicles. The zone is popular with a mix of users including ROVs, ATVs, and motorcycles. It currently includes 5.8 miles of motorcycle/ROV/ATV routes, 1.3 miles of unpaved access routes, and 3 miles of paved roads (see Table 4-1).

Zone 1 includes the majority of the administrative infrastructure in Prairie City SVRA including the Sector Office, entrance kiosk/ranger station, maintenance office and yard, and ETC. This zone also includes substantial recreation infrastructure including the main staging area with associated restrooms, shade ramadas, and picnic tables; the kart track, the American quarter midget track, and the Intermediate motocross track; as well as parking and ancillary facilities.

There is an existing 150-foot-wide easement across the southern portion of Zone 1 (and Zones 2 and 6). This easement crosses many of the existing facilities in Zone 1, including the Kart Track and intermediate MX Track. This easement allows the grantee to construct a haul road and conveyor system for transporting aggregate material. If the easement holder were to move forward with development of the haul road, they would have to relocate the Kart Track facilities.

State Parks is currently considering a project proposal to grant easement rights to the Coyote Creek Agrivoltaic Ranch (CCAR) project for a solar energy transmission line (a “gen-tie” line) and a switchyard in exchange for relinquishing the haul road easement rights. The gen-tie line would be a non-exclusive easement (other uses could occur within the easement) that will primarily fall within the existing 150-foot-wide easement area. If granted, the new easements may require some relocation of existing facilities as well as potentially affecting recommendations in these zones.





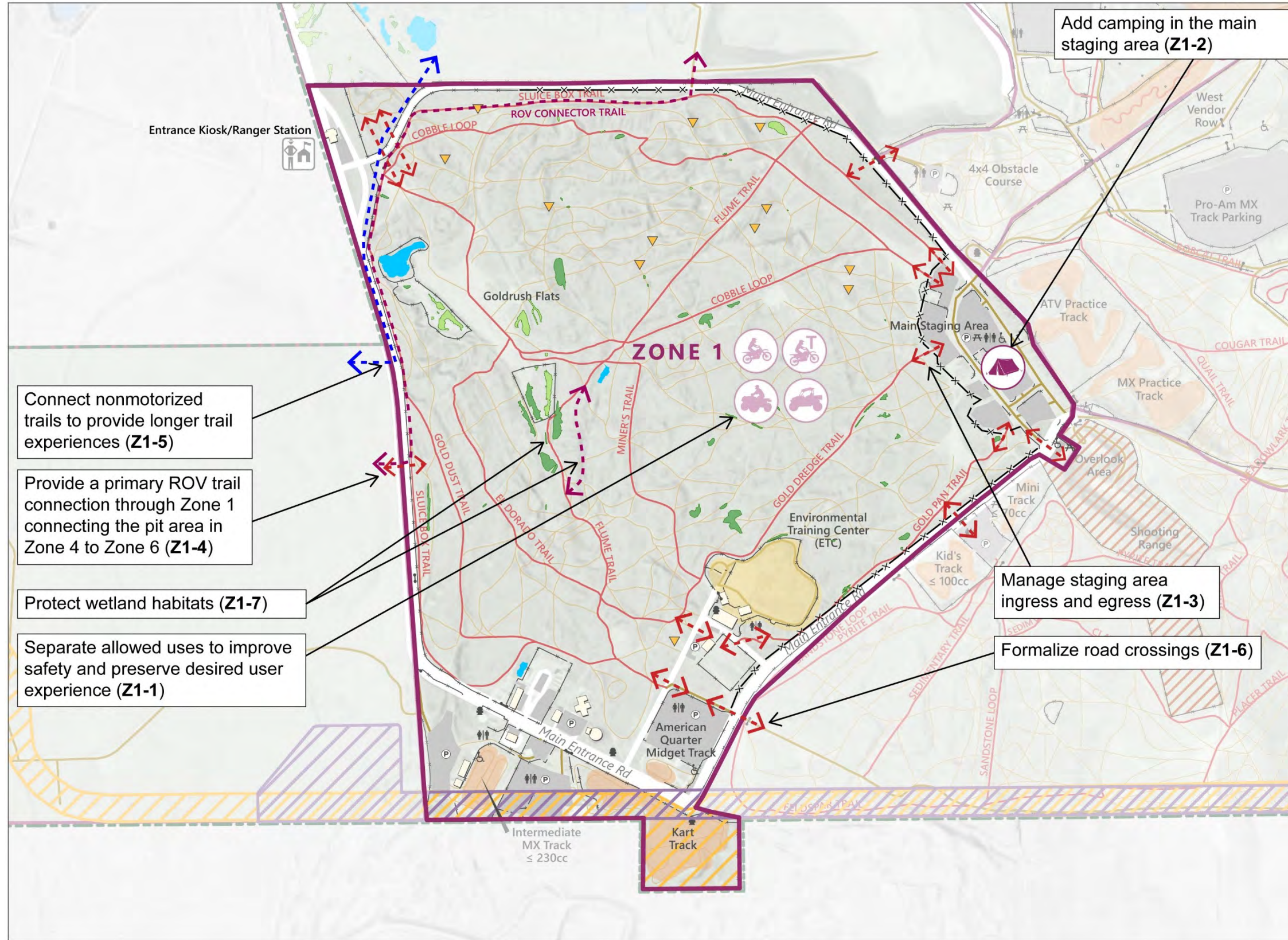
## Zone 1 Planning Recommendations

Table 6-2 and Figure 6-2 present the key issues and planning recommendations for Zone 1.

**Table 6-2 Planning Recommendations: Zone 1**

ID	Issue/Topic	Recommendation
<b>Z1-1</b>	Separate allowed uses to improve safety and preserve desired user experience	Maintain Zone 1 as a ROV, ATV, motorcycle and trial motorcycle use area. Install and maintain signage and width limiters (e.g., stiles, bollards) to restrict access by 4x4s.
<b>Z1-2</b>	Desire for overnight camping experiences	Allow camping at the 37 existing shade ramadas in the main staging area. Add a shower facility for campers. Accommodate both day and camping uses on a first come first serve basis. If demand warrants, expand the main staging area and campground to accommodate up to 30 total sites, including shade ramadas and picnic tables.
<b>Z1-3</b>	Safety concerns associated with OHV circulation patterns	Install fencing around the perimeter of the main staging area. Create designated access points with fence openings to manage OHV ingress and egress.
<b>Z1-4</b>	ROV Trail Connectivity	Provide a primary ROV trail connection through Zone 1 connecting the Pit area in Zone 4 to Zone 6. Consider trail widening, grading, and/or surface improvements along either the Flume Trail or Sluice Box Trail to provide a primary through route for ROVs.
<b>Z1-5</b>	Connect nonmotorized trails to provide longer trail experiences	Provide a nonmotorized trail connection between nonmotorized trails in Zone 5 (Yost) and Zone 6 (Ehnisz). Consider designating a nonmotorized route with signage along the main entrance road or creating a single track nonmotorized trail that runs parallel to the main entrance road.
<b>Z1-6</b>	Safety concerns associated with OHV and street legal vehicles on public roads	Install and maintain fencing along the edge of the main entrance road to prevent unmanaged road crossings. Install openings that are wide enough to accommodate ROVs at designated points to provide perpendicular trail crossings of the main entrance road. Install trail crossing signage and/or manage vegetation to provide adequate line of sight for both trail users and drivers along the main entrance road.
<b>Z1-7</b>	Protect sensitive wetland habitats	Conduct targeted trail rerouting to relocate trails segments out of wet areas and/or install drainage improvements in select locations to improve wet weather trail conditions. Conduct outreach to communicate that Zone 1 is the preferred location for wet weather trail use.





## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### ZONE 1 PLANNING RECOMMENDATIONS

**Existing Features**

	Park Boundary		Management Zone 1
	Other Management Zone		Ranger Station
	Park Entrance		Fire Hydrant
	Parking		Wheelchair Access Viewing
	Restroom		Trials Obstacle
	Day Use Area		Gate
	Building		Maintained Tracks Area
	Environmental Training Center		ATV/Motorcycle/ROV Trail
	Non-system Route		Dirt/Gravel Access Road
	Paved Road		Fence
	Waterbodies/waterways		Wetland Type
	CCAR Easement (Proposed)		Ponds
	Haul Road Easement		Seasonal Wetland
			Vernal Pool

**Planning Recommendations**

- New Motorized Trail/Trail Connection (Approximate Location)
- Improved/Modified Motorized Trail
- New Nonmotorized Trail (Approximate Location)
- New Fence

ESRI World Hillshade  
20210027.02 GRX 003-1

Source: Data received from State Parks in 2023.

Figure 6-2 Planning Recommendations – Zone 1





## Zone 2

Zone 2 comprises approximately 125 acres in the southeast portion of Prairie City SVRA. It includes some of the steeper areas within the park. Sensitive resources in Zone 2 include cultural resources in the northern portion of the zone and seasonal drainages and sediment basins throughout the zone. A shooting range and Aerojet superfund site (referred to as Area 39 in the General Plan) are also located in this zone, which are areas where OHV use and public access is prohibited. Easements for a haul road and a solar energy project are located along the southern edge of Zone 2. The easement area may be developed in the future, in which case, any trails through that area may require relocation. See note in Zone 1 regarding existing and potential easements that also apply to Zone 2.

