SECTION 7 APPENDICES

CONTENTS

This page intentionally left blank.

7.1 GLOSSARY

ADA. Americans with Disabilities Act of 1990, a federal law prohibiting discrimination against people with disabilities and requiring that public facilities be accessible to people with disabilities. For the purposes of this plan, it refers to the standards established for accessibility by the U.S. Access under the Architectural Barriers Act.

ARC. American River Conservancy. A nonprofit.

ASRA. Auburn State Recreational Area. Adjacent to FLSRA.

CEQA. California Environmental Quality Act, which was established shortly after the federal National Environmental Policy Act (NEPA) in 1969. CEQA requires public involvement in and review of projects that would result in an impact on California's natural and cultural resources.

CLASSIFICATION. The designation indicating the intended use and maintenance specifications for a particular trail.

EQUESTRIAN TRAILS. Trails that are primarily designated for use by horse riders. Hikers may also use these trails but are not the intended primary user. These trails are designed to meet the requirements of horses and their riders, protect resources, and achieve sustainability. They are not intended to be multiuse or accessible trails.

HYDROLOGY. The physical properties, distribution, and circulation of water on the surface of the land, in the soil, in underlying rocks, and in the atmosphere.

MITIGATE. Actions that are undertaken to avoid, minimize, reduce, eliminate, or rectify the adverse impacts of a management practice or trail use.

MOUNTAIN BIKE TRAIL. Trails that have been designated for use by nonmotorized bicycles equipped for off-road use. Hikers may also use these trails but they are not the intended primary user. These trails are designed to meet the requirements of mountain bikes and their riders, protect resources, and achieve sustainability. They are not intended to be equestrian, multiuse, or accessible trails.

MULTIUSE TRAILS. For DPR, multiuse trails are designed to accommodate at least two user groups in addition to pedestrians—usually bike and horse riders. Multiuse trails can create linkages between critical access or interest points within a trail network. They are not intended to be the solution to all trail user dispersion issues. Multiuse trails require fewer resources to construct and maintain and often minimize impacts to cultural and natural resources.

NONSYSTEM TRAILS. Trails not recognized, designated, nor maintained by the park.

REHABLITATION. The necessary work to restore a trail or trail system to its classification standards, including returning a work site or a damaged area to its original state. Trail rehabilitation, aka site restoration, is required to mitigate or correct damage or disturbance to wildlife, cultural resources, vegetation, soils, or water courses created by trail construction, maintenance, or visitor use.

SIGHT DISTANCE. The visible, unobstructed forward and rear view of a trail user from any given point on a trail.

SPECIFICATIONS. Standards to which trails and trail structures are built and maintained as determined by the trail's classification.

SUSTAINABLE TRAILS. A trail designed, constructed, or reconstructed to a standard that does not adversely impact natural and cultural resources, can withstand the impacts of the intended user group, and requires only routine cyclical maintenance. A sustainable trail must meet the needs of the intended user group to such a degree that they do not deviate from the established trail alignment.

SYSTEM TRAILS. Trails recognized, designated, and maintained by the park.

TRAILHEAD. An access point to a trail, often accompanied by various public facilities, such as a parking area, drinking water, restrooms, informational signs, and staging areas.

TRAIL LOG. An inventory of the physical features and conditions of a trail by trail footage.

WATERSHED. A region or area that is joined peripherally by a water parting formation, such as a ridge, hill, or mountain range, and that drains into the same water course or body.

WORK LOG. A detailed listing, by location, of existing trail elements and/or specific modifications (reengineering, reconstruction, etc.) designed to improve trail conditions.

7.2 VISITOR SURVEYS AND RESPONSES

MEMORANDUM

To: Isby Fleischmann, PlaceWorks

From: Kim Voros, Alta

Date: March 23, 2022

Re: Folsom RTMP

Introduction

As part of the Folsom Area State Parks Road and Trail Management Plan (RTMP), a user survey was conducted to gather information about how the trail system is currently used and understand what types of improvements the public might like to see. The results of the survey will be used to inform plan development. This memorandum contains the following information:

- **Survey Design, Public Outreach and Respondent Demographics.** This includes a description of the survey instrument, the associated outreach and a discussion of respondent demographics. A description of a previous survey completed in 2013/2014 is also included. The 2013/2014 survey results are found in **Appendix B.**
- **Key findings** that providing an overall understanding of the survey responses as well as insights into topics of interest such as the reported reasons for park use.
- **Graphs and tables** providing insight into the answers for specific survey questions. This memo includes charts and figures illustrating the results from the web survey. Unless otherwise noted, results from the app-based survey are generally consistent with the web survey.
- **Survey Mapping.** This memo includes two maps. The first relates survey respondents self-reported status as a local or nonlocal to typical park entry points and parking locations. The second relates reported trail use types to typical park entry points and parking locations. Maps are inserted in the body of the memo and also found in **Appendix A.**

Key Findings from Survey Respondents

- **Respondents are** overwhelmingly white, male, middle aged, and live in households with high annual incomes. About 70 percent of people reported using the park weekly; 18 percent of people reported using the park daily and over 40 percent reported mountain biking as a primary use.
- The **most common reason for visiting** Folsom Area State Parks was to **use the trail system**, which is unsurprising given the survey targeted trail users. This is true for people that who identified themselves as living 'near' the parks or 'far away'.
- Three-fourths of respondents travel to Folsom Area State Parks alone and **then meet up with a group**. About half of all groups are comprised of either three or four people.
- Over **half of people drive** to the park. About 25 percent of respondents reported biking to the park.
- Most **people that do not drive to the park enter through an informal connection** rather than an official, designated entry point.
- About 60 percent of **all park visits are more than 2 hours long** and almost all respondents (97 percent) reported that a typical visit is at least one hour long.
- **The most common trail use for respondents was mountain biking (43 percent) followed by hiking or walking**. Considering road bike and e-bike use, over half of respondents use trails for some form of biking. In nearly all cases, regardless of their main reasons for visiting the parks, the plurality of respondents reported using the trails for mountain biking purposes. For those respondents visiting for nature viewing, leisure, or cultural features, the most common trail usage was hiking or walking.
- The trail **qualities valued most highly** by respondents were the **diversity of trail difficulty levels** (25 percent), **trail loop options** (18 percent), and **regional trail connections or long-distance routes** (14 percent).
- **A majority of respondents have a positive perception of the trail system**, particularly that the trails provide scenic views, difficulty levels suitable for all users, and are clean and safe. No more than 20 percent of respondents disagree with any of the statements, but those with the highest levels of disagreement are those regarding park information and wayfinding, and trail width to avoid conflicts between users.
- The **top issue detracting** from trail usage is a **lack of desired trail types** (31 percent of respondents selected), followed by **interactions with other users**, via user etiquette (21 percent) and **trail user conflicts** (16 percent). Users are generally not dissuaded by the current parking or amenity provisions.
- When asked about **potential park improvements**, respondents overwhelmingly selected options involving **expanded mountain biking trail types**, but more broadly for expanding the number of trail options for all user types.
- Key themes that emerged from write in answers include trail overcrowding / overuse, etiquette among all user groups, question about the legality of e vehicles use on trails, requests for increased enforcement along trails, concerns over homeless encampments, concerns over personal safety and requests for more mileage of trails open to mountain bikes.

Survey Design, Public Outreach and Respondent Demographics

Survey Design

The 2021 Folsom Area RTMP Trail Use survey was conducted as part of the planning effort's public outreach. The survey questions were developed using the 2013/2014 survey, which is described in detail later in this memo, as a starting point.[1] The 2021 survey was made available as both an online survey and through California Department of Parks and Recreation's (State Parks) smartphone app provided by OuterSpatial (State Parks trail app). This trails app was initially launched in 2021, and this was the first app-based survey (referred to as a 'Challenge') conducted using the app. The Challenge allowed deployment of the survey in discreet geographic areas of the park.[2] The survey asked users to answer a series of questions about demographics, how they travel to and use the parks as well as attitudes and perceptions of the parks and trails. The web survey design was intended to provide an overall understanding of the park's travel patterns and use and while the challenge was intended to capture attitudes and perceptions about subareas of the park. Low response rates to the challenge made this analysis of subregions unfeasible. Possible reasons for the low number of survey responses include barriers to entry (e.g., downloading the app and creating a user name) and low levels of cell phone usage during park visits; the app may be more accessible for future projects assuming that public use of the State Parks trails app increases.

Public Outreach

A multi-pronged approach to outreach for the online survey and app were utilized to encourage broad participation.

Strategies included:

- **Project webpage.** The project website was maintained to provide information on the planning process, identified opportunities to participate, provided links to the online survey and app, allowed visitors to sign up for email updates, and provided an email address to contact with comments or questions.
- **Project contact list.** Emails were sent to the project contact list that announced opportunities to participate in the survey and other engagement activities. The project contact list included contacts from 2013 stakeholder outreach efforts, representatives of local and regional stakeholder groups, offices of regional agencies and elected official, individuals who contacted State Parks with question or comments related to Folsom Area State Parks trails prior to or during the planning process, and individuals who signed up for the contact list either through the project website and/or at pop-up events.
- **Social Media.** Posts encouraging survey participation were made Folsom Lake SRA Instagram and Facebook accounts.
- **Workshop**. Participation in surveys was encouraged at the virtual public workshop conducted for the project in October 2021.
- **Pop-up events.** Four pop-up events were conducted in Fall 2021 at events within or near the parks to encourage engagement in the planning process, with emphasis on survey opportunities. Pop-ups included the Folsom Electricity Fair (9/11/2021), the Folsom Peddler's Fair (9/19/2021), Granite Head Trails and Ales (10/9/21), and the Folsom Blues Half Marathon (10/17/2021).
- **Temporary Signs at Trailheads.** Signs were posted at trailheads announcing the planning process and encouraging participation in the survey. The signs provided QR codes to connect the project website and to download the State Parks' trails app.

---

[1] Folsom Lake SRA 2013 – 2014 Trail User Survey Results: https://www.parks.ca.gov/?page_id=28192

[2] The OuterSpatial app is geared towards the outdoor community and providers park and trail users with a one-stop shop for maps, news articles, directions, and other curated content about specific sites.

Through these combined strategies, survey opportunities were shared with numerous visitors and stakeholders of Folsom Lake SRA and the Folsom Powerhouse SHP. However, project outreach did not target potential visitors and stakeholders at the State level.

Survey Response and Demographics

Response to the survey was varied. While the web survey received responses from over 1,500 unique users, about 30 people responded to the challenge (OuterSpatial application). The typical survey respondent was white, male, middle aged, and lived in a household with no children and had a high annual income. Mountain biking was the most common reason stated for trail use. Given the accessibility of the web survey, it is possible that communities with specific interests self-selected, which may in turn affect the survey results. It may also be related to the abilities of interest groups to spread the word about the user survey, the accessibility of the survey via technology and the in-person outreach, which targeted the populations around the park itself, rather than potential visitors and stakeholders at the State level.

Comparison to Previous Surveys

Mentioned previously, the 2013/2014 survey was conducted as an intercept survey at 18 locations throughout the park. The survey was conducted at each location quarterly throughout the year on a weekday and weekend. Surveys were collected from about 760 participants. While trail users in this survey effort were also typically residents of surrounding counties and middle aged. The distribution of reasons for trail use was more varied and included a greater proportion of people who indicated hiking, road biking and trail running as their primary reason for trail use than the current survey, which cited mountain biking as the most common trail use. Demographic information collected during this survey effort was limited to age and zip code, which limits the amount of demographic comparison that is possible.

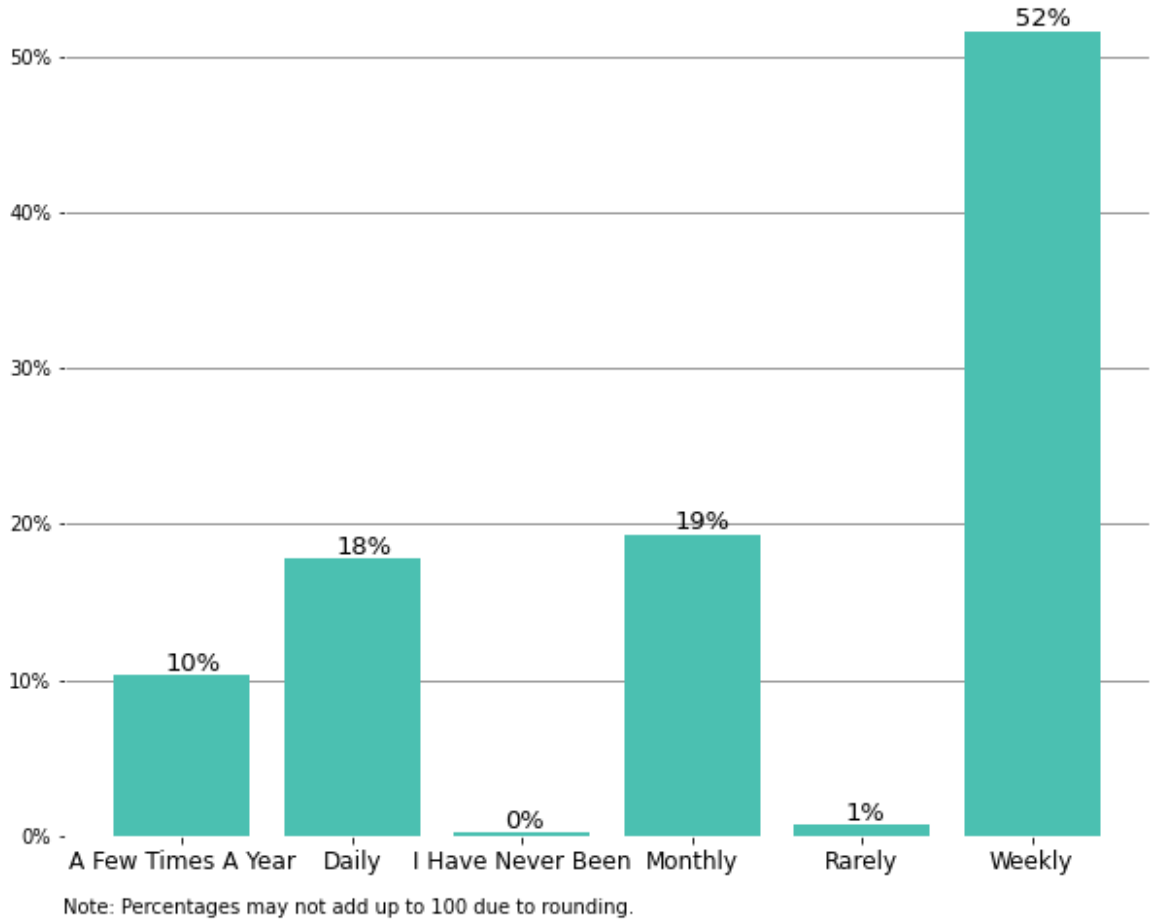
The analysis of individual questions, contained later in this memo, will include a summary of the answer from the 2013/2014 survey when comparable data is available. Methodology differences will also be noted. The primary difference is that the 2013/2014 survey asked users to select a single answer to many questions while the 2021 survey allowed users to select their top three answers.

Other key findings from the 2013/2014 survey included the following:

- The most popular entry points were Granite Bay and Nimbus Flat. Approximately 40% of respondents entered through these areas. Other common points of entry included Brown's Ravine, Beal's Point, Lake Natoma and other trail systems.
- The majority of people who drive to the parks were able to park at their desired destination.
- More than 70 percent of survey respondents use the trail for fitness, and almost 20 percent reported using the trails for general recreation.
- Most people thought the park provided enough opportunities trail related recreation, though mountain bikers were most likely to report dissatisfaction.
- The highest priorities for improvement recreational trail use were better trail maintenance, better signage and more trails. Nearly 20 percent of respondents said no improvements were needed.

2021 Detailed Survey Results

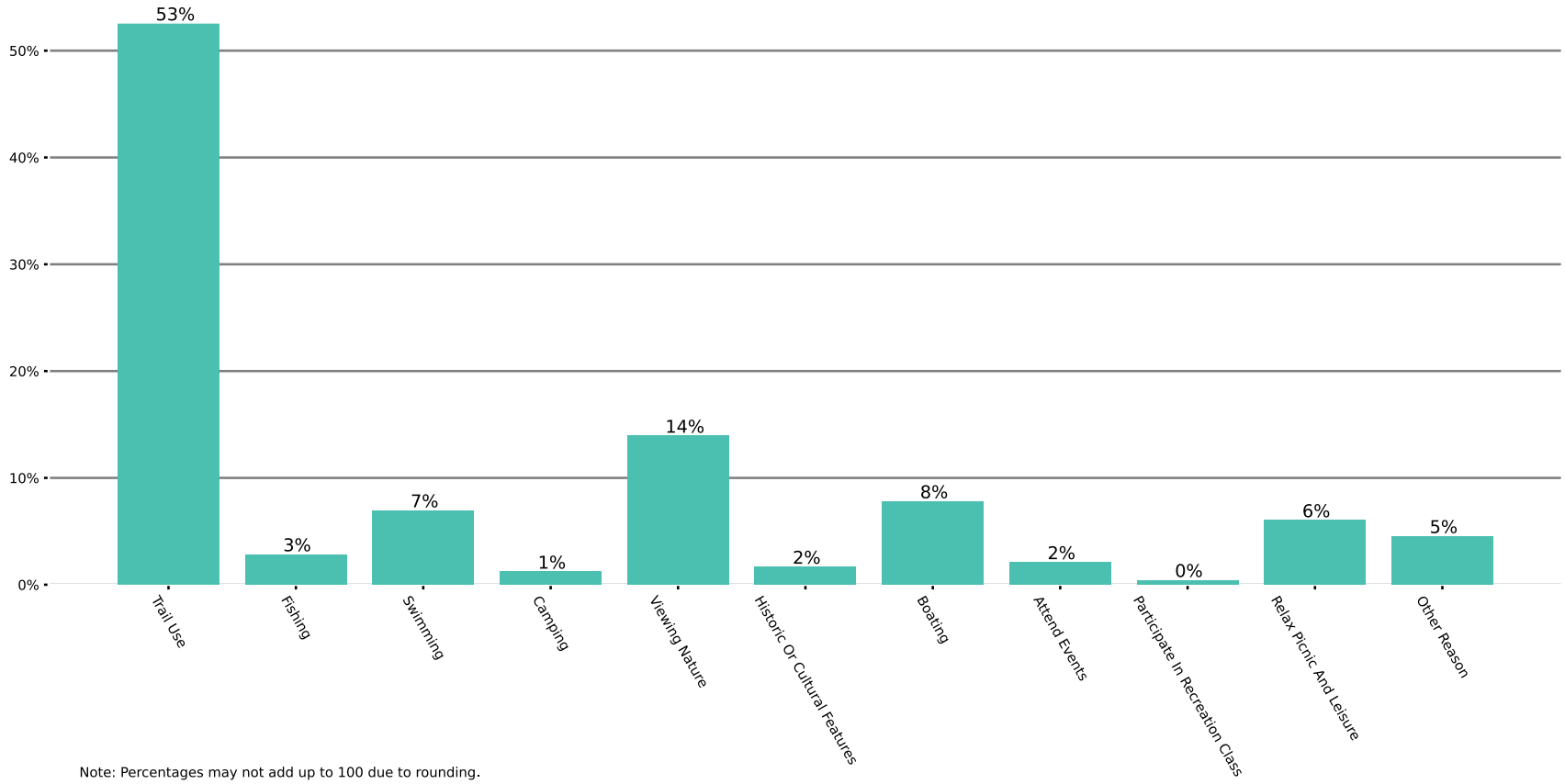
Question 1. How often to you recreate within the Folsom Lake SRA and the Folsom Powerhouse SHP (Folsom Area State Parks)? (N=1508)



Findings

Most people who responded to the web survey are frequent users of the park. About 70 percent of people reported using the park weekly; 18 percent of people reported using the park daily. These numbers are similar to patterns of use reported in the 2013/2014 survey, though slightly different wording of the question prohibits a direct comparison. These findings are consistent expected, given that outreach was focused around the park itself.

Question 2. What are the main reasons you visit these parks? (Choose up to three) (N=2821)



Note: Percentages may not add up to 100 due to rounding.

Findings

The most common reason for visiting Folsom Area State Parks was to use the trail system (53 percent). The second most selected response was viewing nature (14 percent), followed by water sports like boating (8 percent) and swimming (7 percent). Popular write in answers included horseback riding, mountain biking and paddling activities.

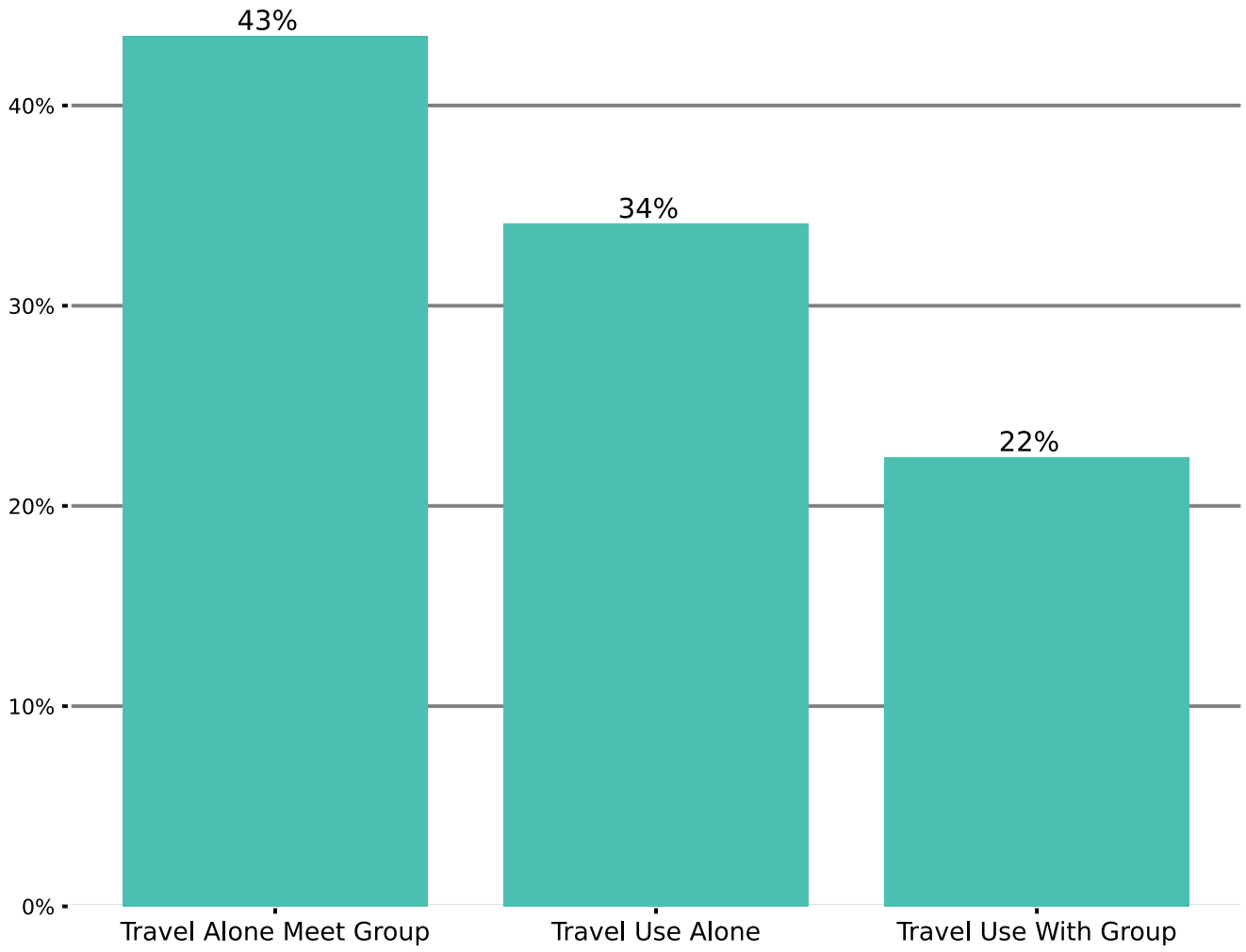
Table 1. Main Reason for Park Visitations, by Location of Home and Work

What are the main reasons you visit these parks?	Do you live or work near Folsom Area State Parks?			
	No		Yes	
	Number	Percent	Number	Percent
Trail use	324	60%	1129	51%
Viewing nature	63	12%	326	15%
Boating	26	5%	191	9%
Swimming	23	4%	170	8%
Relax picnic and leisure	24	4%	145	6%
Other reason	28	5%	95	4%
Fishing	17	3%	61	3%
Attend events	15	3%	44	2%
Historic or cultural features	8	1%	38	2%
Camping	8	1%	26	1%
Participate in recreation class	3	1%	9	0%

Cross-tabulation Findings

A greater percentage of respondents that do not live or work near Folsom Area State Parks visit the park for trail use. However, trail use is by far the most commonly reported reason that people come to use the Parks, which is to be expected given that the survey targeted trail users, not all park users. Those that live or work nearby report using the park for water sports like swimming and boating more frequently than those who do not live or work in the area.

Question 3. Do you typically travel to these parks by yourself or with others? (N=1502)

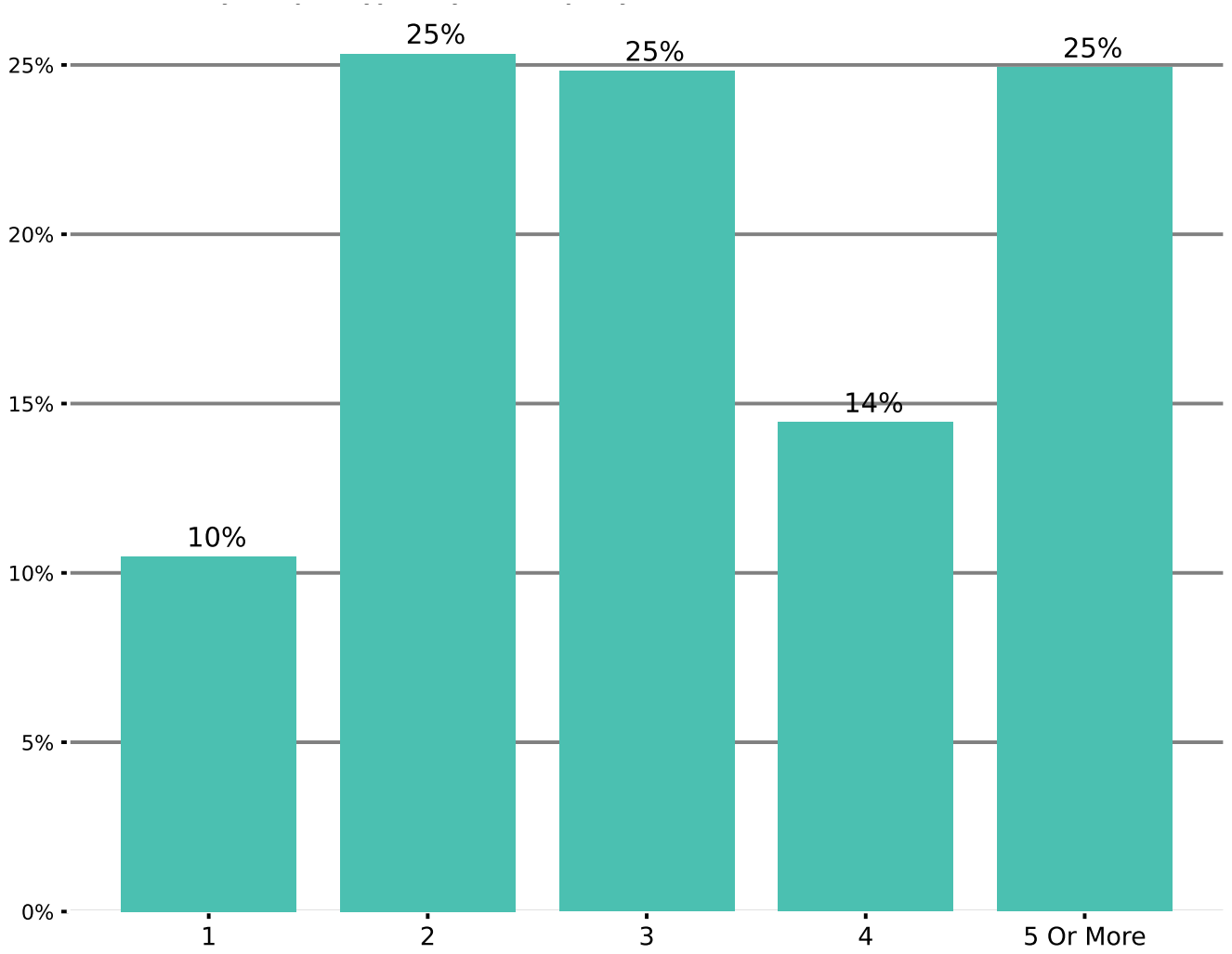


Note: Percentages may not add up to 100 due to rounding.

Findings

Three-fourths of respondents travel to Folsom Area State Parks alone, but the majority use the park in groups. Most frequently, respondents traveled to the park alone but met up with a group at the park. Respondents of the app-based survey reported using the park alone more frequently than traveling alone to meet a group. The 2013/2014 survey reported that about 25 percent of responders are solo users, as opposed to 34 percent in the 2021 survey. This finding is not surprising, given that the high response rate of people who live near the park and may find it more convenient to travel from their home and meet a group at the park.

Question 4. Branching logic (ask if answer to Question 3 indicated they use the park in a group) How many people typically accompany you when you make use of these parks? (N=983)



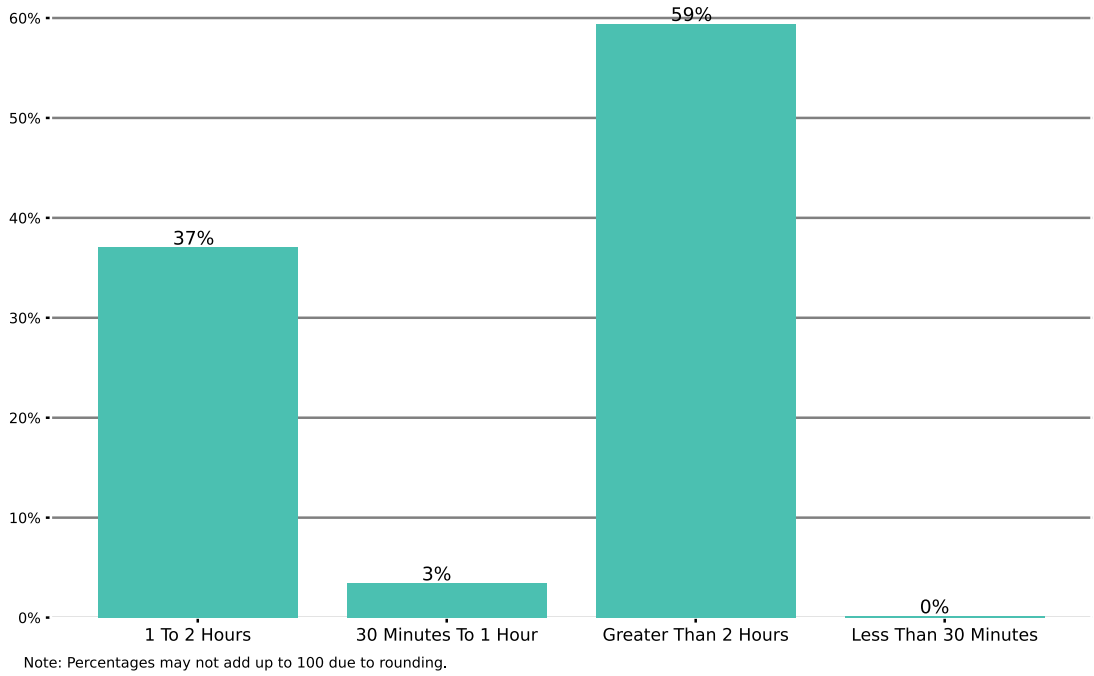
Note: Percentages may not add up to 100 due to rounding.

Findings

Group size varies for those using the park with others, but 90 percent of groups include at least three people and 50 percent of groups are comprised of either three or four people. Compared to the 2013/2014 survey, more people tend to use the park with smaller groups of people. This finding could be due many reasons including COVID-19, slight differences in the way this question was worded between the two surveys or differences in demographics of the user groups.

Question 5. How long is your typical visit to the park? (N=1488)

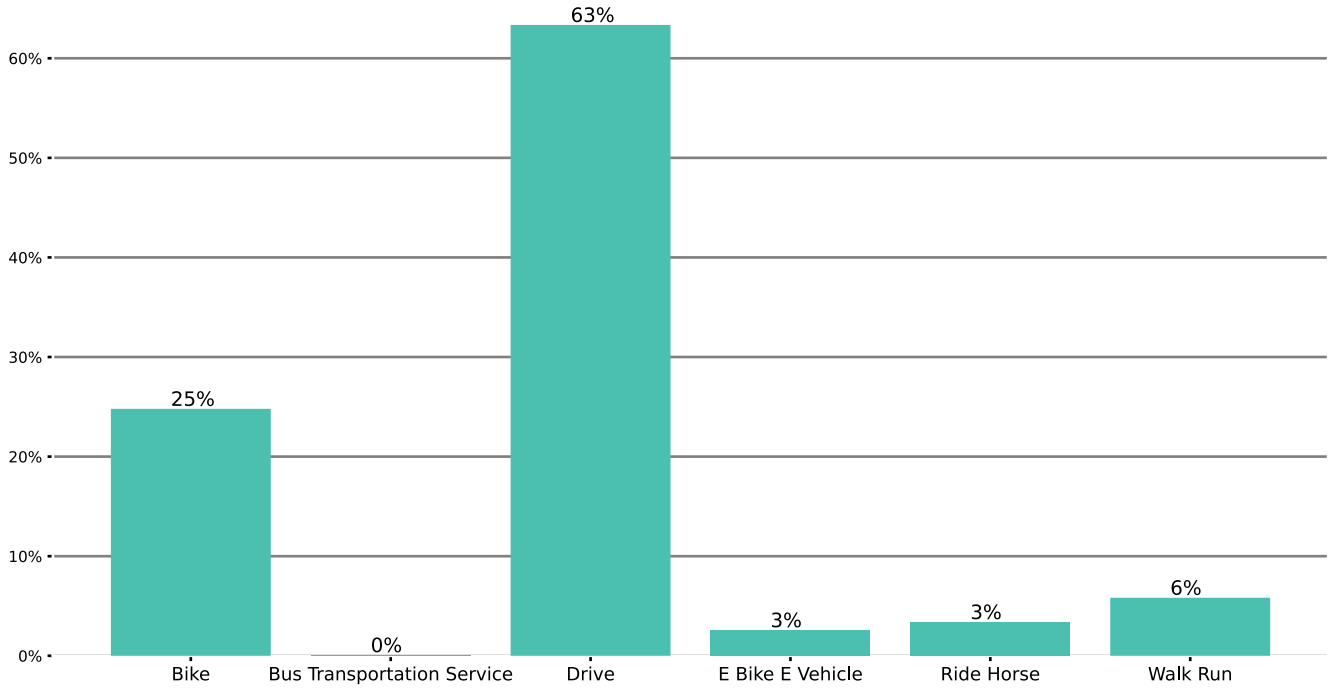
59



Findings

Most survey respondents are at the park for more than 2 hours per visit (59%). Nearly all users spend at least 1 hour at the park in a typical visit (97%). This answer is likely affected by the responder demographics, who typically use the trails for mountain biking,