The Prairie City SVRA General Plan classifies the majority of Zone 2 as a Route and Trail System Use Area in which OHV recreation is confined to system routes and trails of varying difficulty for skills development and technical riding. Zone 2 is currently open for all types of OHV use except 4x4 vehicles. It includes 3.2 miles of motorcycle/ROV/ATV routes, 1.3 miles of unpaved roads, and 0.1 mile of paved roads (see Table 4-1).

Portions of Zone 2 are also classified as developed use areas, which includes more intense recreational uses: a 70cc beginner kids track (i.e., “mini track”) and a 110cc intermediate kids track that could be used for motorcycles and ATVs. This zone also includes a parking area with picnic tables and shade ramadas near the kids tracks.

## Zone 2 Planning Recommendations

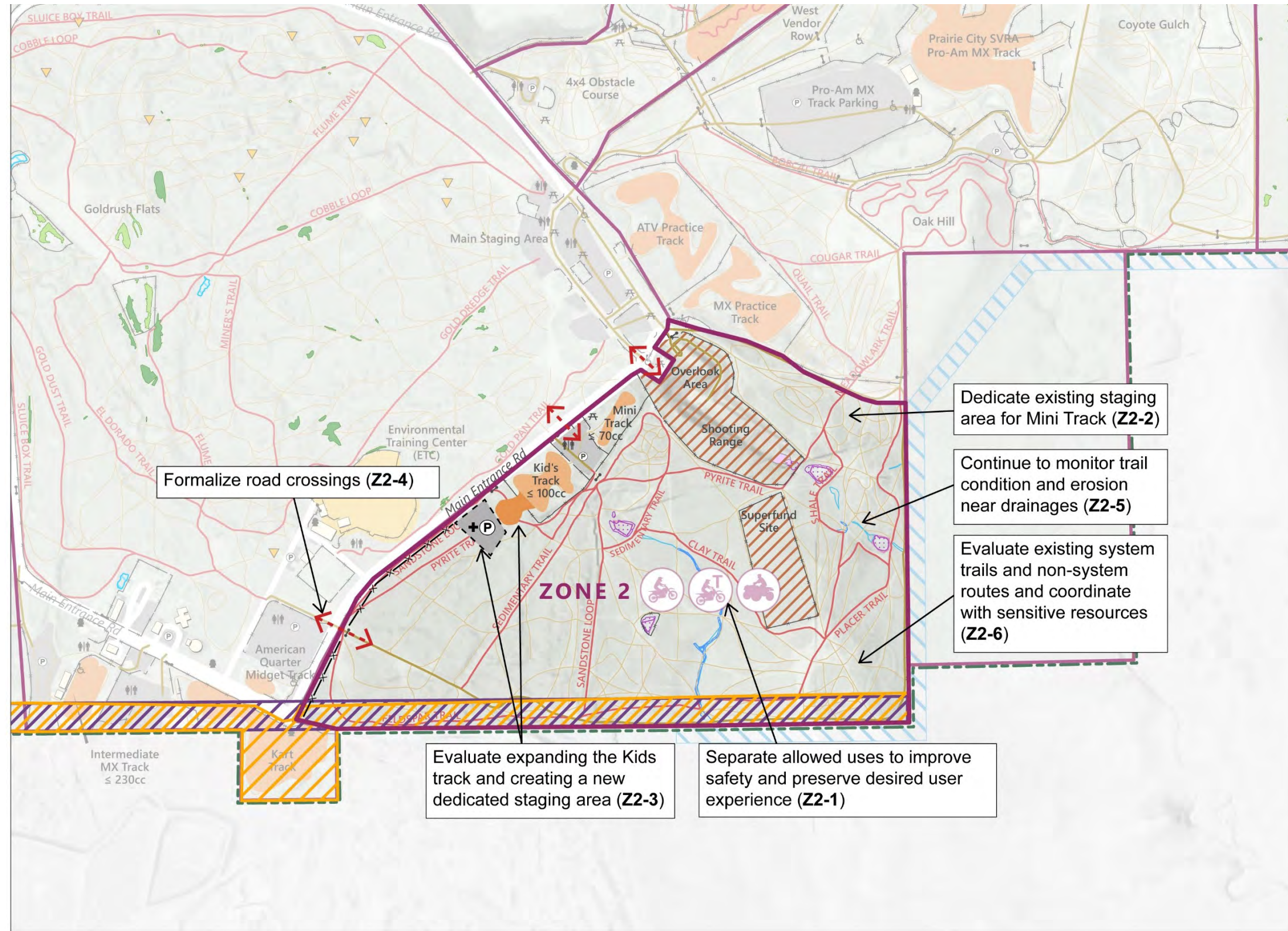
Table 6-3 and Figure 6-3 present the key issues and planning recommendations for Zone 2.

**Table 6-3 Planning Recommendations: Zone 2**

ID	Issue/Topic	Recommendation
Z2-1	Separate allowed uses to improve safety and preserve desired user experience	Designate Zone 2 as a motorcycle and ATV use area only. Install and maintain signage and width limiters (e.g., stiles, bollards) to restrict access by ROVs and 4x4 vehicles. When rerouting, constructing, or maintaining trails, design trails to optimize use by motorcycles and ATVs.
Z2-2	Crowding at the mini track staging area	Install a new parking and staging area for the kids track that is separate from the mini track. Include easy trail connectivity between the staging area and both the kids and mini track to accommodate groups that use both tracks.
Z2-3	Crowding at the kids track	Evaluate expanding the kids track by up to 30 percent of its existing size. Consider incorporating a flat and open training area near the kids track to provide a space for beginners to practice or test equipment.
Z2-4	Safety concerns associated with OHV and street legal vehicles on public roads	Install and maintain fencing along the edge of the main entrance road to prevent unmanaged road crossings. Install openings that are wide enough to accommodate ATVs at designated points to provide perpendicular trail crossings of the main entrance road. Install trail crossing signage and/or manage vegetation to provide adequate line of sight for both trail users and drivers along the main entrance road.
Z2-5	Steep terrain susceptible to trail erosion	Continue to monitor trail condition and erosion near drainages. As needed, reroute or reconstruct trails and revegetate eroding areas to protect water quality. Phase and schedule trail work to minimize the number of trails closed at one time.
Z2-6	Zone has been designated for route and trail OHV recreation to enhance recreational experiences and protect sensitive resources	In cooperation with trail users, stakeholders, and partners evaluate existing system trails and non-system routes to determine locations for official system trails and routes. Remove non-system routes and rehabilitate non trail and route locations to natural conditions and protect these locations using educational signage and fencing as appropriate.







## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### ZONE 2 PLANNING RECOMMENDATIONS

**Existing Features**

- Park Boundary
- Management Zone 2
- Other Management Zone
- Parking
- Restroom
- Day Use Area
- Wheelchair Access Viewing
- Gate
- Building
- Maintained Tracks Area
- Environmental Training Center
- ATV/Motorcycle/ROV Trail
- Non-system Route
- Paved Road
- Dirt/Gravel Access Road
- Fence
- Waterbodies/waterways
- Area Closed to the Public
- CCAR Easement (Proposed)
- Haul Road Easement
- Teichert 100-foot Easement

**Wetland Type**

- Ephemeral Drainage
- Seasonal Drainage
- Sediment basin
- Ponds
- Marsh

**Recommendations**

- New Motorized Trail/Trail Connection (Approximate Location)
- New Fence
- New Parking Area
- Expanded Track

0 300 600 FEET  
1 in = 600 ft

ESRI World Hillshade  
20210027.02 GRX 003-2

Source: Data received from State Parks in 2023.

**Figure 6-3 Planning Recommendations – Zone 2**



## Zone 3

Zone 3 comprises approximately 154 acres in the eastern portion of Prairie City SVRA. Zone 3 includes some of the steepest hills and gullies in the park. The eastern portion of Zone 3 includes an area that is targeted for restoration activities to improve water quality in Coyote Creek. Sediment basins and ponds are located throughout the central portion of the zone. The areas along Coyote Creek and sediment basins/ponds are designated as a Stormwater Management Use Area in the Prairie City SVRA General Plan. As identified in the General Plan, Zone 3 includes areas designated as Developed Use Areas, which include the Prairie City SVRA Pro-Am MX Track and associated parking, ATV practice track, and MX practice track. The area between the ATV practice track and parking area is designated as a Distributed Off-Highway Vehicle Recreation Area. The remainder of Zone 3 east of the MX practice track and south of the parking area and the eastern portion of the zone are designated as a Route and Trail System Use Area (see figure 4-1). Zone 3 is open for all types of OHV use except 4x4s. The zone includes 1.1 miles of motorcycle/ROV/ATV routes, and 3.1 miles of unpaved access routes.

### Zone 3 Planning Recommendations

Table 6-4 and Figure 6-4 present the key issues and planning recommendations for Zone 3.