Question 6. How do you typically get to these parks? (Choose the method you use most often) (N=1476)



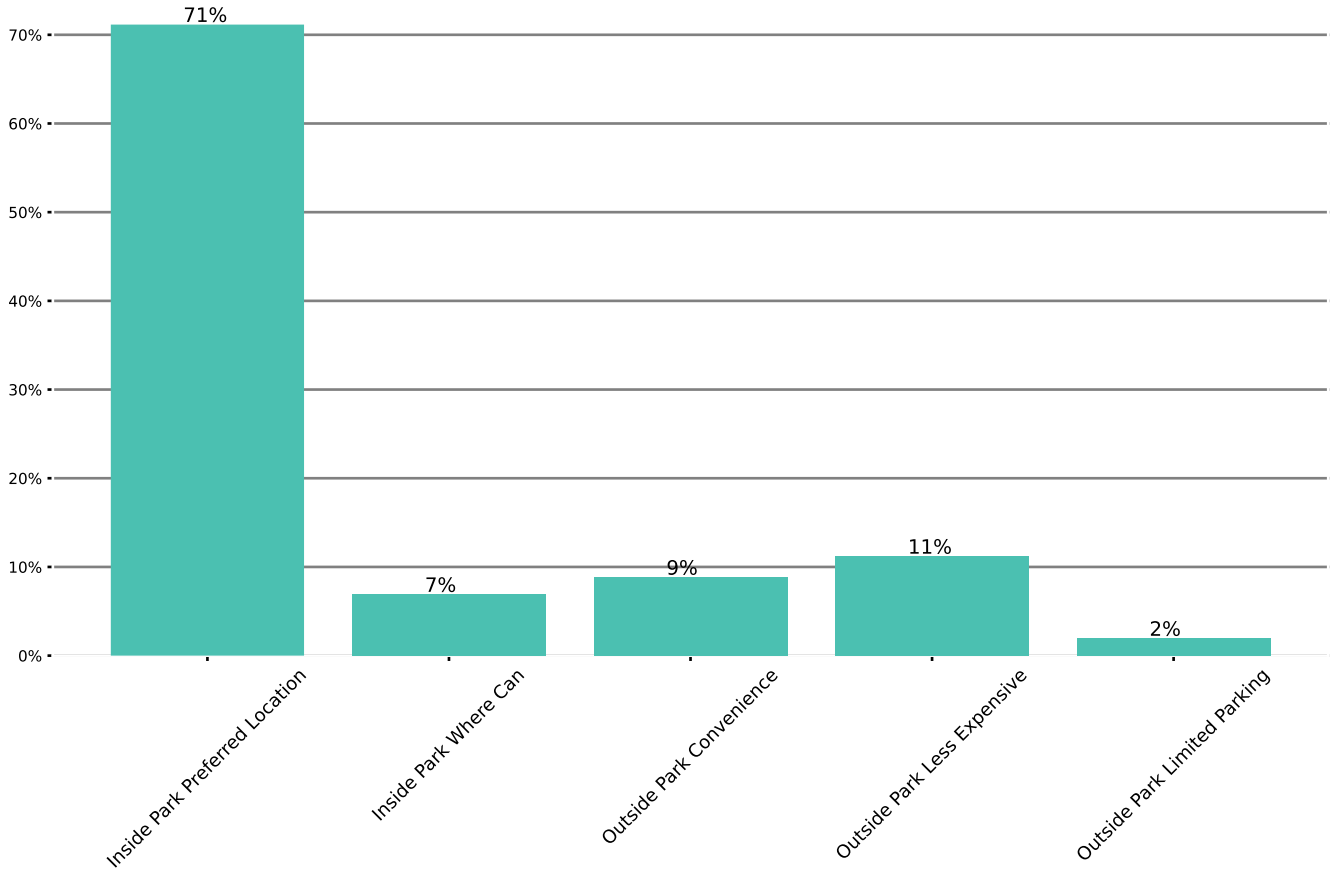
Note: Percentages may not add up to 100 due to rounding.

Findings

Respondents most frequently drive to the park (63 percent), followed by bike or e-bike modes (28 percent). No respondents typically use bus services to access the park. While the percentage is low (3 percent) nearly 50 people reported accessing the park on horseback and nearly 100 people (6 percent) accessed the park on foot. Of the 54 people that reported using an E vehicle, about 75 percent reported using a Onewheel electric skateboard.

Comparatively, in the 2013/2014 only 30 percent of respondents reported driving to the park. Users were more likely to bike to the parks (about 35 percent or access the park on foot (about 25 percent).

6a. [For those that selected drive in question 6] When you drive to the parks, where do you usually park? (N=929)

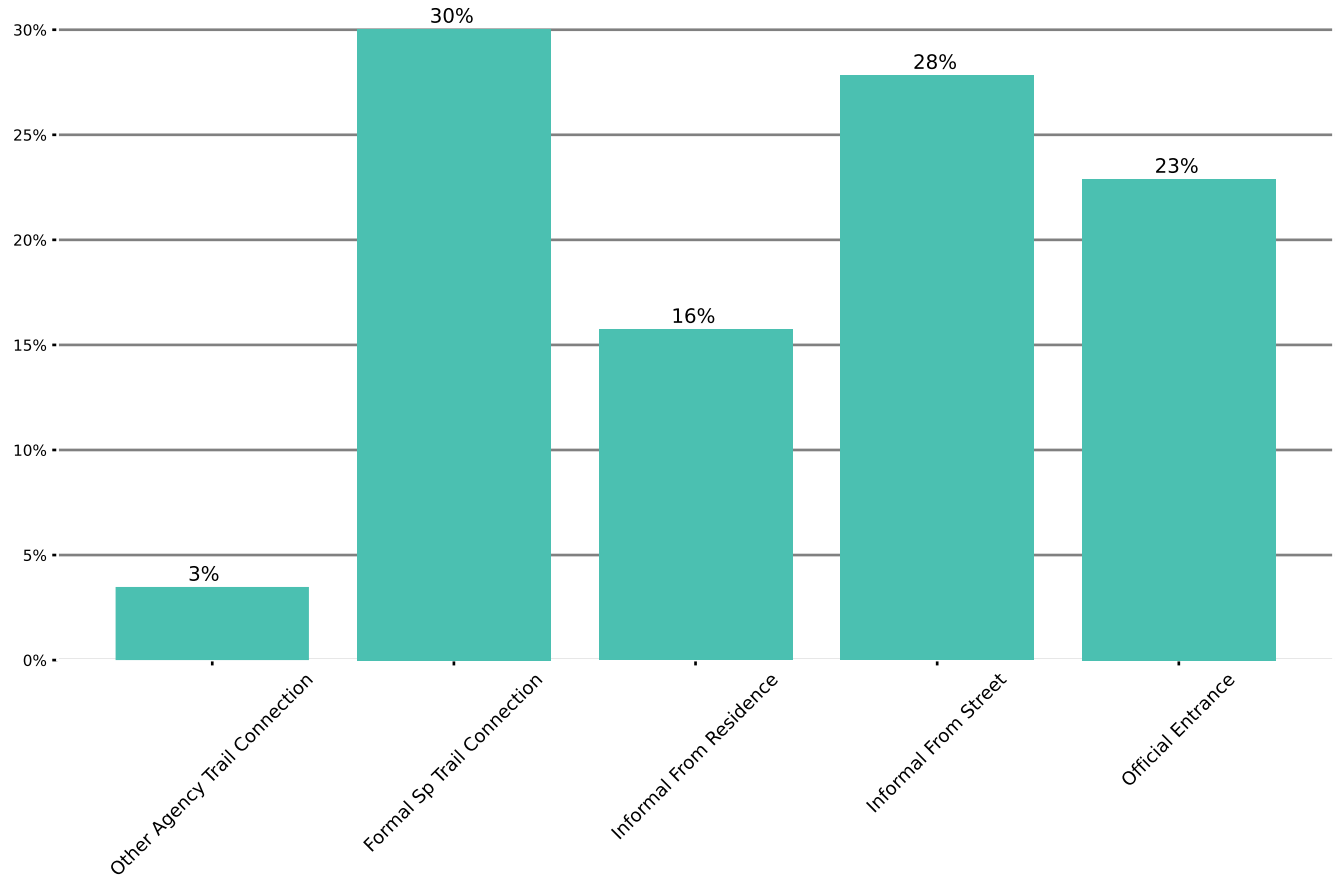


Note: Percentages may not add up to 100 due to rounding.

Findings

Respondents who typically drive to the parks generally are able to find parking within the park at their preferred location (71 percent). Only 2 percent of respondents chose to park outside the park because they could not find parking inside the park. However, approximately 20 percent of survey respondents (about 300 people) reported parking outside of Folsom Area State Parks either because it was more convenient or less expensive. These results are consistent with the 2013/2014 survey, where respondents reported that parking was not a major problem.

Question 6b. [For those that did not select drive] Where do you typically enter these parks from? (N=546)



Note: Percentages may not add up to 100 due to rounding.

Findings

For respondents who typically visit the park via non-driving modes, they enter the park through diverse means. Thirty percent of respondents enter via a state park trail connection and 28 percent enter informally from the street. These high use of informal entry points is consistent with the high response rate of people who consider themselves to be local residents of the area.

Question 7. Please indicate the location where you most frequently enter the Parks (trailhead or other access point) by placing a point on the map.

Figure 1 shows where users typically enter the park or park their motor vehicle and whether they identify as a local or nonlocal. The greatest number of survey respondents reported accessing the park at Granite Bay. Other key access points are Beales Point, Browns Ravine, Folsom Point Day Use Area and numerous small locations around Lake Natoma. Access around Lake Natoma is more local in nature, while areas like Granite Bay see more nonlocal use. See **Appendix A** for a full-size map of the results.

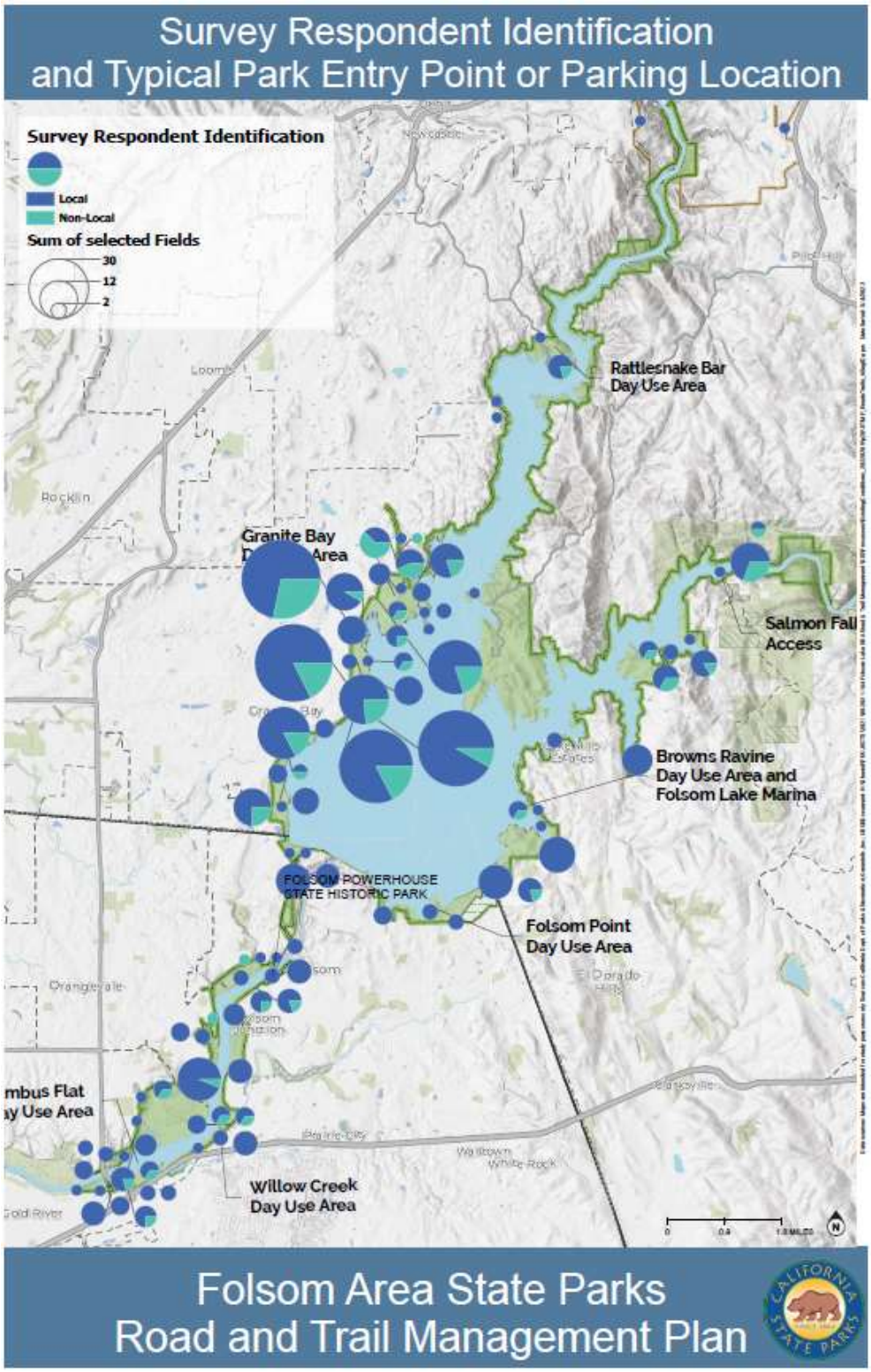


Figure 1. Survey Respondent Identification and Typical Park Entry or Parking Locations

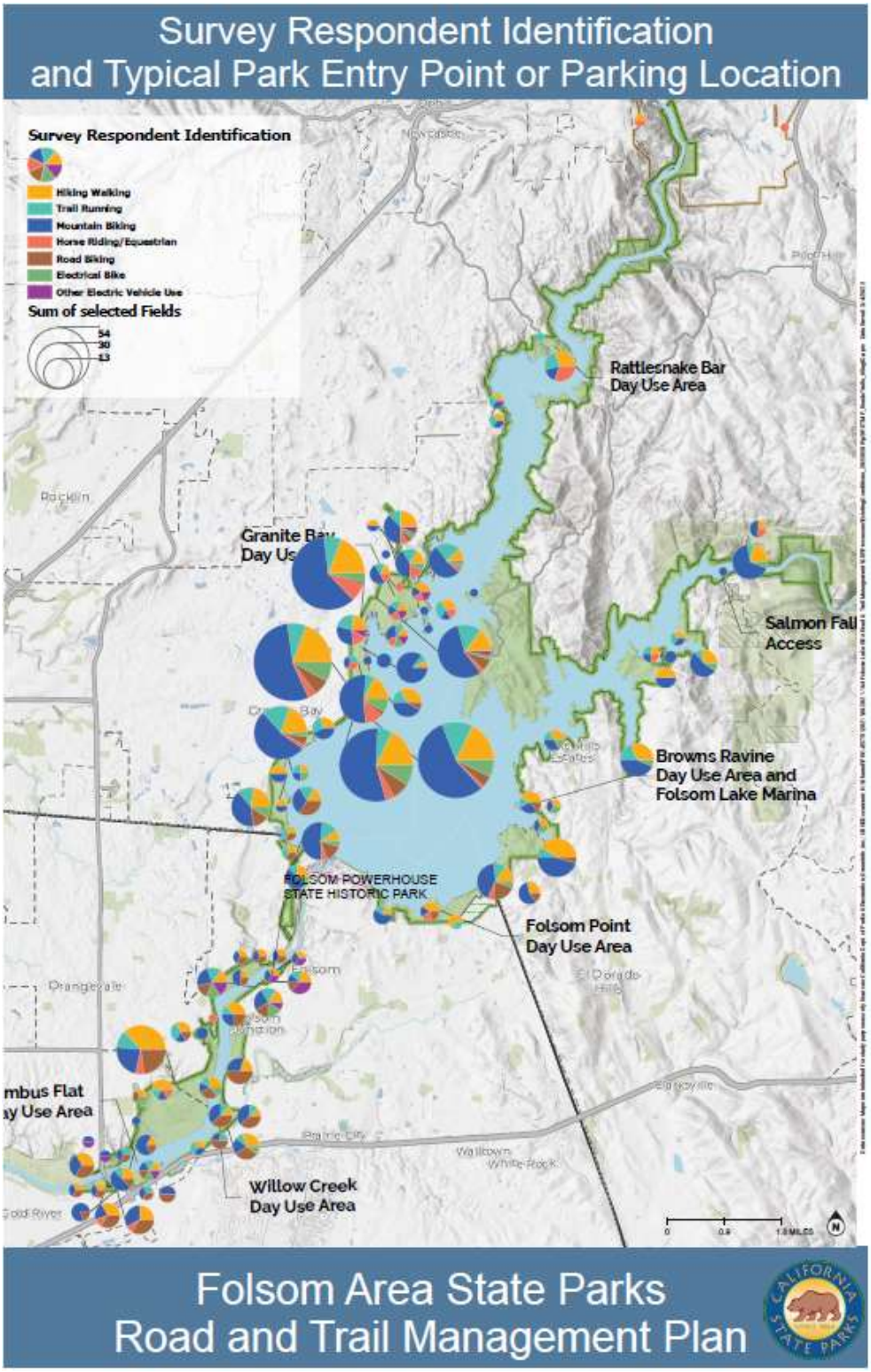
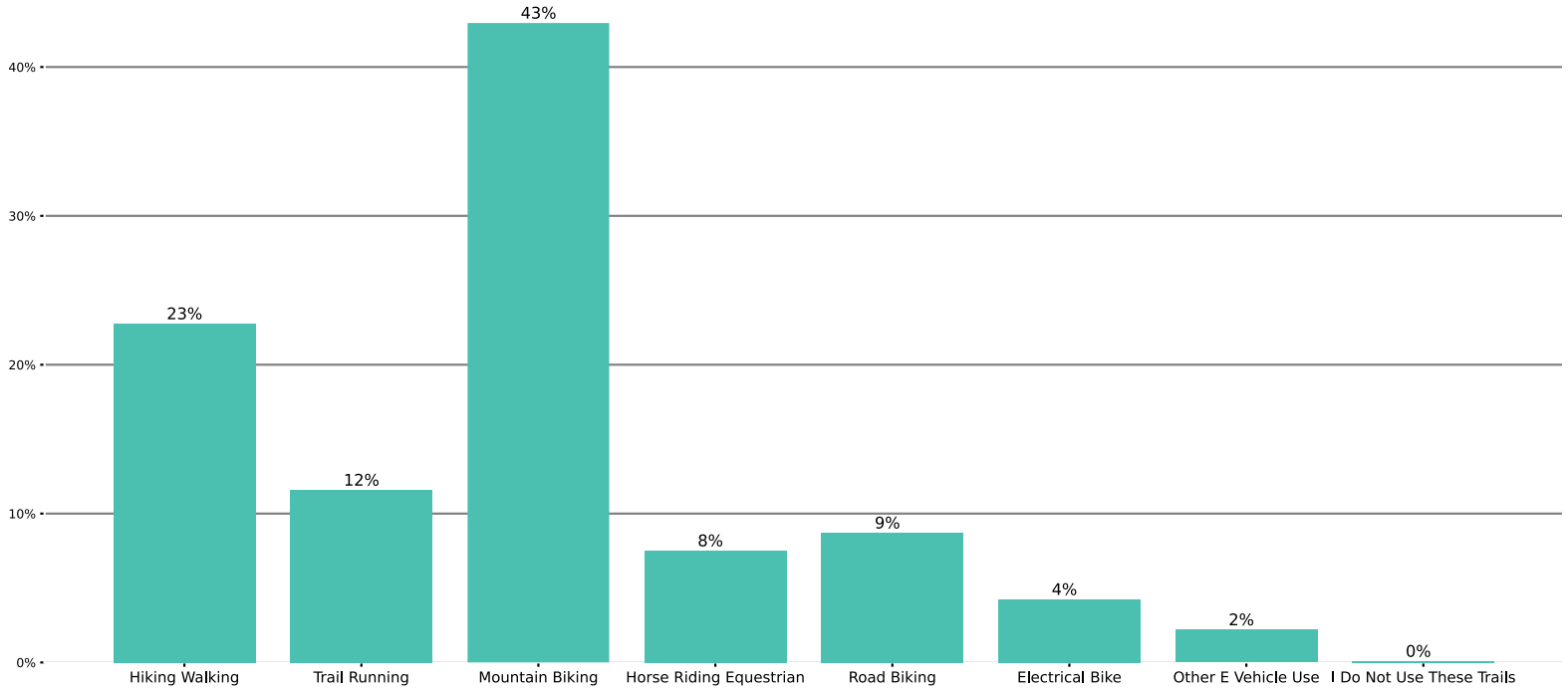