**Table 6-4 Planning Recommendations: Zone 3**

ID	Issue/Topic	Recommendation
Z3-1	Separate allowed uses to improve safety and preserve desired user experience	Designate Zone 3 as a motorcycle and ATV use area only. Install and maintain signage and size limiters (e.g., bollards) to discourage access by ROVs and 4x4s. When rerouting, constructing, or maintaining trails, design trails to optimize use by motorcycles and ATVs.
Z3-2	Crowding and unmet demand for additional motocross practice track space	Expand the motocross practice track to the east of the current location.
Z3-3	Improve safety by addressing the proliferation of user-created track access points	Direct ingress and egress from the ATV and motocross practice tracks onto designated trails. Add signage to direct users to designated access points. Install carsonite signs as needed to direct access to appropriate locations.
Z3-4	Steep terrain resulting in excessive erosion in Coyote Gulch	Revegetate Coyote Gulch and consider channel enhancements such as check dams or biotechnical bank protection along the primary drainage. Construct new trails in this area incorporating sustainable design to provide high quality motorcycle and ATV use while minimizing erosion. Newly constructed trails should include: <ul style="list-style-type: none"> <li>▪ A network of singletrack motorcycle trails that take advantage of the natural topography;</li> <li>▪ An ATV loop;</li> <li>▪ Five designated channel crossings with culverts, armored crossings, or other improvements to minimize erosion of the drainage channel; and</li> <li>▪ A perimeter loop trail that is wide enough for administrative and maintenance vehicle access.</li> </ul>

ID	Issue/Topic	Recommendation
<b>Z3-5</b>	Zone has been designated for route and trail OHV recreation to enhance recreational experiences and protect sensitive resources	In cooperation with trail users, stakeholders, and partners, evaluate existing system trails and non-system routes to determine locations for official system trails and routes. Remove non-system routes and rehabilitate non trail and route locations to natural conditions and protect these locations using educational signage and fencing as appropriate.

## East Vernal Pool Management Area

The East Vernal Pool Management Area (EVPMA) comprises approximately 44 acres along the easternmost boundary of Prairie City SVRA. It includes undulating topography with native vegetation. As its name indicates, this zone contains a high concentration of vernal pools and other types of wetlands and is managed for protection of these resources. Other sensitive resources include cultural resources. The area is not open to OHV recreation, but guided hikes have been provided in this area in the past. The EVPMA includes approximately 0.1 mile of unpaved roads and Gate 5 is located at the southeastern corner of this zone.

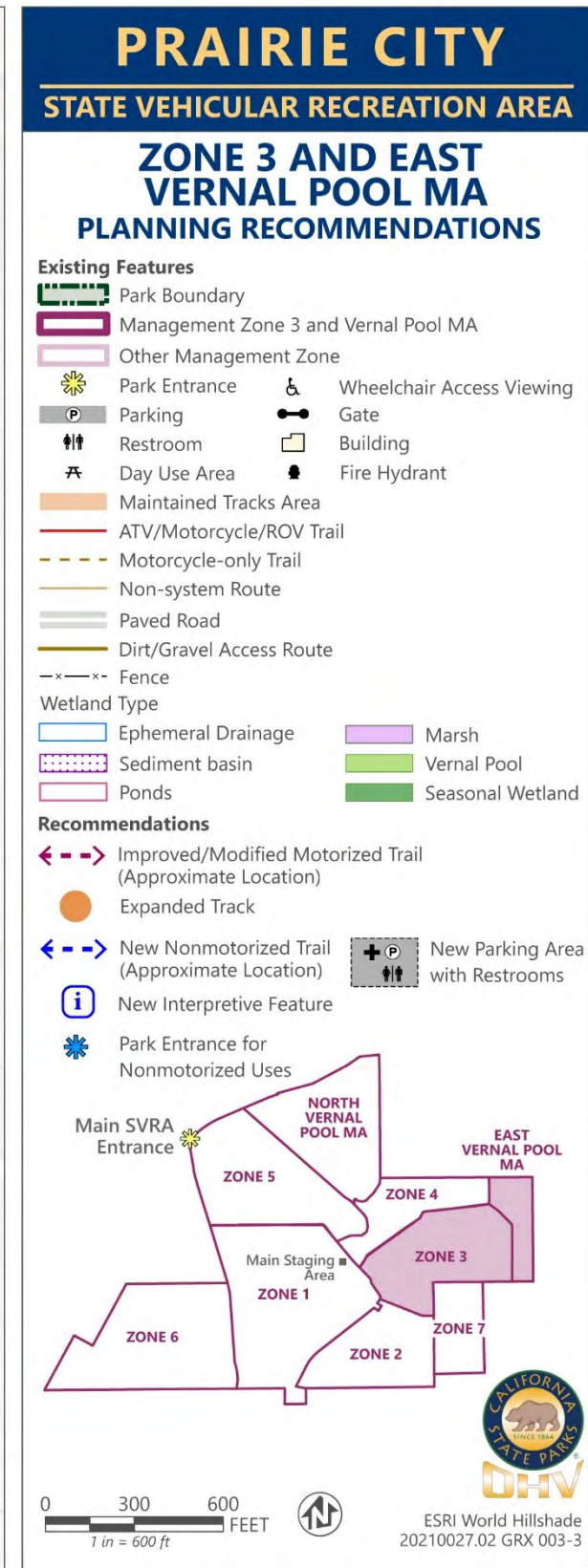
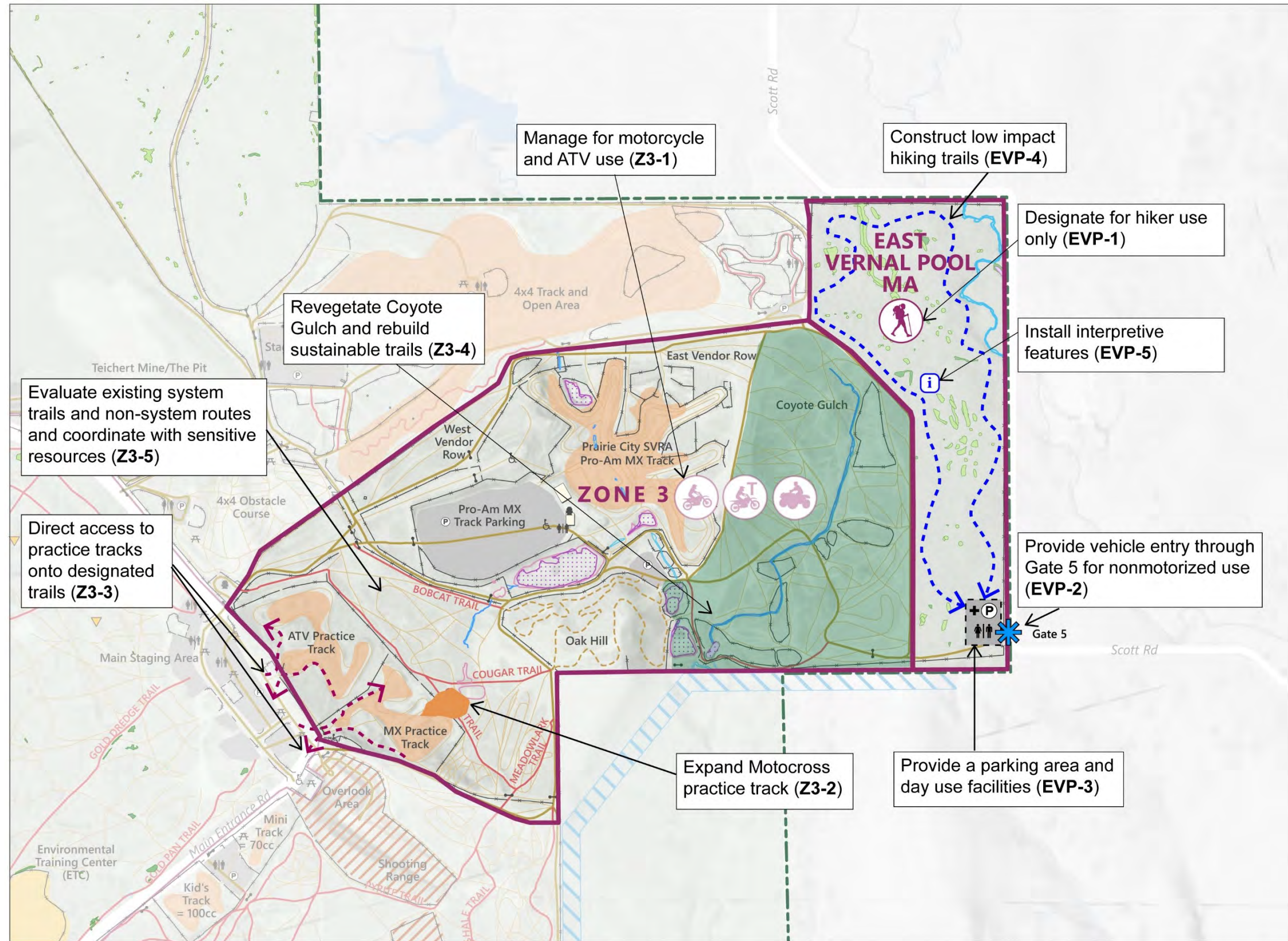
### EVPMA Planning Recommendations

Table 6-9 and Figure 6-4 (above) present the key issues and planning recommendations for EVPMA.

**Table 6-9 Planning Recommendations: East Vernal Pool Management Area**

ID	Issue	Recommendation
<b>EVP-1</b>	Designate allowed uses to protect resources and preserve desired user experience	Designate EVPMA for hiker use only.
<b>EVP-2</b>	Limited existing access for nonmotorized use	Provide vehicle access for nonmotorized uses through Gate 5 with access to a new parking area (see EVP-3). Include a self-pay kiosk either at the gate or the parking area.
<b>EVP-3</b>	Limited ability of existing parking and trailhead facilities to meet demand	Develop parking area and trailhead that can serve hikers accessing the EVPMA. Provide parking for up to 20 vehicles, restrooms, up to five shade ramadas and picnic tables, trash disposal, and interpretive features.
<b>EVP-4</b>	Demand for nonmotorized recreation	Construct a hiking trail beginning at the existing parking area that incorporate low impact trail construction techniques, such as elevated permeable causeways and/or boardwalks, which avoid direct disturbance to vernal pools, minimize disruption of surface hydrology, and discourage off-trail hiking.
<b>EVP-5</b>	Opportunities to increase visitor understanding of the parks natural and cultural resources	Design, install, and maintain interpretive panels, signage, or other features to interpret the natural and cultural history of the area. Include interpretive features at the trailhead and along the hiking trail.