Figure 2. Survey Respondent Reasons for Trail Use and Typical Park Entry Point or Parking Location

Question 8. How do you use trails within the park? (Select up to three) (N=2505 answers outnumber survey respondents)



Note: Percentages may not add up to 100 due to rounding.

Findings

The most common trail use for respondents was mountain biking (43 percent) followed by hiking or walking. Considering road bike and e-bike use, over half of respondents use trails for some form of biking. These results are inconsistent with the app-based survey, where approximately 40 percent (or 12) of users reported their primary reason for trail use as hiking or walking. . As shown on Figure 2, trail the proportion of people using trails for different activates varies across the park. For example, more than half of the access in Granite Bay is related to mountain biking, while there is more road biking and hiking/walking on the paved loop around Lake Natoma. Low levels of equestrian use are reported throughout the west shore and lower use on the east shore. See **Appendix A** for a full-size map.

comparatively, in the 2013/2014 survey rates of hiking, walking and equestrian use were similar. However, road biking was more popular (about 25 percent of respondents) and rates of mountain biking were lower (about 20 percent of respondents). Care should be taken when comparing these results: in the 2013/2014 survey users selected their primary use, while in 2021 users could select up to three uses.

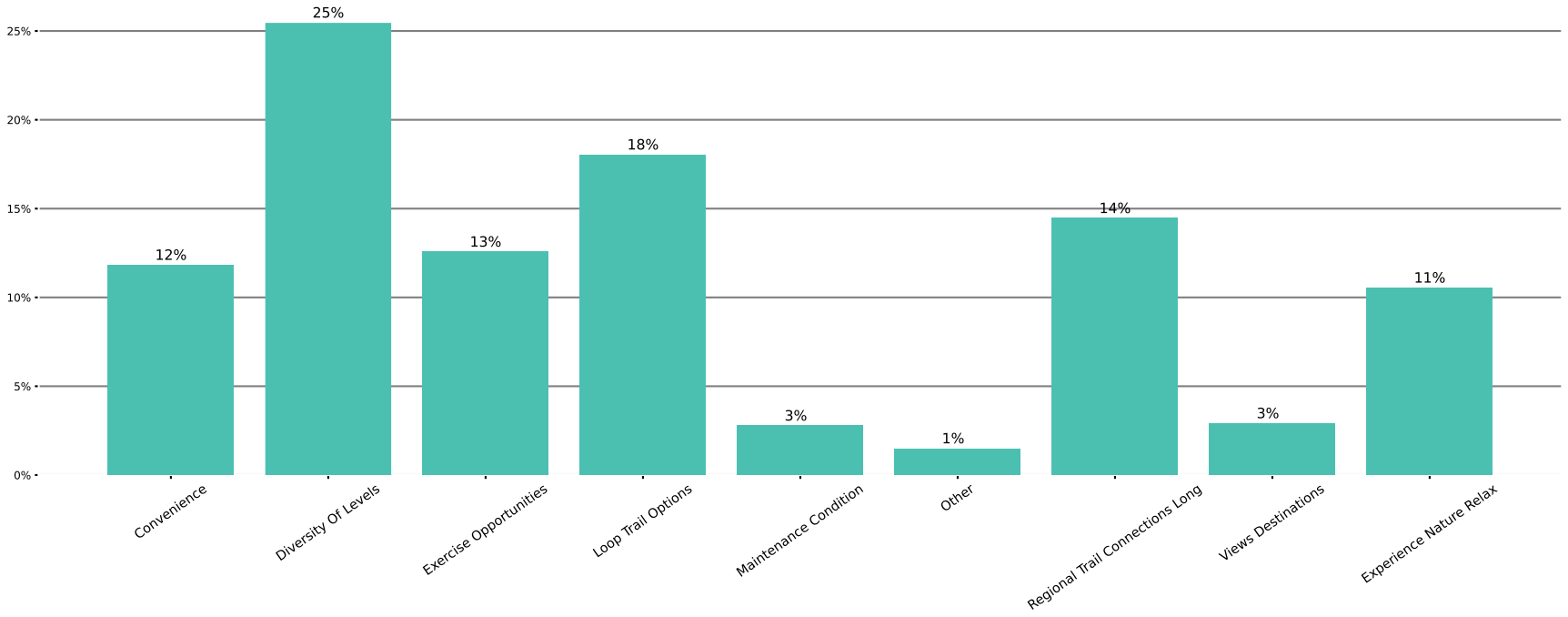
Table 2. Trail Use Type by Top 3 Reasons for Park Visitation (answers outnumber survey respondents)

	What are the main reasons you visit these parks?										
How do you use trails within the park?	Trail use	Viewing nature	Boating	Swimming	Relax, picnic, and leisure	Other reason	Fishing	Attend events	Historic or cultural features	Camping	Participate in recreation class
Hiking walking	23%	34%	25%	27%	37%	24%	25%	21%	39%	27%	21%
Trail running	12%	13%	12%	15%	13%	9%	7%	15%	11%	13%	26%
Mountain biking	43%	31%	39%	39%	28%	43%	46%	36%	26%	43%	47%
Horse riding equestrian	7%	5%	4%	4%	4%	9%	9%	8%	11%	0%	0%
Road biking	9%	11%	11%	9%	10%	12%	4%	10%	9%	9%	0%
Electrical bike	4%	3%	7%	4%	4%	1%	5%	5%	0%	4%	5%
Other E Vehicle use	2%	2%	1%	1%	3%	3%	3%	4%	4%	3%	0%
I do not use these trails	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Total votes	2467	756	414	402	343	211	136	107	80	67	19

Findings

In nearly all cases, regardless of their main reasons for visiting the parks, the plurality of respondents reported using the trails for mountain biking purposes. For those respondents visiting for nature viewing, leisure, or cultural features, the most common trail usage was hiking or walking. Given that this survey targeted trail users, the views of other types of park users may be underrepresented.

Question 9. What do you value most about trails in these parks? (N=1481)



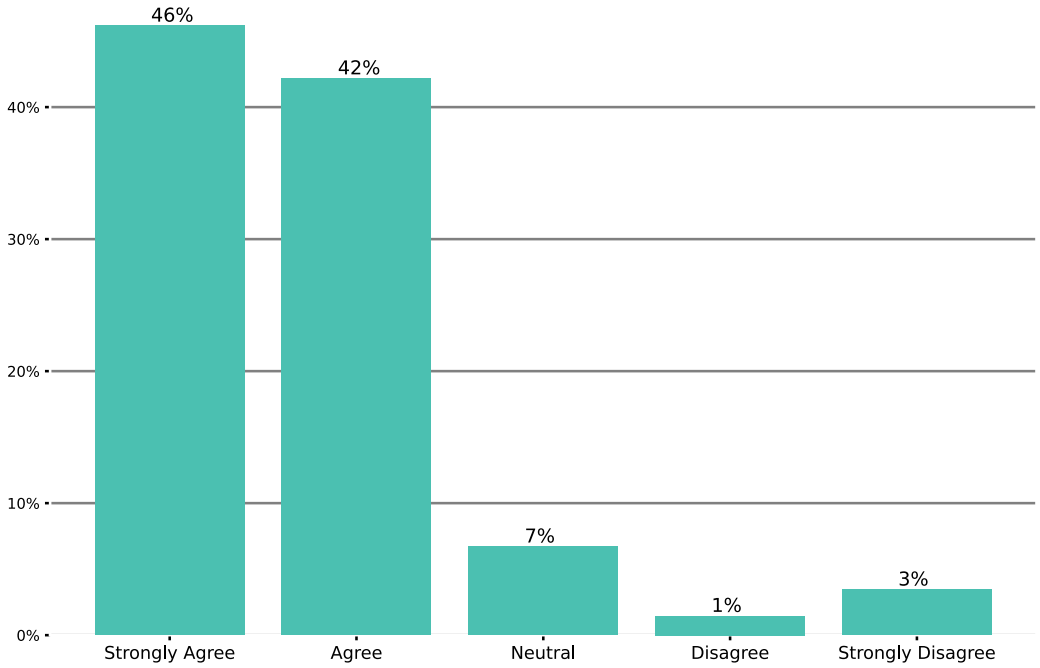
Note: Percentages may not add up to 100 due to rounding.

Findings

The top responses for what respondents value about the trails are the diversity of trail difficulty levels (25 percent), trail loop options (18 percent), and regional trail connections or long-distance routes (14 percent). Other common write in answers included publicly accessible equestrian trails, dedicated mountain bike trails. These findings are likely impacted by the large percentage of responses from mountain bikers.

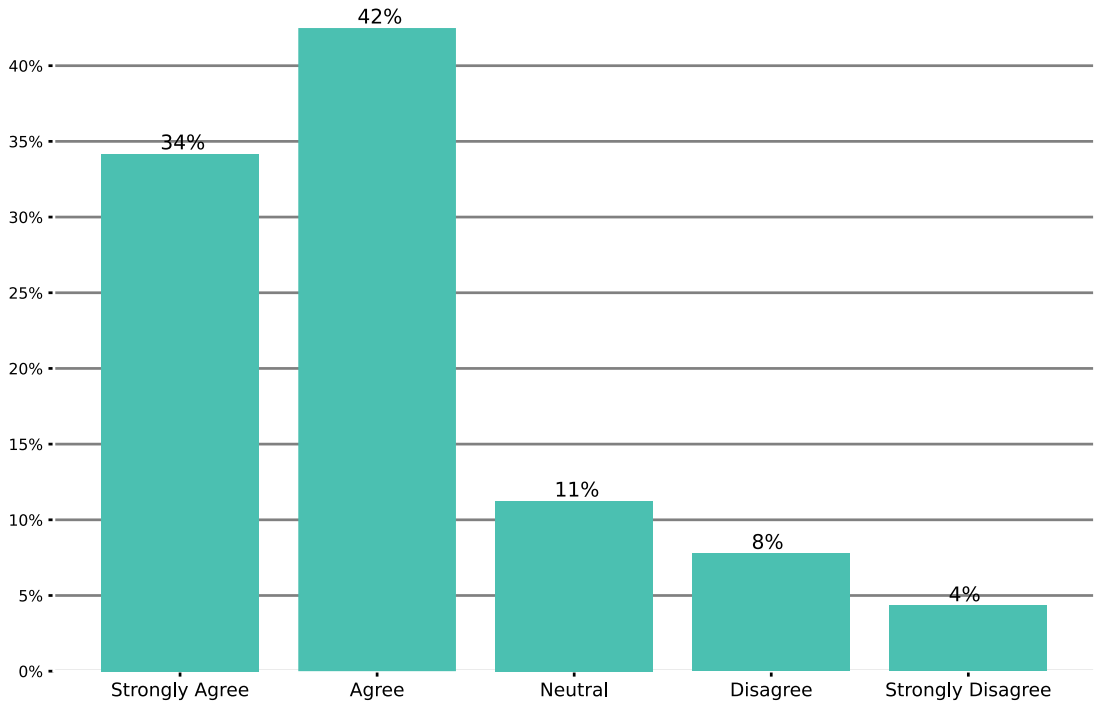
Question 10. Do you agree or disagree with these statements about trails in the parks?

i. **Trails provide scenic views, interesting destinations, and/or satisfying experiences of the natural environment. (N=1503)**



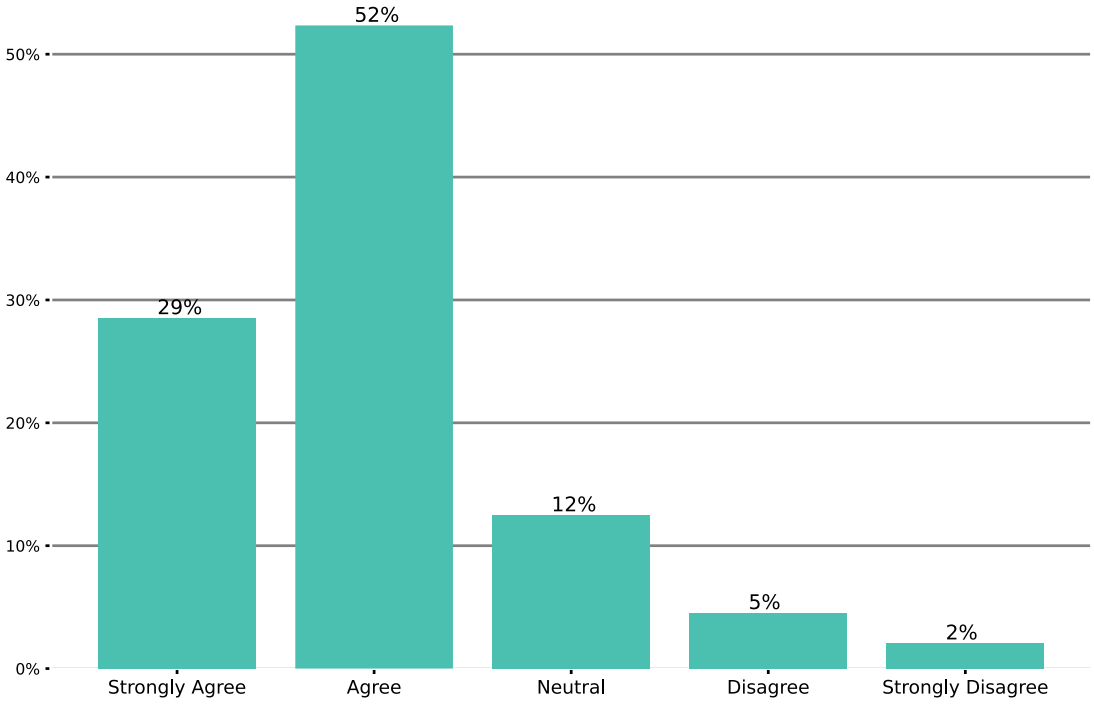
Note: Percentages may not add up to 100 due to rounding.

b. Trails provide a range of opportunities and level of challenge for people of different fitness levels. (N=1504)



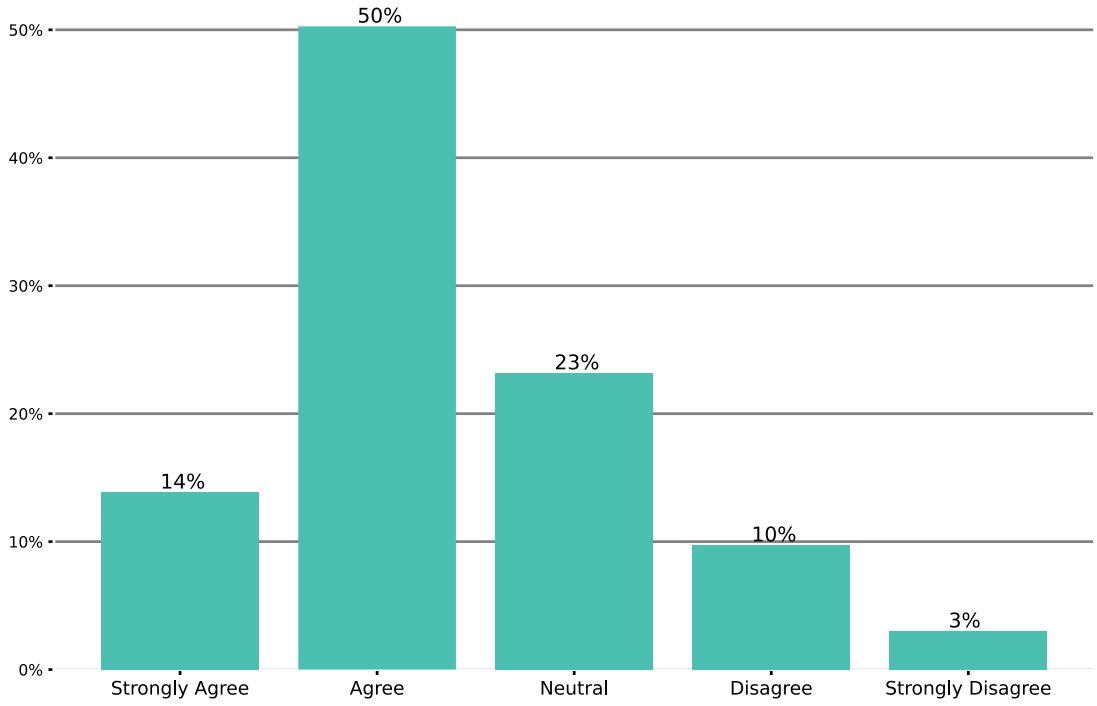
Note: Percentages may not add up to 100 due to rounding.

c. Trails are clean and feel safe. (N=1496)



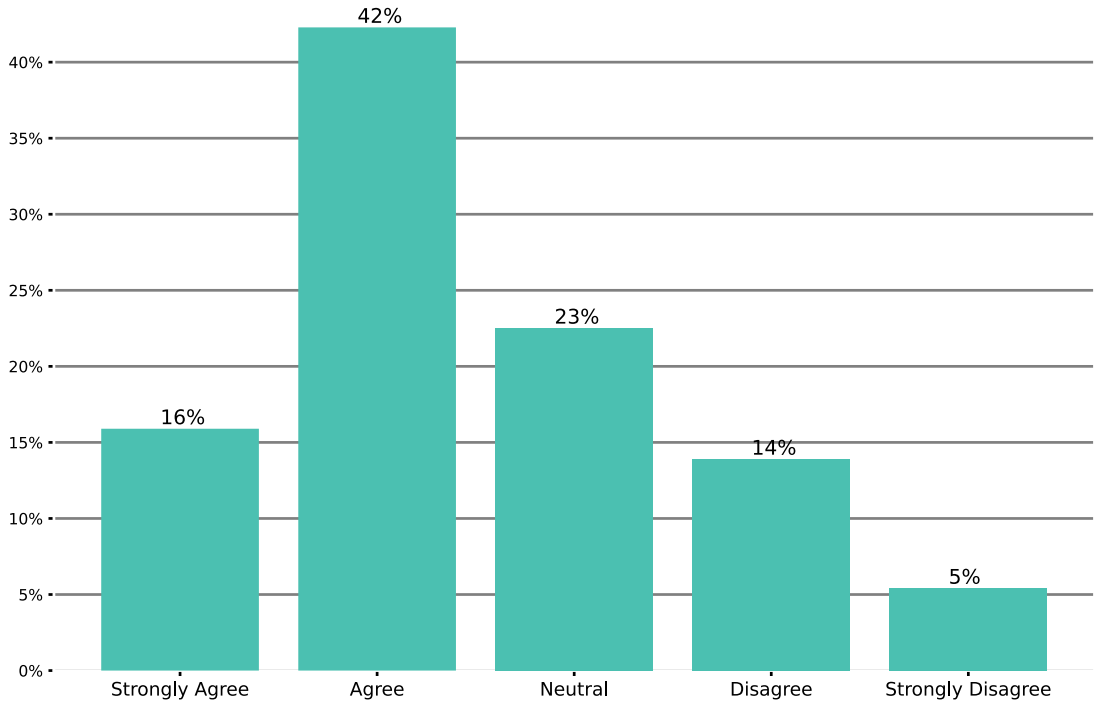
Note: Percentages may not add up to 100 due to rounding.

d. Trail surface is in good condition. (N=1502)



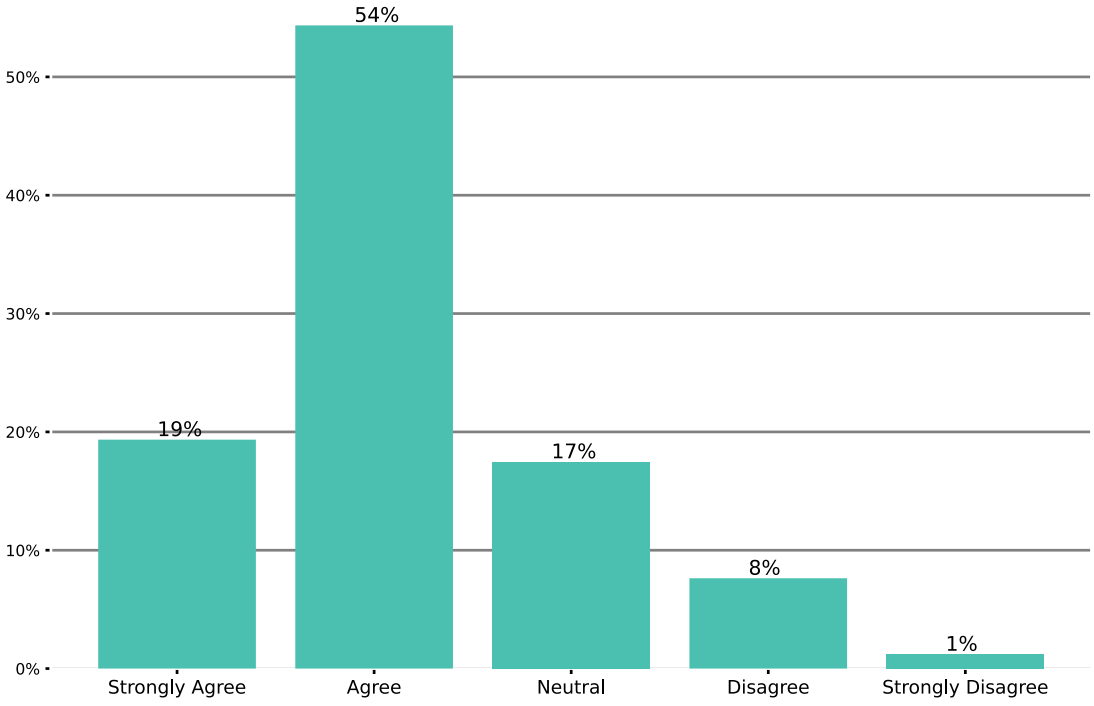
Note: Percentages may not add up to 100 due to rounding.

e. Trails are wide enough to avoid conflicts between trail users. (N=1497)



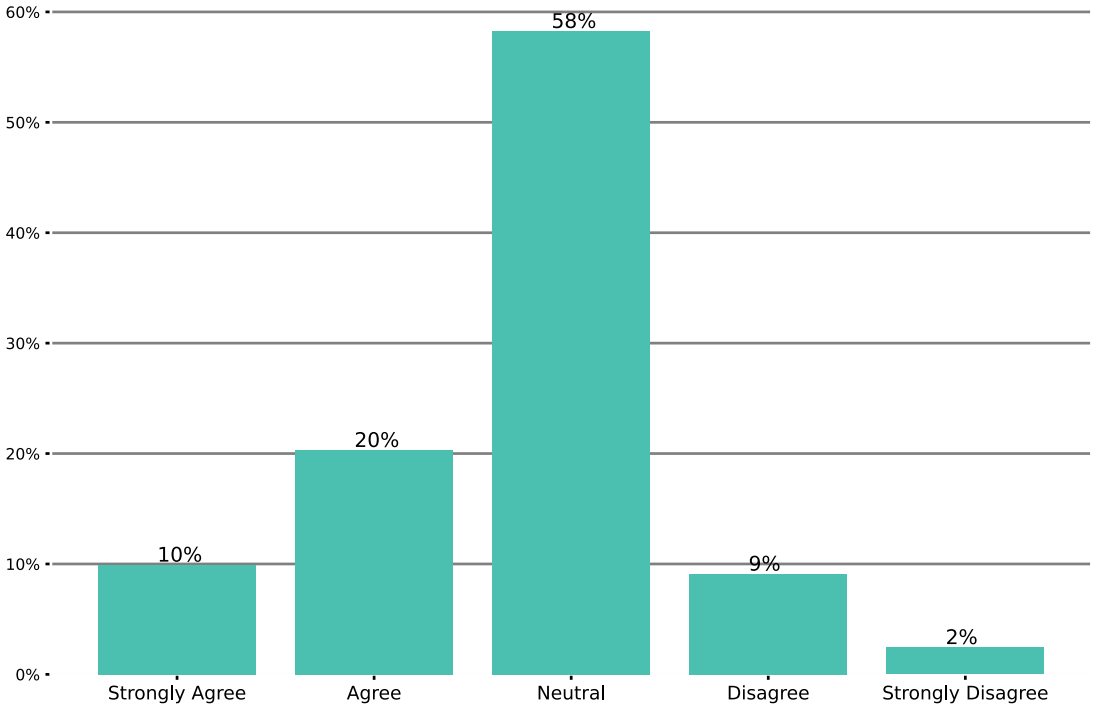
Note: Percentages may not add up to 100 due to rounding.

f. There are sufficient access points and connections between trails. (N=1494)



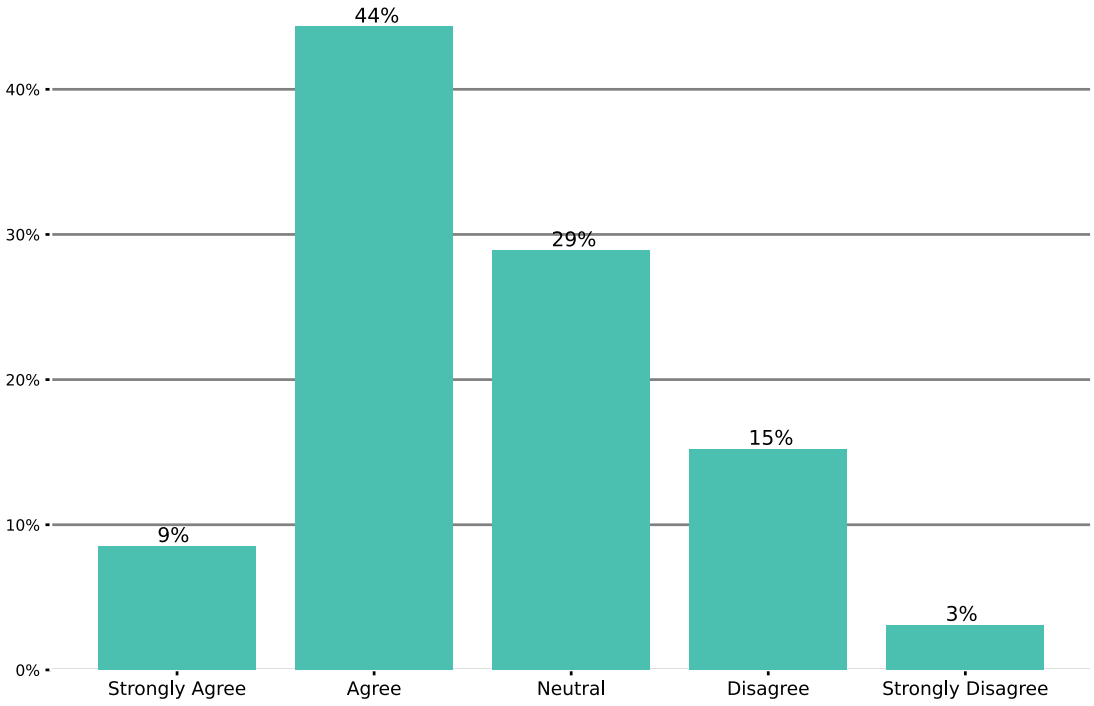
Note: Percentages may not add up to 100 due to rounding.

g. There are sufficient trails that are accessible to people using mobility devices. (N=1473)



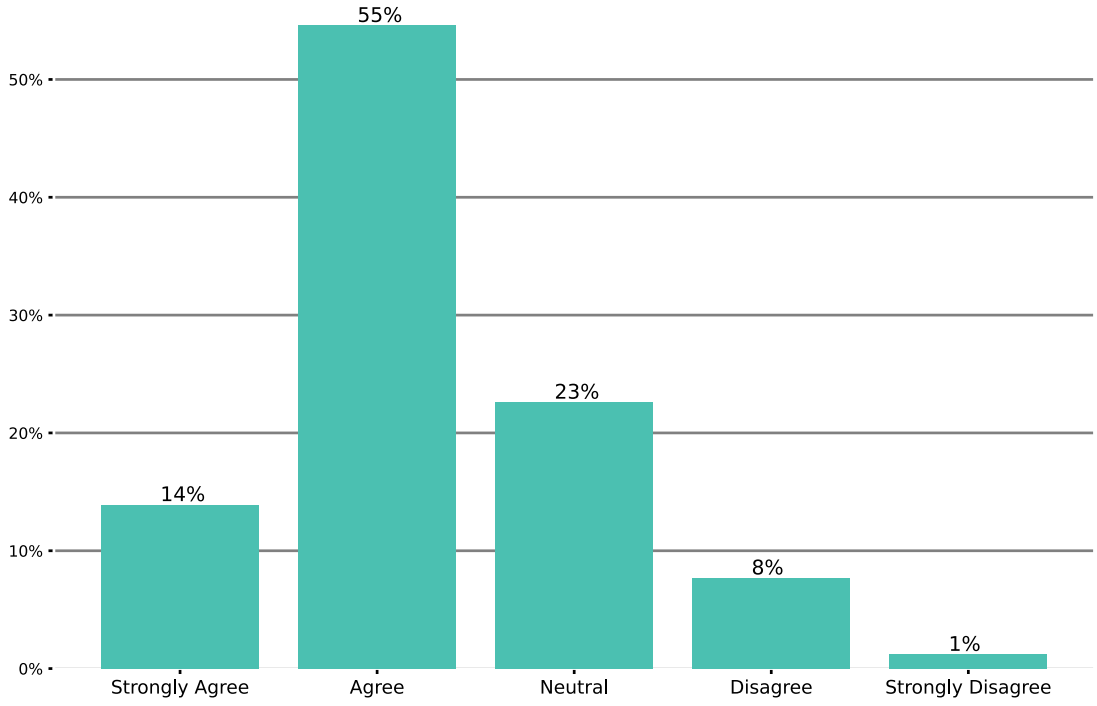
Note: Percentages may not add up to 100 due to rounding.

h. Park information and wayfinding is generally sufficient. (N=1492)



Note: Percentages may not add up to 100 due to rounding.

i. Facilities such as restrooms and parking areas are readily available. (N=1495)

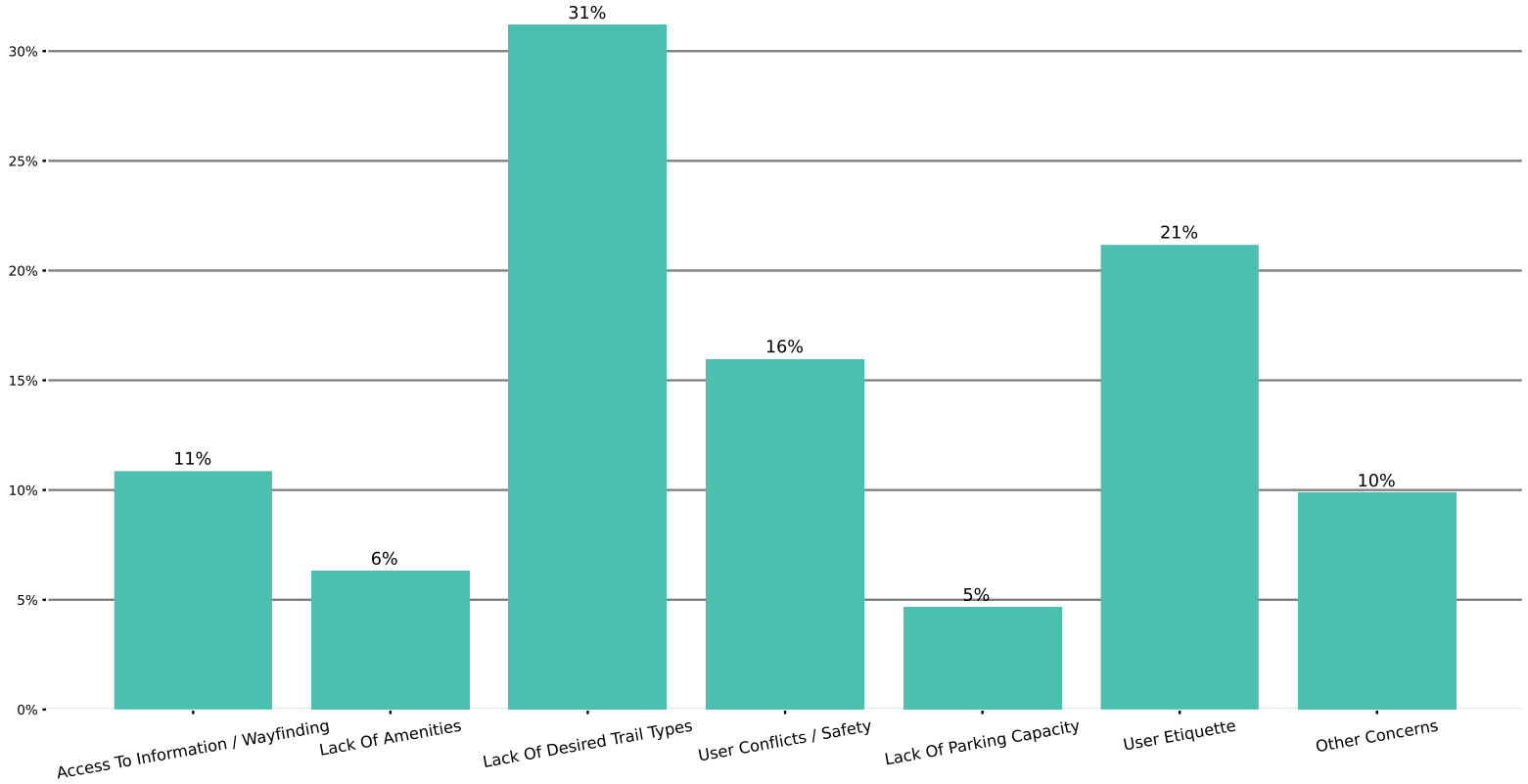


Note: Percentages may not add up to 100 due to rounding.