Source: Data received from State Parks in 2023.

Figure 6-4 Planning Recommendations – Zone 3





## Zone 4

Zone 4 consists of approximately 85 acres extending from the center of Prairie City SVRA to the northeastern boundary. It includes undulating topography with a mix of dirt and rocky trail surfaces. Ephemeral drainages are dispersed throughout Zone 4. The areas along these drainages in the eastern portion of the zone are designated as a stormwater management use area in the Prairie City SVRA General Plan. As identified in the General Plan, Zone 4 includes areas designated as Developed Use Areas, which include the 4x4 track and open area, 4x4 staging area, and 4x4 obstacle course. A portion of Zone 4 is also designated as a route and trail system use area.

Zone 4 is open for 4x4s and ROVs and the 4x4 obstacle course is open to trials motorcycles. It includes 2.4 miles of unpaved roads.

### Zone 4 Planning Recommendations

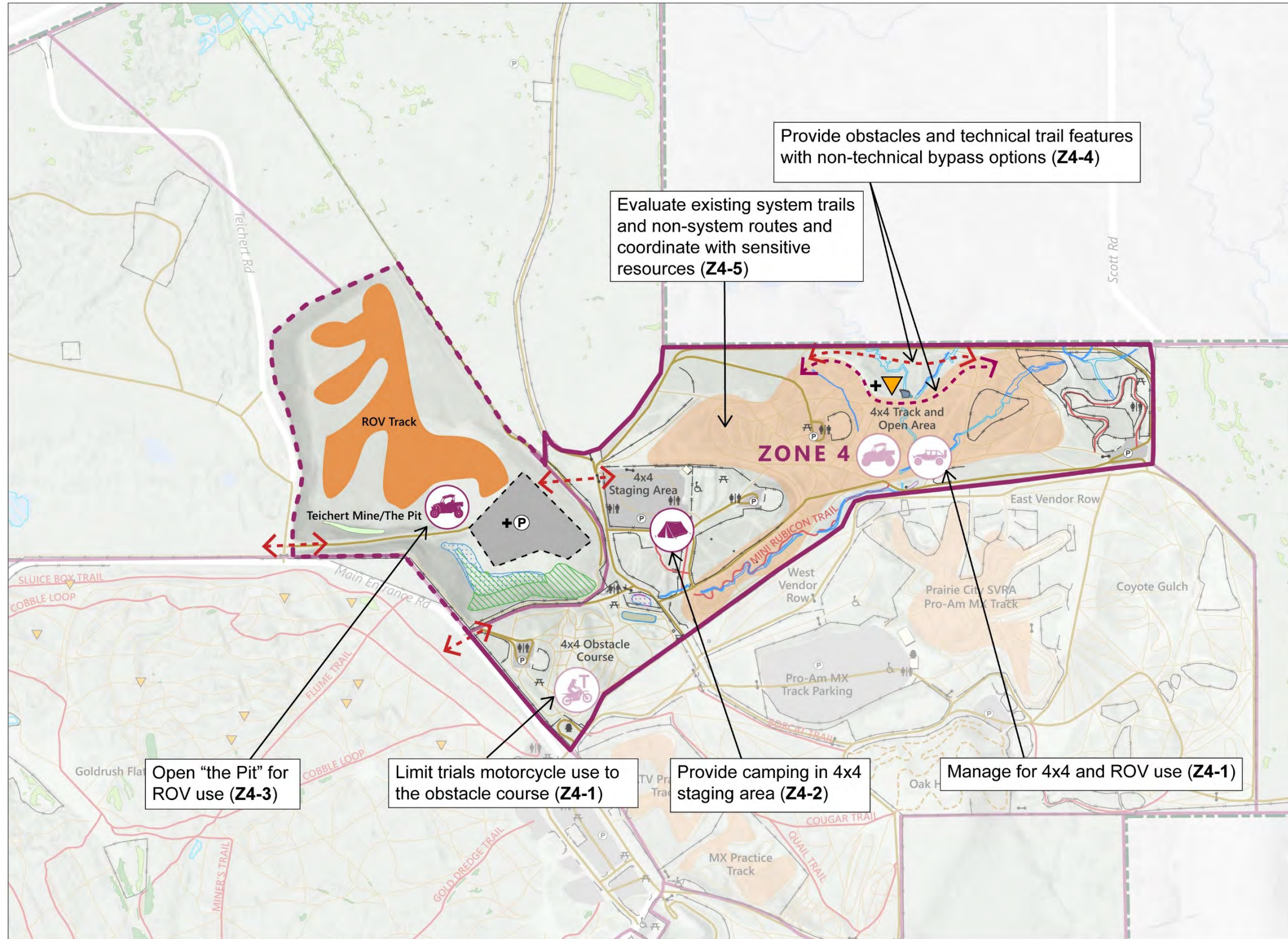
Table 6-5 and Figure 6-5 present the key issues and planning recommendations for Zone 4.

**Table 6-5 Planning Recommendations: Zone 4**

ID	Issue/Topic	Recommendation
Z4-1	Separate allowed uses to improve safety and preserve desired user experience	Maintain Zone 4 as a 4x4, ROV, and trials motorcycle use area only. Limit trials motorcycles to only the 4x4 obstacle course to improve safety within the other portions of Zone 4. Install and maintain signage to discourage access by ATVs and motorcycles. When rerouting, constructing, or maintaining trails, design trails to optimize technical 4x4 or ROV trails.
Z4-2	Latent demand for camping	Allow camping at the 4x4 staging area. Install up to eight additional shade ramadas and picnic tables for a total of 15 shade ramadas/campsites. Add a shower facility for campers. Accommodate both day and camping uses on a first come first serve basis. Number and delineate the sites as necessary.
Z4-3	Demand for ROV trails with topographic features	Revise the boundaries of Zone 4 to include "The Pit." Construct sustainable ROV track through the Pit, while avoiding trails in wetland areas and along unstable slopes. Include two ingress/egress routes. Consider adding spectator/viewing areas near the edge of the Pit.
Z4-4	Demand for challenging 4x4 terrain	Continue to add 4x4 obstacles and technical trail features to the 4x4 track. Incorporate non-technical bypass options around the most difficult obstacles to maintain access for users with a variety of equipment and skill levels.
Z4-5	Zone has been designated for route and trail OHV recreation to enhance recreational experiences and protect sensitive resources	In cooperation with trail users, stakeholders, and partners evaluate existing system trails and non-system routes to determine locations for official system trails and routes. Remove non-system routes and rehabilitate non trail and route locations to natural conditions and protect these locations using educational signage and fencing as appropriate.







## PRAIRIE CITY STATE VEHICULAR RECREATION AREA

### ZONE 4 PLANNING RECOMMENDATIONS

**Existing Features**

Park Boundary	Wheelchair Access Viewing
Management Zone 4	Trials Obstacle
Other Management Zone	Gate
Parking	Building
Restroom	Fire Hydrant
Day Use Area	

**Recommendations**

New Zone 4 Boundary	New Parking Area
New Motorized Trail/Trail Connection (Approximate Location)	
Improved/Modified Motorized Trail With Trials Obstacle	
New Track (Approximate Location)	

**Wetland Type**

Artificial Pond	Seasonal Wetland
Riparian Wetland	Vernal Pool
Sediment basin	Obstacle Course/ Other Artificial Feature
Intermittent Stream/ Drainage	
Intermittent Artificial Pond	

**Other Features**

Maintained Tracks Area
ATV/Motorcycle/ROV Trail
Non-system Route
Paved Road
Dirt/Gravel Access Route
Fence

**Map Labels:** Teichert Rd, Scott Rd, Teichert Mine/The Pit, ROV Track, 4x4 Staging Area, 4x4 Track and Open Area, MINI RUBICON TRAIL, East Vendor Row, West Vendor Row, Prairie City SVRA Pro-Am MX Track, Coyote Gulch, Main Entrance Rd, SLUICE BOX TRAIL, COBBLE LOOP, FLUME TRAIL, GOLD DRUDGE TRAIL, MINER'S TRAIL, TV Practice Track, MX Practice Track, COUGAR TRAIL, QUAIL TRAIL, OAK HOLLOW TRAIL.

**Scale:** 0 300 600 FEET  
1 in = 600 ft

**ESRI World Hillshade**  
20210027.02 GRX 003-4

Source: Data received from State Parks in 2023.

Figure 6-5 Planning Recommendations – Zone 4





## Zone 5 (Yost)

Zone 5 comprises approximately 192 acres in the northwestern portion of Prairie City SVRA. It includes undulating topography with topographic features created by historic hydraulic mining debris. Sensitive resources in Zone 5 include Native American and mining cultural resources, wetlands throughout the southern portion of the zone with some wetlands dispersed through the northern portion of the zone. The Prairie City SVRA General Plan classifies the majority of Zone 5 as a Route and Trail System Use Area; however, there are no existing public uses of any roads or trails in this zone. The portions of this zone that are designated as a Developed Use Area contain park staff residences, which are accessed from Main Entrance Road.