Findings

A majority of respondents agree or strongly agree with all statements, particularly that the trails provide scenic views, difficulty levels suitable for all users, and are clean and safe. No more than 20 percent of respondents disagree with any of the statements, but those with the highest levels of disagreement are those regarding park information and wayfinding, and trail width to avoid conflicts between users. These findings are likely impacted by the large percentage of responses from mountain bikers.

Question 11. Are there issues or concerns that make your trail use less enjoyable and/or keep you from using the trails? (Select up to three) (N=1998 answers outnumber survey respondents)

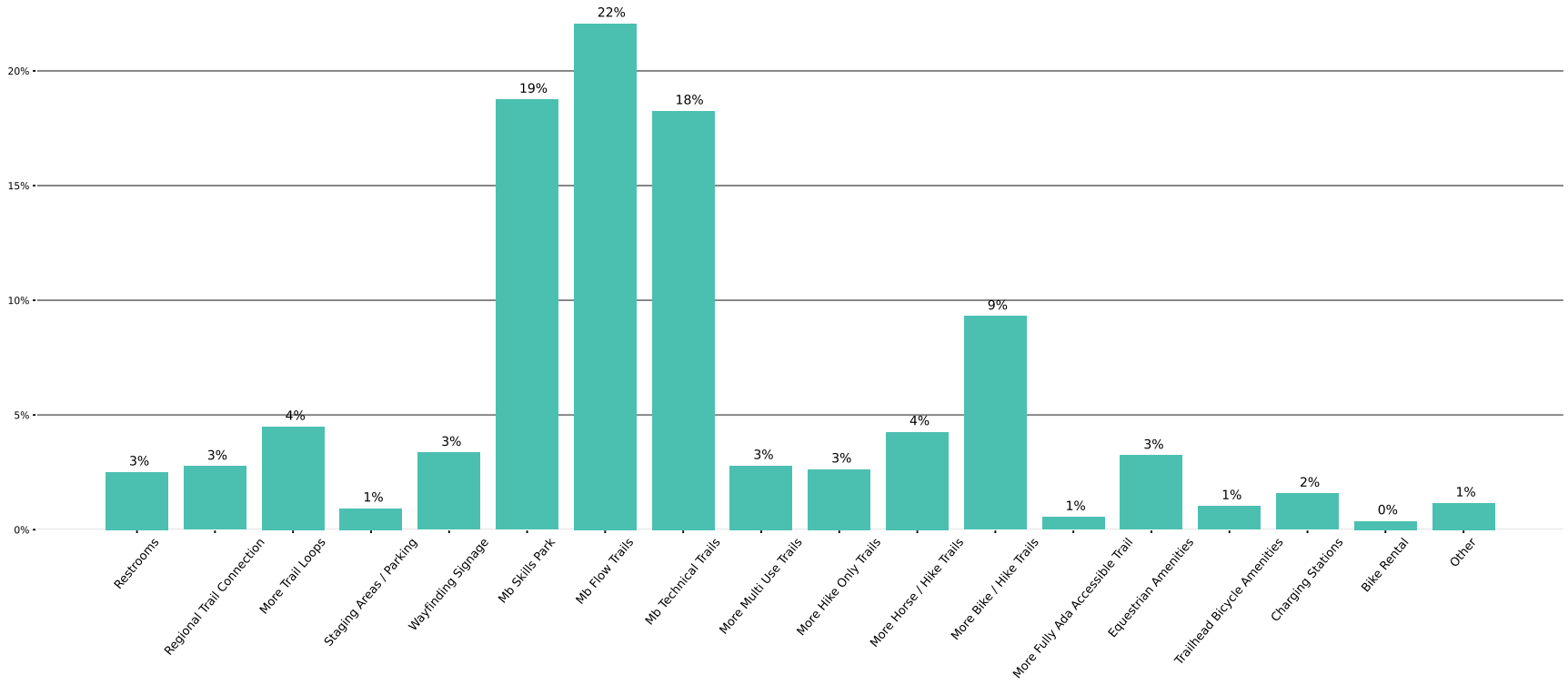


Note: Percentages may not add up to 100 due to rounding.

Findings

The top issue detracting from trail usage is a lack of desired trail types (31 percent), followed by interactions with other users, via user etiquette (21 percent) and trail user conflicts (16 percent). Users are generally not dissuaded by the current parking or amenity provisions. Nearly 200 people provided written answers to this question. Common responses included a need for more mountain bike trails, general trail repair and resurfacing, safety concerns, homeless encampments, off leash dogs, limited or missing, no understanding of what trails are open to E vehicles, environmental degradation and etiquette for all types of trial users. These findings are likely impacted by the large percentage of responses from mountain bikers.

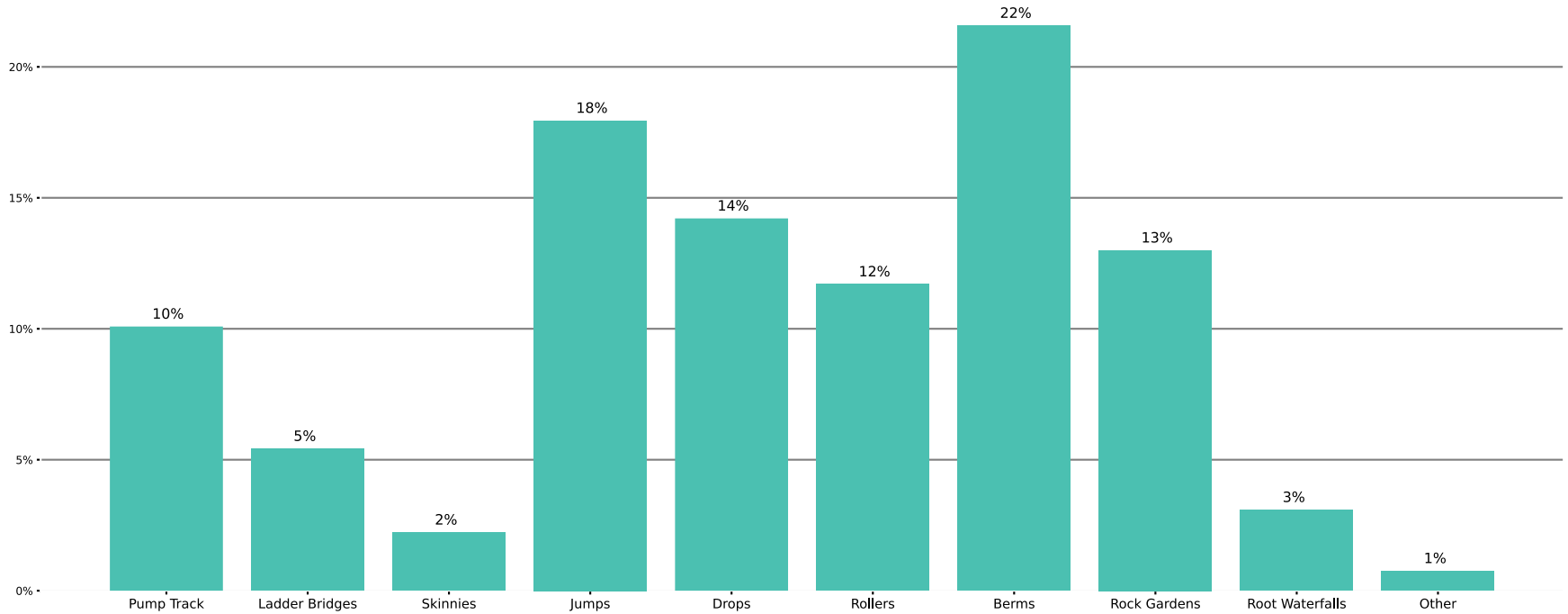
Question 12. Are there additional road and trail features or opportunities that are not currently offered that you would like to see? (Select up to three) (N=3989 answers outnumber survey respondents)



Note: Percentages may not add up to 100 due to rounding.

Respondents overwhelmingly selected options involving expanded mountain biking trail types, but more broadly for expanding the number of trail options for all user types. Write in answers emphasized widened trail shoulders, additional trash cans, exercise stations, enforcement of trail user restrictions (e.g., bikes on walking/equestrian trails), and better trail etiquette. These findings are likely impacted by the large percentage of responses from mountain bikers.

Question 12a. [Participants that selected skills park, flow trail, or technical trails] What type of technical features are you most interested in? (Select up to three) (N=2786 answers outnumber survey respondents)



Note: Percentages may not add up to 100 due to rounding.

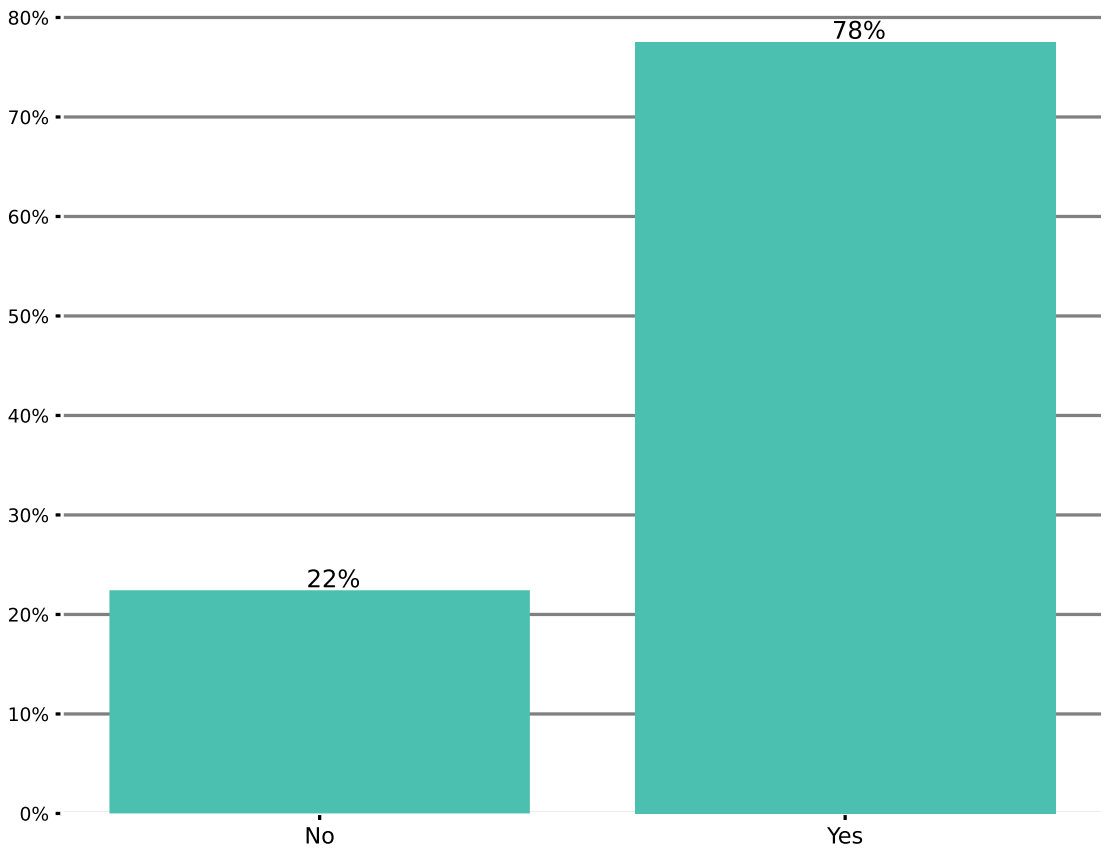
Of the types of technical features, respondents looking for expanded mountain bike facilities selected berms, jumps, and drops as the top three.

Question 13. Are there any other thoughts you would like to share about Folsom Area Trails? (Write in question) (N=53)

The answers to this question reiterated themes seen throughout the survey. These themes include:

- **Overcrowding**. Both the park and trail use have become increasingly popular over the last 10 to 20 years leading to an increased number of users. This in turn leads to complaints around trail etiquette and competition for the same space on trails. Associated requests include new trails, parallel trails for separate user types of users and increased recognition of some groups of trail users.
- **Personal Safety**. There are several instances where people report concerns of personal safety either affecting how they use the trails, or affecting how they use the parks.
- **Enforcement**. There are requests for increased enforcement of trail speeds, restricted use types and general trail etiquette.
- **More mountain bike trails and better maintenance**. In addition to calling for increasing the miles of trails open to mountain bikers, a number of answers encourage parks to allow the mountain bike community to organize and help maintain these trails.

Question 14. Do you live or work near Folsom Area State Parks? (N=1480)

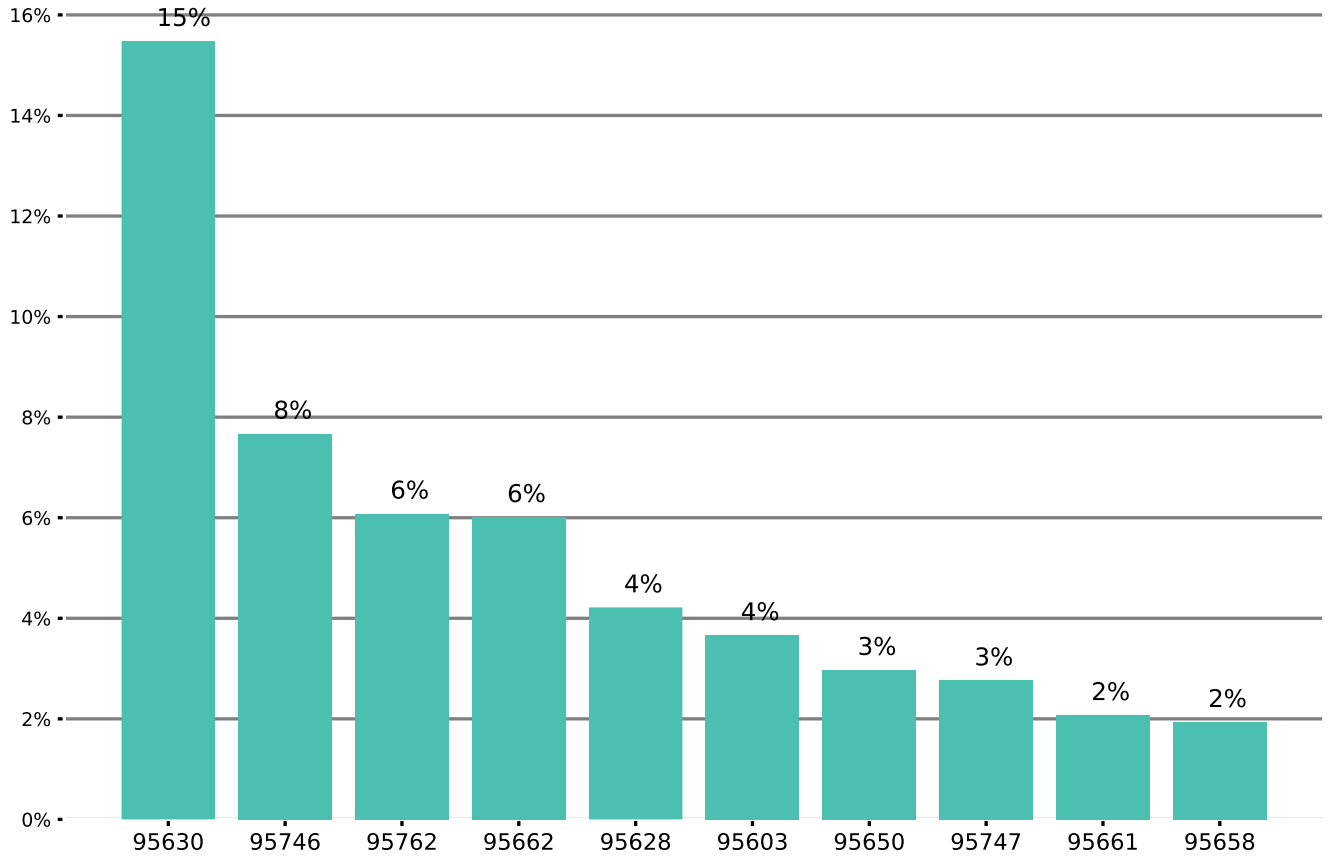


Note: Percentages may not add up to 100 due to rounding.

Findings

Over three-fourths of respondents live or work near Folsom Area State Parks. Survey outreach was targeted on a local level and the park is well used by locals due to close proximity.

Question 15. Please provide your home zip code. (Note these are the top ten) (N=1447)



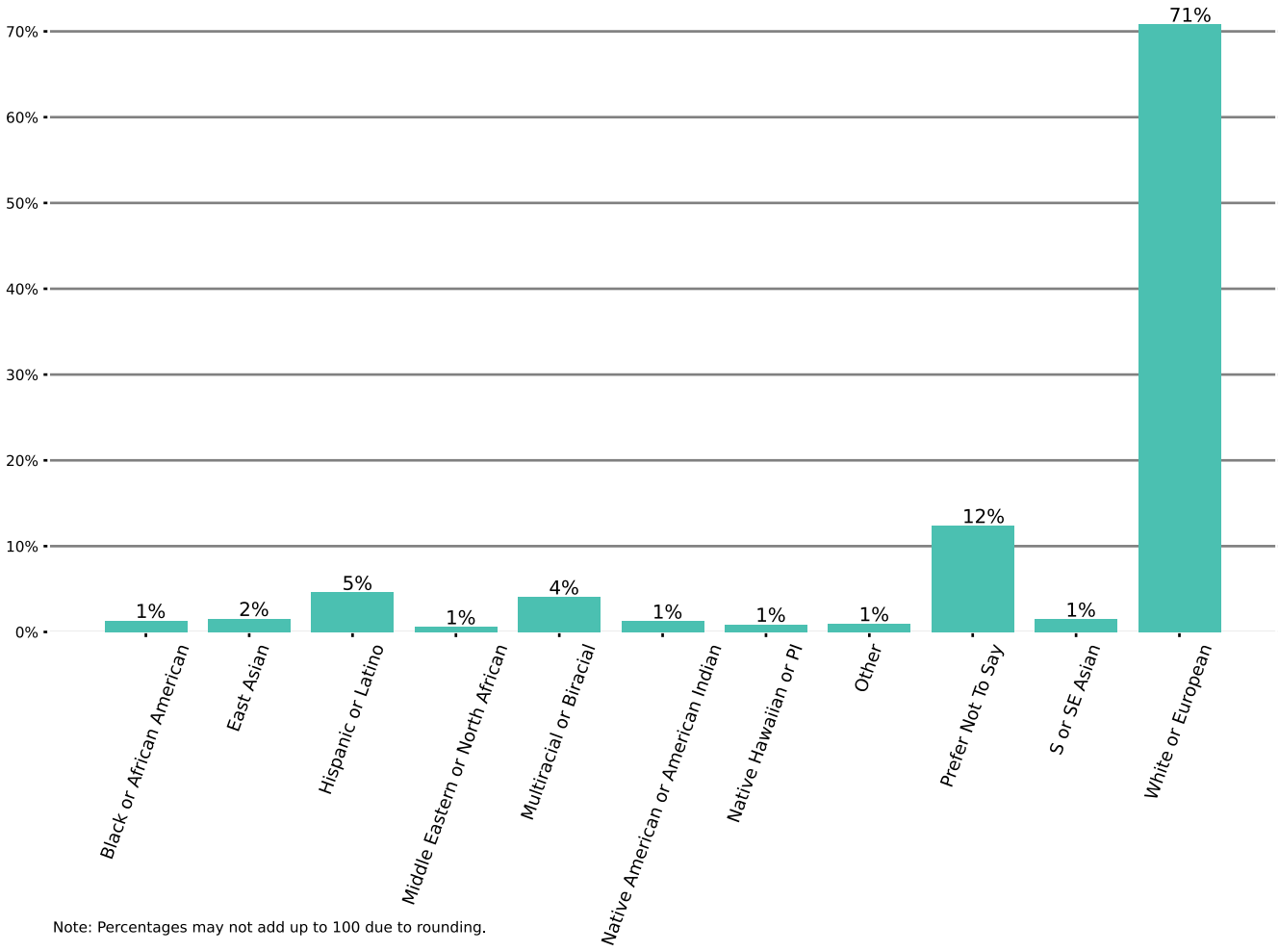
Note: Percentages may not add up to 100 due to rounding.

Findings

The 95630 zip code that encompasses downtown and southeast Folsom had the highest number of respondents, but responses are generally geographically spread. A map of nearby zip codes is included below for reference.

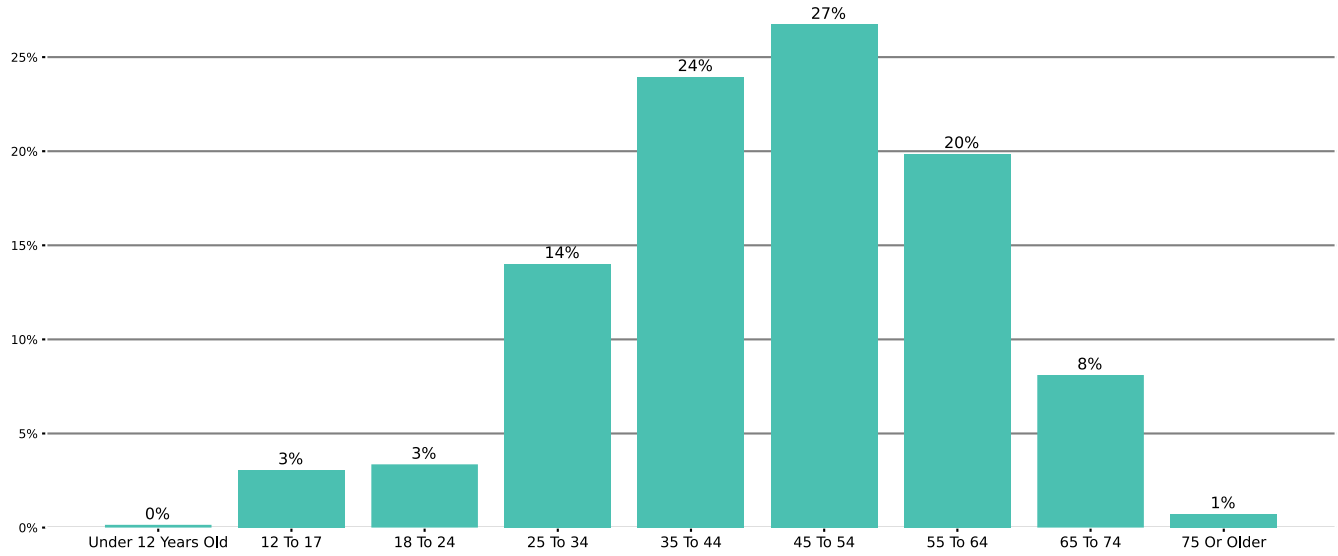
Demographic Questions

Question 16. Which race or ethnicity best describes you? (N=1347)



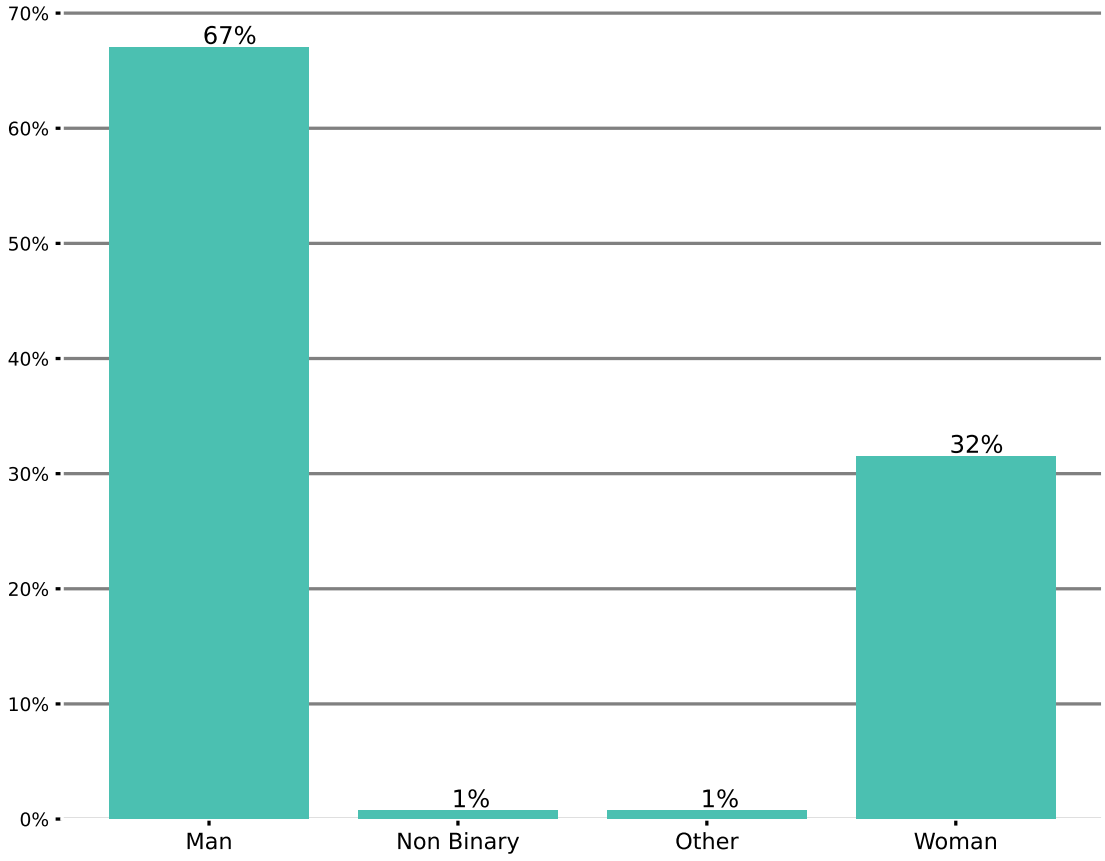
Note: Percentages may not add up to 100 due to rounding.

Question 17. What is your age? (N=1369)



Note: Percentages may not add up to 100 due to rounding.

Question 18. What is your gender? (N=1347)



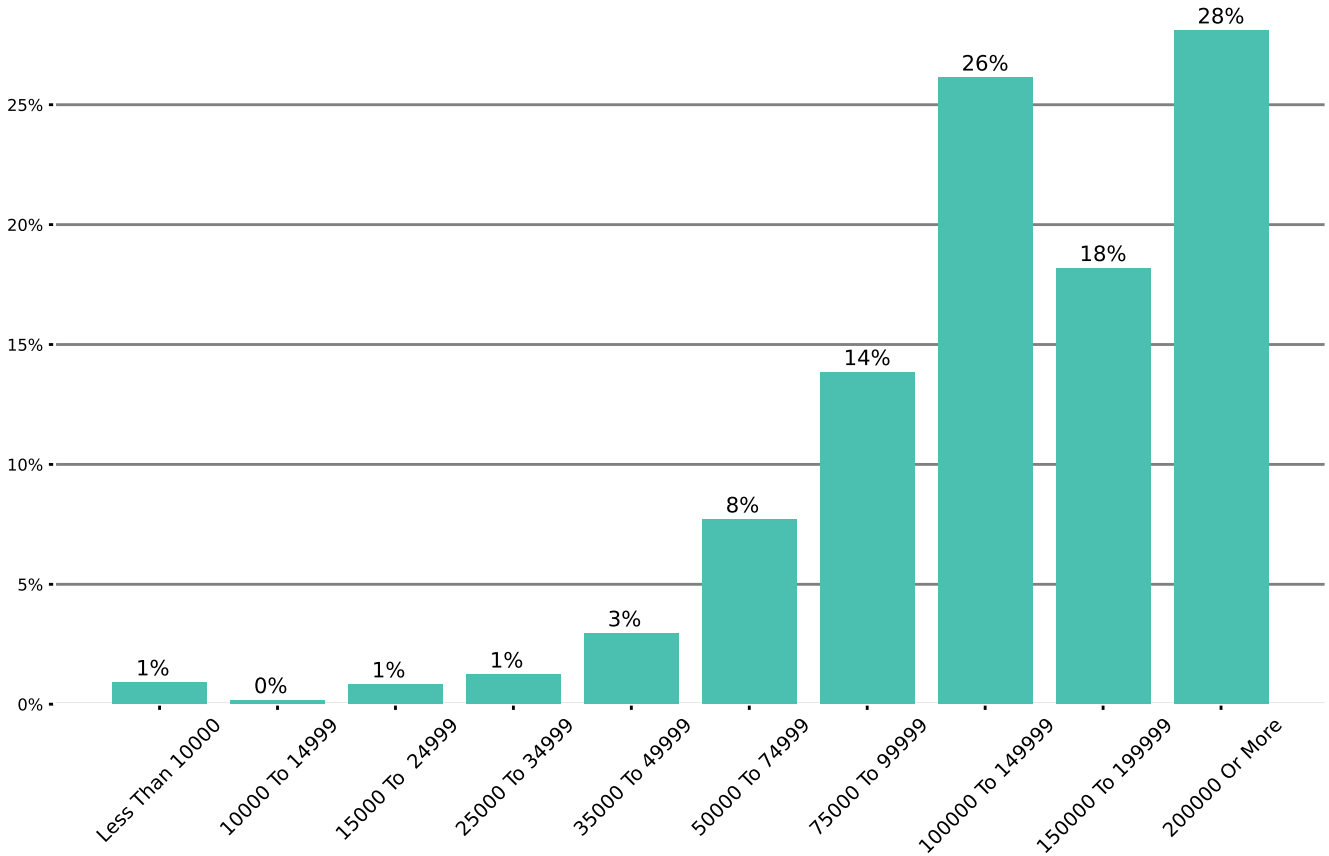
Note: Percentages may not add up to 100 due to rounding.

Question 19. Who lives in your household?

Table 3. Who Lives in Your Household?

	Age Group							
	Children Under 12 (N=410)		Youth (12-18) (N=381)		Adults (N=1279)		Seniors (Over 65 Years) (N=210)	
Number	Number	Percent	Number	Percent	Number	Percent	Number	Percent
One	202	49%	209	55%	219	17%	113	54%
Two	159	39%	145	38%	898	70%	90	43%
Three	36	9%	23	6%	98	8%	4	2%
Four or More	13	3%	4	1%	64	5%	3	1%

Question 20. What is your annual household income? (N=1221)



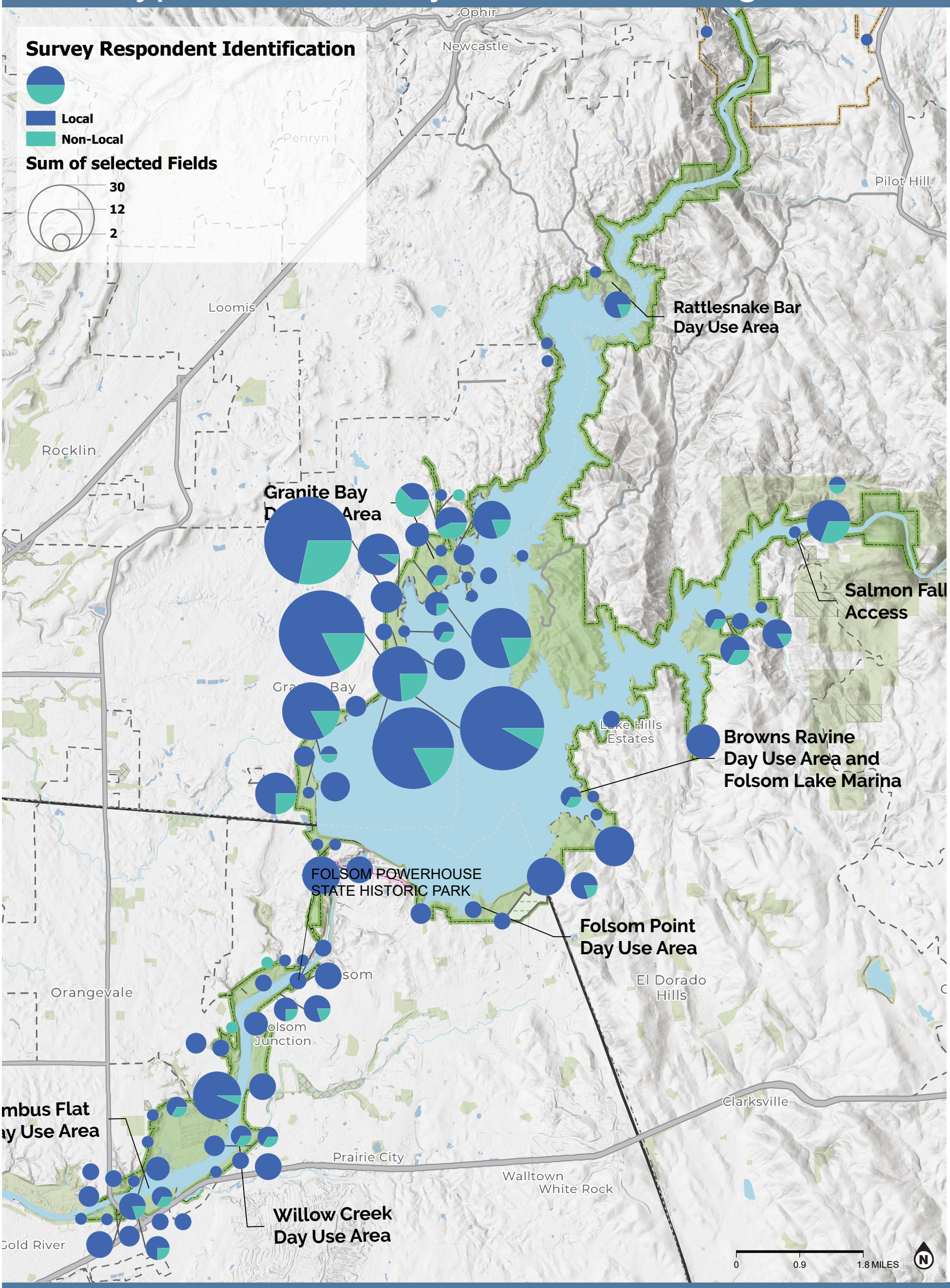
Note: Percentages may not add up to 100 due to rounding.