With implementation of the RTMP and development of recreation facilities, Zone 5 would provide expanded opportunities for ATV and 4x4 vehicle use and, in sensitive and or buffer areas, hiking and mountain biking/e-biking. This zone includes approximately 1.4 miles of unpaved roads and 1.2 miles of paved roads.

### Zone 5 (Yost) Planning Recommendations

Table 6-6 and Figure 6-6 present the key issues and planning recommendations for Zone 5.

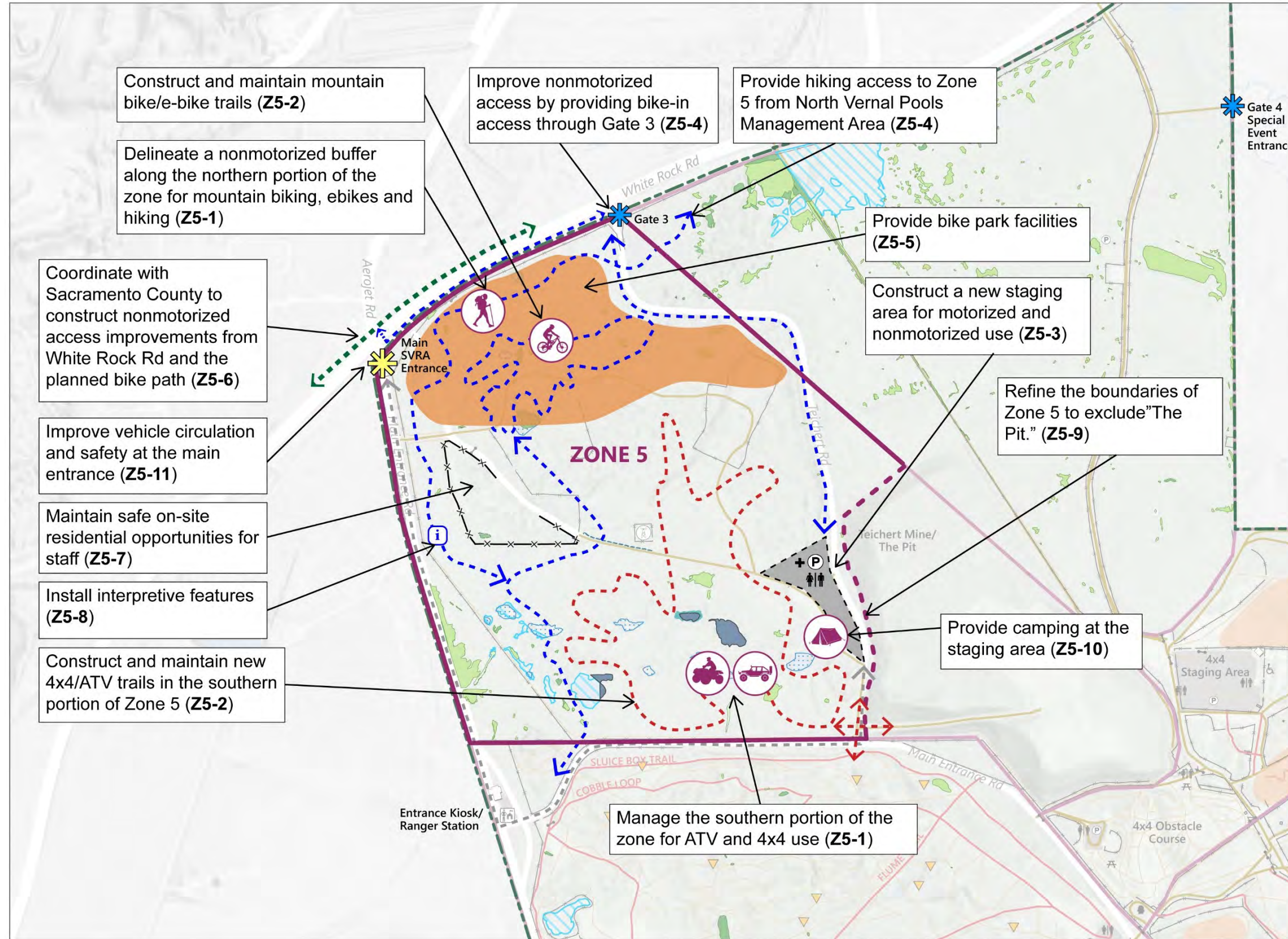
**Table 6-6 Planning Recommendations: Zone 5 (Yost)**

ID	Issue/Topic	Recommendation
Z5-1	Separate allowed uses to improve safety and preserve desired user experience	Open Zone 5 to public use. Install fencing and signage to delineate a nonmotorized buffer area in the northern portion of Zone 5. Allow mountain bikes, e-bikes, and hiking in the northern portion of Zone 5. Allow ATV and 4x4 use in the southern portion.
Z5-2	Demand for additional motorized and nonmotorized recreation opportunities in appropriate areas with no existing trails	Construct and maintain mountain bike/e-bike trails in the northern portion of Zone 5. Incorporate natural topography and optimize trail design for mountain bike use. Cycling experiences could include flow lines, pump track, dual slalom, a drop zone, and/or cross-country trails, as appropriate depending on the existing terrain. Construct and maintain new 4x4/ATV trails in the southern portion of Zone 5. Incorporate topographic features to provide trail features and diversity. Consider posting speed limits and creating directional trails to improve safety.
Z5-3	Limited facilities for motorized access in Zone 5	Provide public motorized access into the southern portion of Zone 5 from the main entrance road along Teichert Road. Construct a new staging area for both motorized and nonmotorized uses along Teichert Road. Include restrooms, and up to eight shade ramadas and picnic tables at the staging area. Include information and directional signage and maps on motorized and nonmotorized use areas.
Z5-4	Limited opportunities for nonmotorized access in Zone 5	Provide a shared nonmotorized and motorized use staging (see Z5-3). Provide the following options for nonmotorized user access: <ul style="list-style-type: none"> <li>▪ Vehicular access from the main entrance to the staging area along Teichert Road,</li> <li>▪ Hiking access into the northern portion of Zone 5 from the North Vernal Pool Management Area, and</li> <li>▪ Bike-in access from White Rock Road into Zone 5 through Gate 3 (see Z5-5).</li> </ul>
Z5-5	Unmet demand for diverse and challenging mountain bike opportunities	Provide bike park facilities for mountain bikes and e-bikes including a nonmotorized staging area. Bike park facilities may include: <ul style="list-style-type: none"> <li>▪ a pump track,</li> <li>▪ dirt jumps,</li> <li>▪ a kids pump/strider track, and/or</li> <li>▪ a BMX track.</li> </ul>



ID	Issue/Topic	Recommendation
Z5-6	Improve safety for nonmotorized access to the zone	<p>Coordinate with Sacramento County to design and construct nonmotorized access improvements to provide bicycle connectivity from the proposed class 1 multi-use trail along the north side of White Rock Road into Zone 5 at Gate 3. Access improvements could include:</p> <ul style="list-style-type: none"> <li>▪ Install a pedestrian crossing of White Rock Road at the intersection of White Rock Road and the main entrance road.</li> <li>▪ Construct a bicycle trail in the White Rock Road easement outside of Prairie City SVRA from the main entrance to Gate 3.</li> <li>▪ Modify Gate 3 to provide bicycle and pedestrian access. Install and maintain signage and size limiters (e.g., stiles, bollards) to discourage access by motorized vehicles. Install a self-serve pay station.</li> <li>▪ Provide a bike and pedestrian lane along Teichert Road from Gate 3 to the staging area.</li> </ul>
Z5-7	Maintain safe on-site residential opportunities for staff	Delineate a minimum 100-foot boundary around the staff residences to exclude public access. Maintain resident/administrative access only from the main entrance road near the main entrance to the staff residences.
Z5-8	Opportunities to increase visitor understanding of the parks natural and cultural resources	Design, install, and maintain interpretive panels or other features to interpret the historical mining and Native American uses of the area.
Z5-9	Align administrative boundaries with allowed uses	Revise the boundaries of Zone 5 to exclude “The Pit.”
Z5-10	Latent demand for camping	Allow camping at the staging area (eight sites). Add a shower facility for campers. Accommodate both day and camping uses on a first come first serve basis. Number and delineate the sites as necessary (Figure 6-6).
Z5-11	Improve safety and vehicular traffic flow at the main entrance	<p>Enhance traffic flow and safety at the main entrance (see Figure 6-7). Possible improvements could include:</p> <ul style="list-style-type: none"> <li>▪ Relocate the SMUD utility pole that is very close to the west side of the entrance,</li> <li>▪ Improve the turning radius into the park from White Rock Road for eastbound traffic to accommodate trucks/trailers up to 75 feet long,</li> <li>▪ Widen entrance road apron,</li> <li>▪ Install a deceleration lane for eastbound traffic entering the park from White Rock Road,</li> <li>▪ Install an acceleration lane for traffic exiting the park and heading east on White Rock Road,</li> <li>▪ Install a dedicated left hand turn pocket or eliminate a portion of the island barrier to provide better access to the shared left hand turn lane for westbound traffic entering park unit off White Rock Road, and/or</li> <li>▪ Install improvements for traffic exiting park and heading west on White Rock Road.</li> </ul>





## PRAIRIE CITY

### STATE VEHICULAR RECREATION AREA

### ZONE 5 (YOST)

#### PLANNING RECOMMENDATIONS

**Existing Features**

Park Boundary	Day Use Area
Yost Management Zone	Wheelchair Access Viewing
Other Management Zone	Gate
Ranger Station	Building
Park Entrance	Cell Phone Tower
Maintained Tracks Area	Non-system Route
ATV/Motorcycle/ROV Trail	Paved Road
Dirt/Gravel Access Route	Future Bike Path (Sacramento County)
Future Bike Path (Sacramento County)	Waterbodies/waterways
Fence	Artificial Pond
Waterbodies/waterways	Palustrine Emergent
Artificial Pond	Seasonal Wetland
Palustrine Emergent	Vernal Pool
Seasonal Wetland	Intermittent Artificial Pond
Vernal Pool	Vernal Swale
Intermittent Artificial Pond	Emergent Wetland Fringe

**Recommendations**

New Zone Boundary	Vehicular Access to Parking Area
New Nonmotorized Trail (Approximate Location)	New Interpretive Feature
New Motorized Trail /Trail Connection (Approximate Location)	New Fence
New Track (Approximate Location)	New Parking Area with Restrooms
Park Entrance for Nonmotorized Uses	

Main SVRA Entrance, NORTH VERNAL POOL MA, EAST VERNAL POOL MA, ZONE 4, ZONE 3, ZONE 7, ZONE 2, ZONE 6, ZONE 1, Main Staging Area

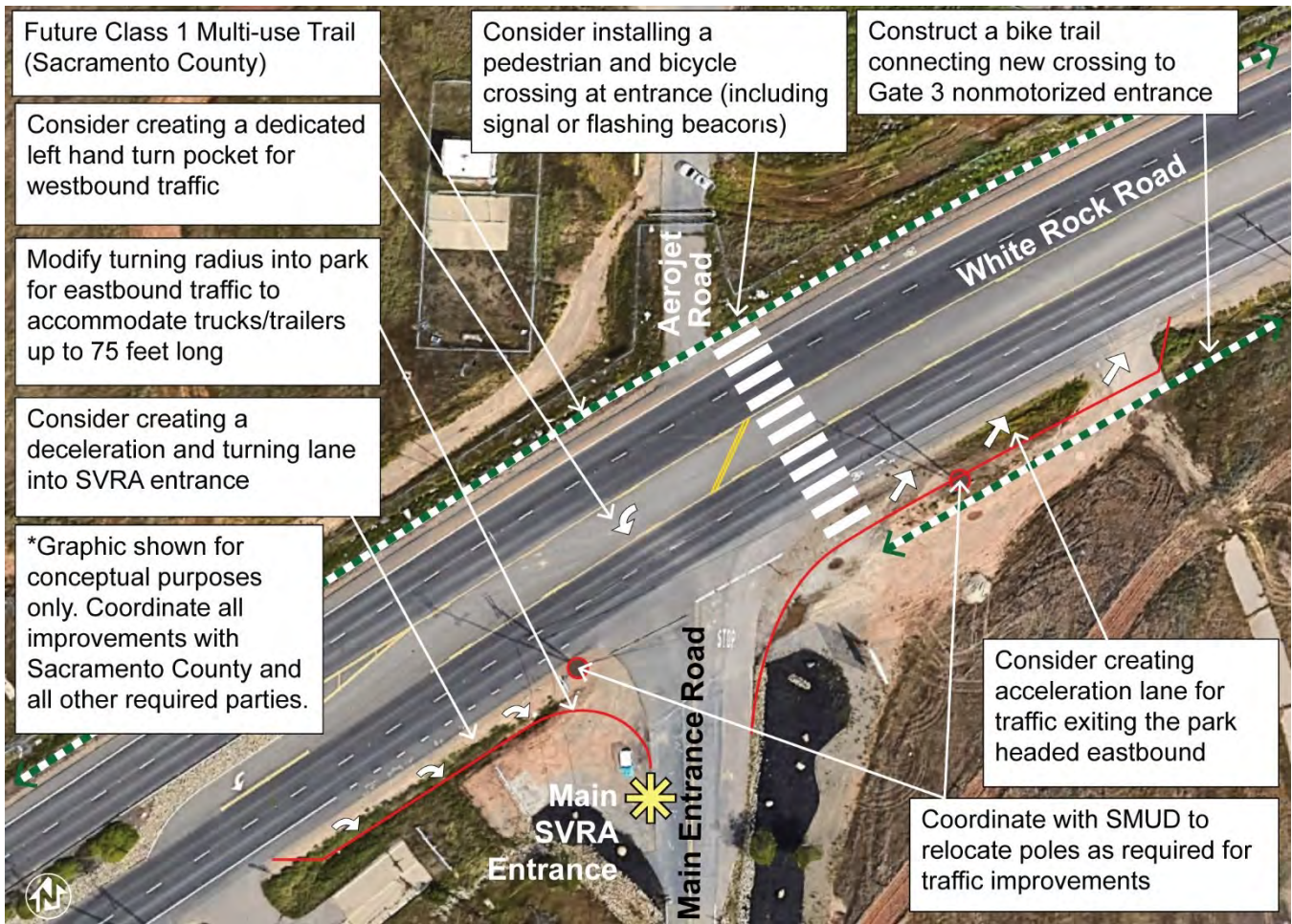
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1 in = 600 ft

ESRI World Hillshade 20210027.02 GRX 003-6

Source: Data received from State Parks in 2023.

Figure 6-6 Planning Recommendations – Zone 5 (Yost)





Source: Data received from State Parks in 2023.

**Figure 6-7 Proposed Improvements to White Rock Road at the Main Entrance**

### Zone 6 (Ehnisz)

Zone 6 comprises approximately 228 acres in the portion of Prairie City SVRA west of Main Entrance Road. Zone 6 is relatively flat and open. Sensitive resources in Zone 6 include some concentrated areas of wetlands along the western portion of the zone and dispersed throughout the rest of the zone. Zone 6 is designated as a Route and Trail System Use Area; however, there is no existing public access. Easements for a haul road and a solar energy project are located through the southern portion of Zone 6. The easement area may be developed in the future, in which case, any trails through that area may require relocation or redesign. Land use covenants also apply in this zone, which prohibit the use of groundwater for human consumption.

With implementation of the RTMP and development of recreation facilities, Zone 6 would provide expanded opportunities for ROV, ATV and motorcycle use and, in sensitive and buffer areas, hiking and mountain biking/e-biking. This zone includes approximately 1.6 miles of unpaved roads. These existing gravel roads maintained by Aerojet currently, and will continue to, provide access to Aerojet groundwater test wells.

\*See note in Zone 1 regarding existing and potential easements that also apply to Zone 6 (Ehnisz).

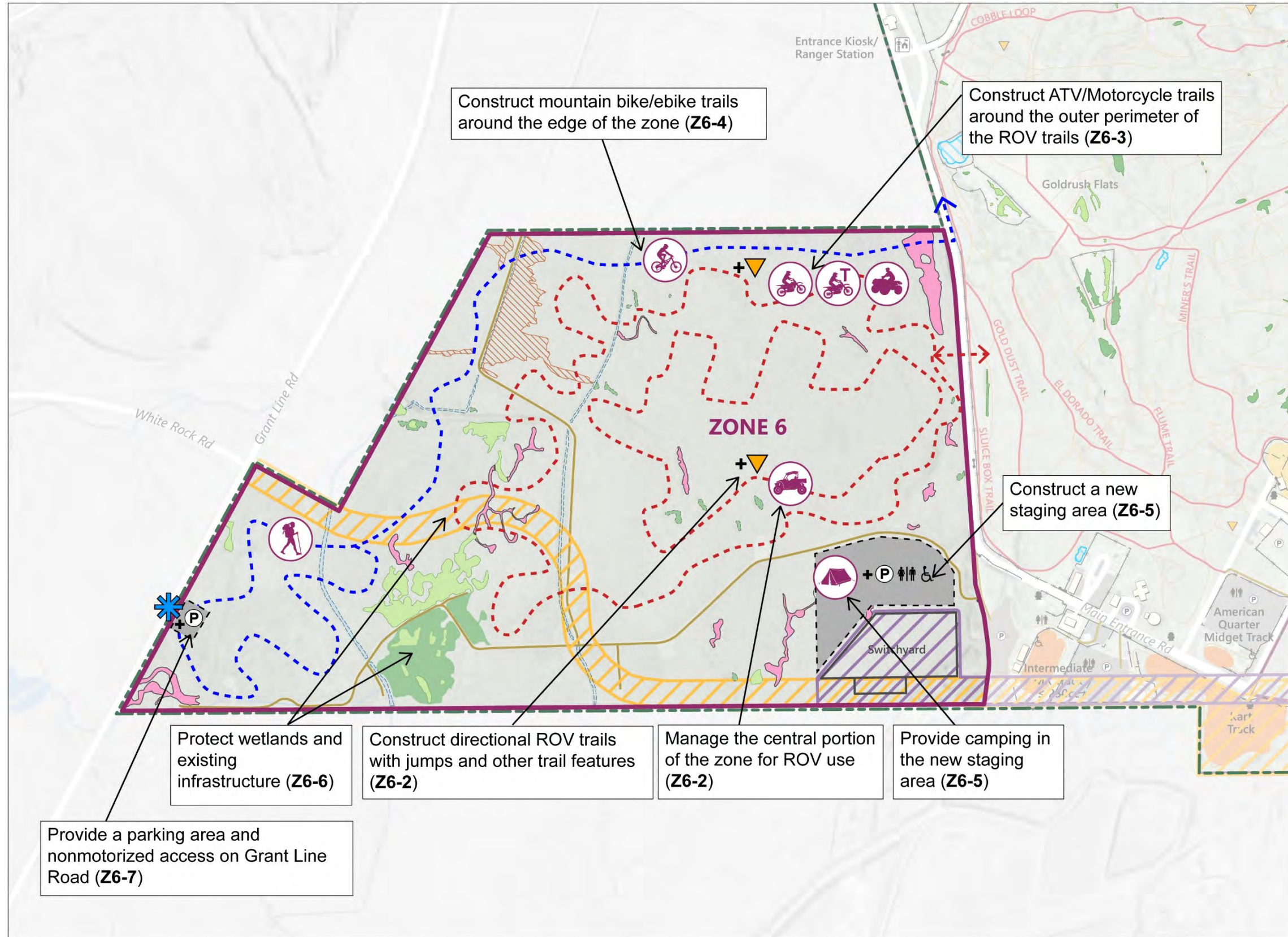
## Zone 6 (Ehnisz) Planning Recommendations

Table 6-7 and Figure 6-8 present the key issues and planning recommendations for Zone 6.

**Table 6-7 Planning Recommendations: Zone 6 (Ehnisz)**

ID	Issue/Topic	Recommendation
Z6-1	Separate allowed uses to improve safety and preserve desired user experience	Open Zone 6 to public use for ROVs, ATVs, motorcycles, and mountain bikes/e-bikes. Minimize potential conflicts between use types by designating different trails for different use types (see Z6-2, Z6-3, and Z6-4).
Z6-2	Demand for higher-speed ROV opportunities in appropriate areas with no existing trails	Construct and maintain new ROV trails in the center of Zone 6. Include directional trails that accommodate higher speed “Baja” uses. Construct jumps and other trail features. Include signage to indicate allowed use types, direction of travel, and speed limits.
Z6-3	Demand for additional ATV and motorcycle recreation opportunities in appropriate areas with no existing trails	Construct and maintain new motorcycle, trials motorcycle, and ATV trails around the outer perimeter of the ROV trails. Include directional trails that accommodate higher speed uses. Construct jumps and other trail features. Include signage and width limiters (e.g., bollards) to indicate allowed use types and direction of travel.
Z6-4	Demand for additional nonmotorized recreation opportunities in appropriate areas with no existing trails	Construct and maintain new mountain bike/e-bike trails in the buffer area around the outer perimeter of Zone 6. Bicycle experiences could include flow lines, dual slalom, cross country trails. Include signage and width limiters (e.g., stiles, bollards) to indicate allowed use types.
Z6-5	Latent demand for camping and motorized recreation access facilities	Construct and maintain a new staging area and camping. Include restrooms, up to 15 shade ramadas and picnic tables, and a shower facility for campers. Accommodate both day-use and camping uses on a first come first serve basis. Number and delineate the shade ramadas/campsites as necessary.
Z6-6	Protect wetlands and existing infrastructure	Minimize crossings of existing Aerojet access roads and design trail crossings to be perpendicular to the roads. Ensure adequate line of sight for both road and trail users at each crossing. Design trails to minimize disturbance to existing wetlands and existing or proposed infrastructure.
Z6-7	Limited opportunities for nonmotorized access in Zone 6	Build a 10-15 car parking area off Grant Line Road to provide access to nonmotorized trails. Include pay station and restrooms.





## PRAIRIE CITY

### STATE VEHICULAR RECREATION AREA

### ZONE 6 (EHNISZ)

#### PLANNING RECOMMENDATIONS

<b>Existing Features</b>	
Park Boundary	Ehnisz Management Zone
Other Management Zone	Ranger Station
Park Entrance	Wheelchair Access Viewing
Building	Gate
Maintained Tracks Area	Environmental Training Center
Paved Road	Dirt/Gravel Access Route
Fence	CCAR Easement (Proposed)
Haul Road Easement	Seasonal Wetland Swale
Roadside/Irrigation Ditch	Seasonal Wetland Area
Problematic Farmed Wetland Area	Vernal Pool

<b>Recommendations</b>	
New Motorized Trail/Trail Connection With Trail Feature (Approximate Location)	New Training Area (Approximate Location)
New Nonmotorized Trail (Approximate Location)	Park Entrance for Nonmotorized Uses
New Parking Area with Restrooms and Wheelchair Access Viewing	New Parking Area

ESRI World Hillshade  
 20210027.02 GRX 003-7

Source: Data received from State Parks in 2023.

**Figure 6-8 Planning Recommendations – Zone 6 (Ehnisz)**





## North Vernal Pool Management Area

The North Vernal Pool Management Area (NVPMA) comprises approximately 168 acres in the northern portion of Prairie City SVRA. It includes native vegetation on flat topography punctuated by vernal pools. As its name indicates, this zone contains a high concentration of vernal pools and other types of wetlands and is managed for protection of these resources. The area is not open to OHV recreation, but guided hikes have been provided in this area in the past. Gate 4 is located at the eastern edge of this zone and provides access to the park during large special events, such as Hangtown Motocross Classic. The NVPMA includes approximately 0.8 miles of unpaved roads and 0.1 mile of paved road.

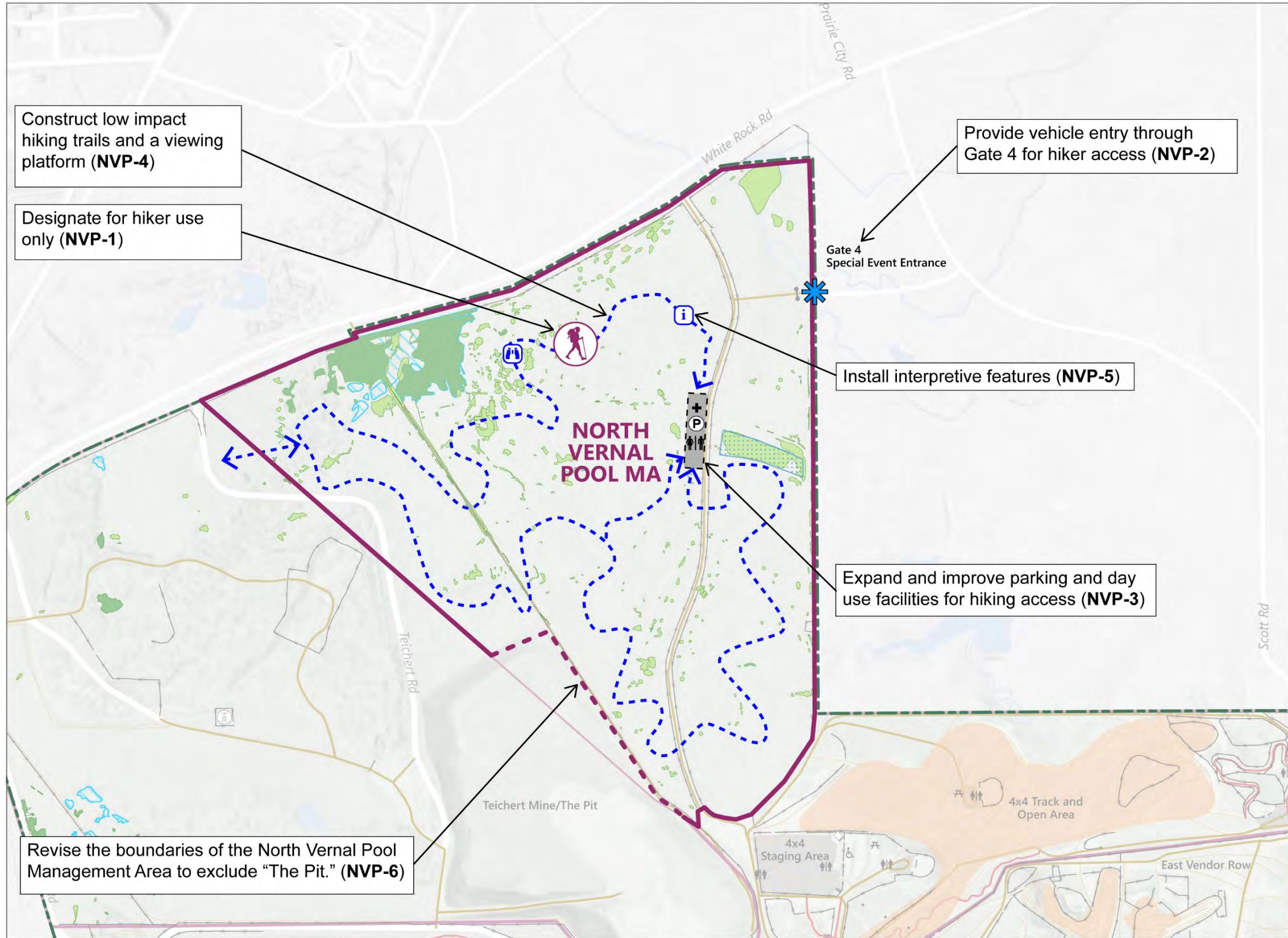
### NVPMA Planning Recommendations

Table 6-8 and Figure 6-9 present the key issues and planning recommendations for NVPMA.

**Table 6-8 Planning Recommendations: NVPMA**

ID	Issue	Recommendation
<b>NVP-1</b>	Designate allowed uses to protect resources and preserve desired user experience	Designate the NVPMA for hiker use only.
<b>NVP-2</b>	Limited existing access for nonmotorized use	Provide vehicle access for hikers through Gate 4 with access to the existing parking area.
<b>NVP-3</b>	Lack of existing nonmotorized access facilities	Expand and improve the existing parking area to provide parking for up to 25 vehicles and day use facilities, such as restrooms, self-pay station, up to five shade ramadas and picnic tables, trash, and interpretive features.
<b>NVP-4</b>	Demand for nonmotorized recreation	Construct a hiking trail beginning at the existing parking area that incorporates low impact trail construction techniques that avoid direct disturbance to vernal pools, minimizes disruption of surface hydrology, and discourages off-trail hiking, such as elevated permeable causeways and/or boardwalks. Construct and maintain an elevated viewing platform up to 20-foot by 20-foot in size in a location that provides a view of vernal pools and a variety of native plants.
<b>NVP-5</b>	Opportunities to increase visitor understanding of the parks natural and cultural resources	Design, install, and maintain interpretive panels or other features to interpret the natural and cultural history of the area. Include interpretive features at the trailhead, along the hiking trail, and at the viewing platform.
<b>NVP-6</b>	Align administrative boundaries with allowed uses	Revise the boundaries of the North Vernal Pool Management Area to exclude "The Pit."





## PRAIRIE CITY

### STATE VEHICULAR RECREATION AREA

### NORTH VERNAL POOL MA

#### PLANNING RECOMMENDATIONS

**Existing Features**

- Park Boundary
- Vernal Pool MA Management Zone
- Other Management Zone
- Park Entrance
- Wheelchair Access Viewing
- Parking
- Gate
- Day Use Area
- Building
- Maintained Tracks Area
- ATV/Motorcycle/ROV Trail
- Non-system Route
- Paved Road
- Dirt/Gravel Access Route
- Fence
- Waterbodies/waterways

**Wetland Type**

- Palustrine Emergent
- Seasonal Wetland
- Vernal Pool
- Artificial Pond
- Seasonal Wetland Depression

**Recommendations**

- New North Vernal Pool MA Boundary
- New Nonmotorized Trail (Approximate Location)
- New Interpretive Feature
- New Viewing Platform
- Park Entrance for Nonmotorized Uses
- New Parking Area with Restrooms

0 300 600 FEET  
1 in = 600 ft

ESRI World Hillshade  
20210027.02 GRX 003-5

Source: Data received from State Parks in 2023.

**Figure 6-9 Planning Recommendations – Vernal Pool Management Areas**





## Zone 7 (Barton)

The Barton Management Zone comprises approximately 67 acres in the southeastern corner of Prairie City SVRA. It consists of a valley containing grasslands and blue oak woodlands. Sensitive resources in Barton include some areas containing cultural resources and a tributary to Coyote Creek. The Prairie City SVRA General Plan classifies the majority of Zone 7 (Barton) as a Stormwater Management Use Area, which is an area planned to treat stormwater runoff, improve water quality, and incorporate water quality improvement facilities and stormwater control features. The Barton Management Zone does not currently have existing public access, roads, or trails.

A Teichert subsidiary holds an existing 100-foot-wide exclusive easement in the western and northern boundaries of this zone. This easement predates State Parks' acquisition of the property. The easement allows the development of an aggregate conveyor system, which would preclude access to the zone. Future public use of the zone would be dependent on securing alternate access to the area.

The Prairie City SVRA Barton Ranch Property Acquisition Initial Study/Mitigated Negative Declaration (State Parks 2012) states that this property would have fencing placed around the periphery of the property that does not already have fencing and the property would not be open to the public. A gate would be installed that would allow authorized access to the property for resource management. Resource management would focus on maintaining existing native habitat values on the site and removing downed trees, tree limbs, and other debris from Coyote Creek and other areas of the property, as needed.

Additionally, the Prairie City SVRA General Plan identifies this zone as a stormwater management area that allows stormwater protection features and facilities. The General Plan does not explicitly preclude public use.

Given these evaluations and determinations, no public access is recommended in this zone at this time. Administrative access and use of the site is permitted. Should legal public access to the property be established in the future, or other changes occur that affect public use and access, nonmotorized public use could be considered at that time.

### Zone 7 (Barton) Planning Recommendations

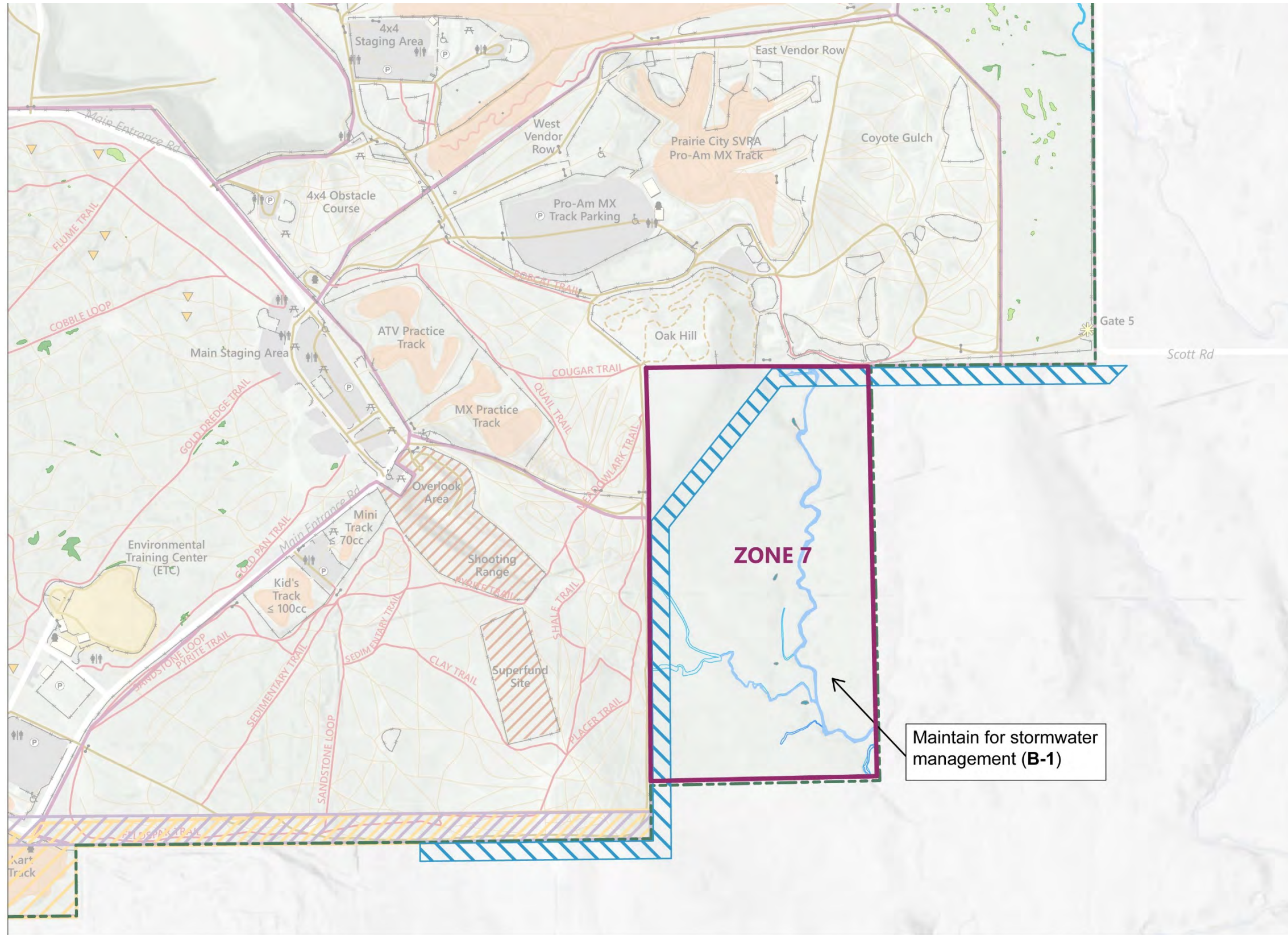
Table 6-10 and Figure 6-10 present the key issues and planning recommendations for Barton.

**Table 6-10 Planning Recommendations: Zone 7 (Barton)**

ID	Issue	Recommendation
<b>B-1</b>	Address stormwater runoff from upstream activities and maintain consistency with the purpose of acquisition	Maintain Zone 7 (Barton) for stormwater management.







## PRAIRIE CITY

### STATE VEHICULAR RECREATION AREA

### ZONE 7 (BARTON)

#### PLANNING RECOMMENDATIONS

**Existing Features**

- Park Boundary
- Barton Management Zone
- Other Management Zone
- Park Entrance
- Maintained Tracks Area
- Environmental Training Center
- Paved Road
- Dirt/Gravel Access Route
- Fence
- Teichert 100-foot Easement
- CCAR Easement (Proposed)
- Haul Road Easement

**Wetland Type**

- Ephemeral Drainage
- Seasonal Drainage
- Intermittent Stream/Drainage
- Wetlands

ESRI World Hillshade  
20210027.02 GRX 003-8

Source: Data received from State Parks in 2023.

**Figure 6-10 Planning Recommendations – Zone 7 (Barton)**





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