Demographic Findings

Respondents are overwhelmingly white, male, middle aged, and live in households with no children with high annual incomes. The 2013/2014 survey respondents were also middle aged, no other demographic data was reported making additional demographic comparison impossible.

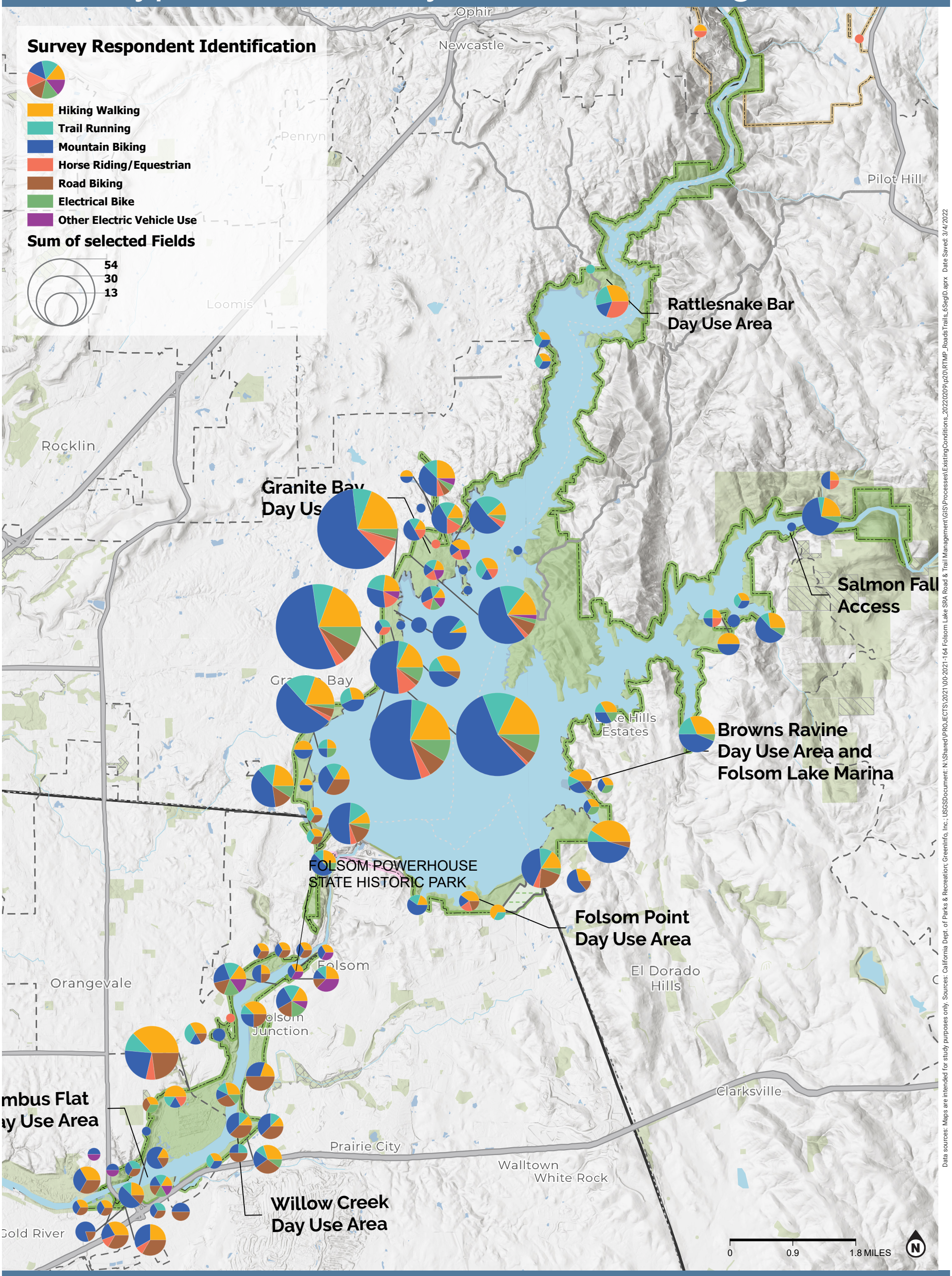
Appendix A - Maps

Survey Respondent Identification and Typical Park Entry Point or Parking Location



Folsom Area State Parks Road and Trail Management Plan

Survey Respondent Identification and Typical Park Entry Point or Parking Location



Folsom Area State Parks Road and Trail Management Plan

Appendix B – 2013/2014 Survey Findings

Folsom Lake SRA
Road & Trail Use Survey Results

March 2013 – February 2014

Total number of surveys: 776

Counties

Folsom Lake SRA - Trail & Road Use Survey (v. 6.1)

Answer Choices	Responses	
Sacramento	**60.52%**	466
Placer	**23.38%**	180
El Dorado	**12.21%**	94
Yolo	**1.30%**	10

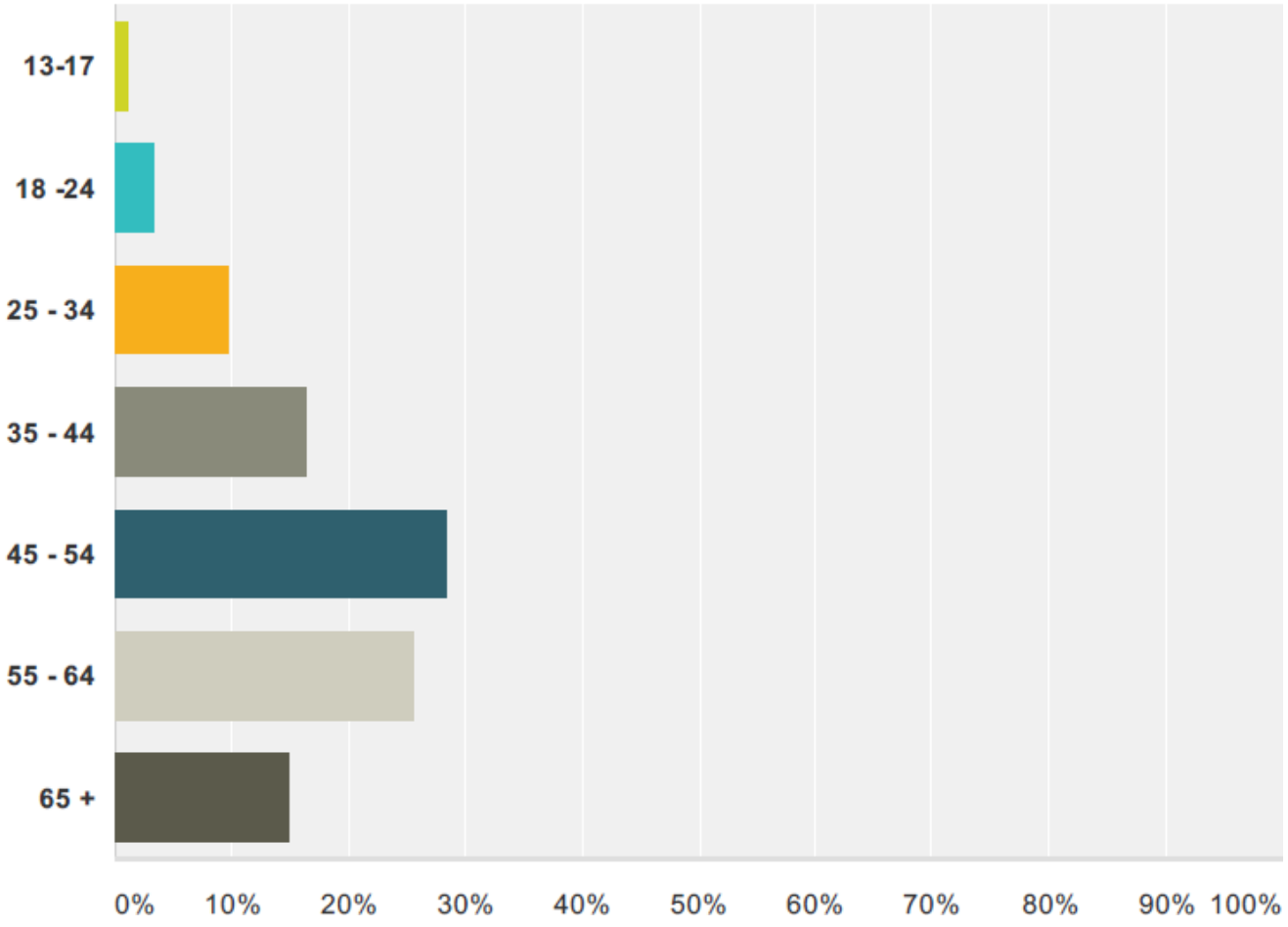
18 Survey Locations

(1) Nimbus Dam - paved trail north side of Lake Natoma (at hairpin turn near transformer)
(2) Nimbus Flat parking lot - (paved bike path)
(3) Negro Bar (paved trail)
(4) Willow Creek - (south side of L. Natoma) (paved bike path)
(5) Shadow Glen Stables trailhead (Snowberry)
(6) Orangevale Bluffs at Snipes Pershing Ravine (dirt)
(7) Beals Point (paved bike path)
(8) Lakeshore Drive - (dirt multi-use trail)
(9) Beals to Granite Bay Multi-use trail (below Dike 5) - (dirt multi-use)
(10) Granite Bay Horse Assembly Area - Western States/Pioneer Express Trail (dirt)
(11) Old County Road - Western States/Pioneer Express and Granite Bay (dirt multi-use)
(12) Beeks Bight - Granite Bay (dirt multi-use trail)
(13) Rattlesnake Bar - Western States/Pioneer Express (dirt)
(14) Darrington Trailhead (dirt)
(15) Skunk Hollow - South Fork Trail (dirt)
(16) Alder Creek (dirt trail)
(17) Monte Vista Trail (dirt)
(18) Browns Ravine/Folsom Lake Marina - multi-use trail (dirt)

Folsom Lake SRA - Trail & Road Use Survey (v. 6.1)

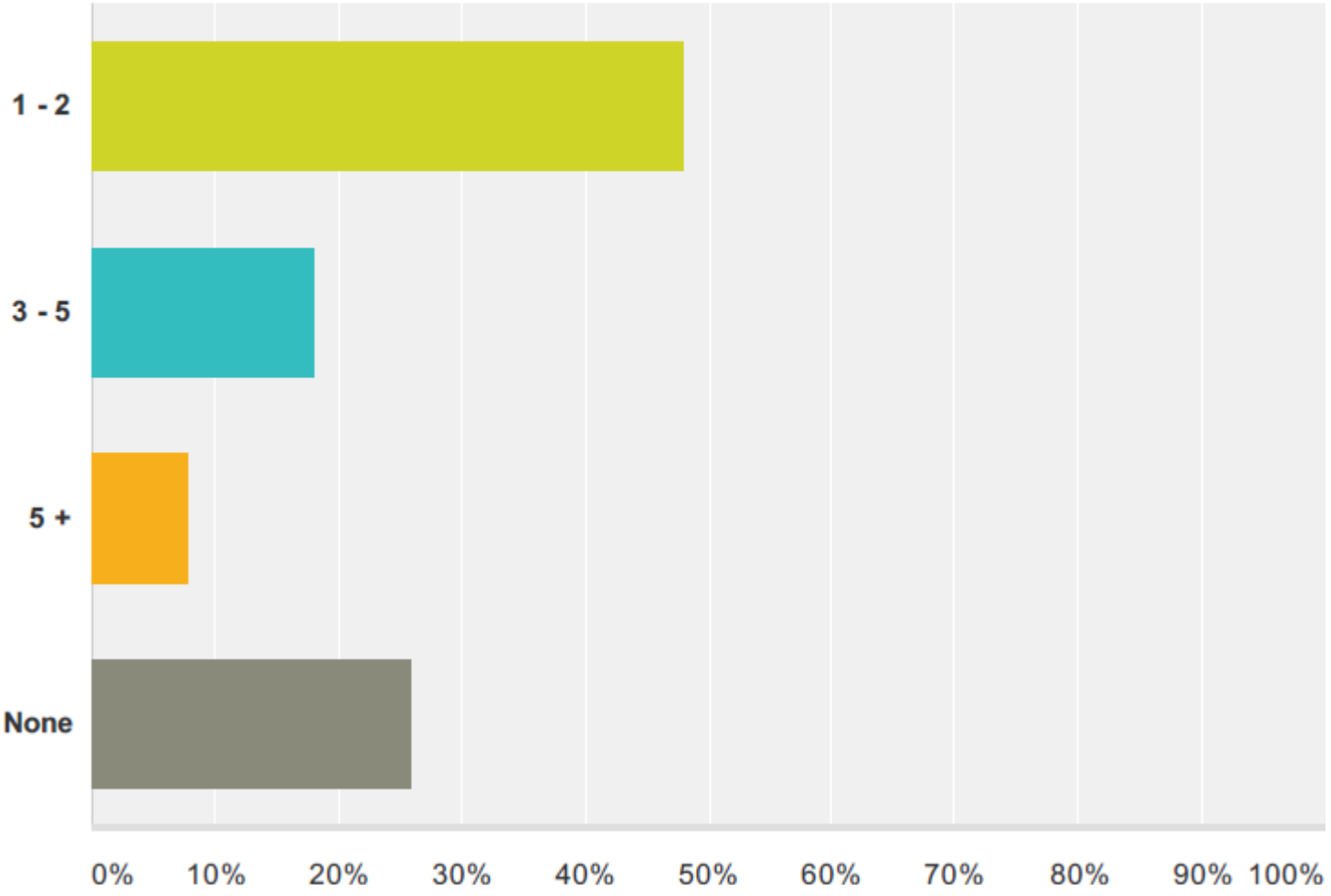
Q6 Age of Respondent

Answered: 773 Skipped: 3



Q7 How many people typically accompany you when you make use of the roads and trails of Folsom Lake SRA?

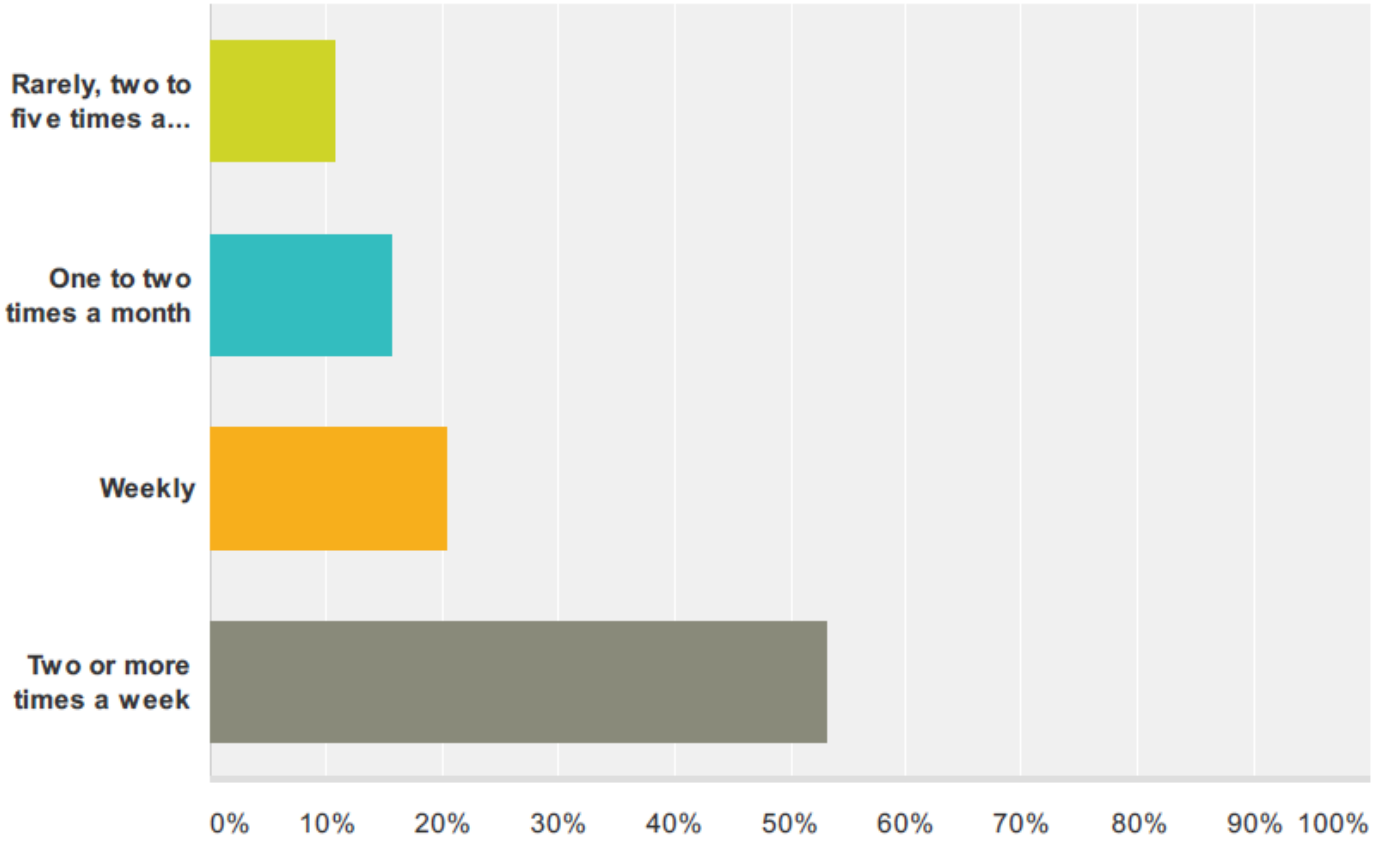
Answered: 773 Skipped: 3



Folsom Lake SRA - Trail & Road Use Survey (v. 6.1)

Q8 How many times have you recreated/used the trails or roads at Folsom Lake SRA?

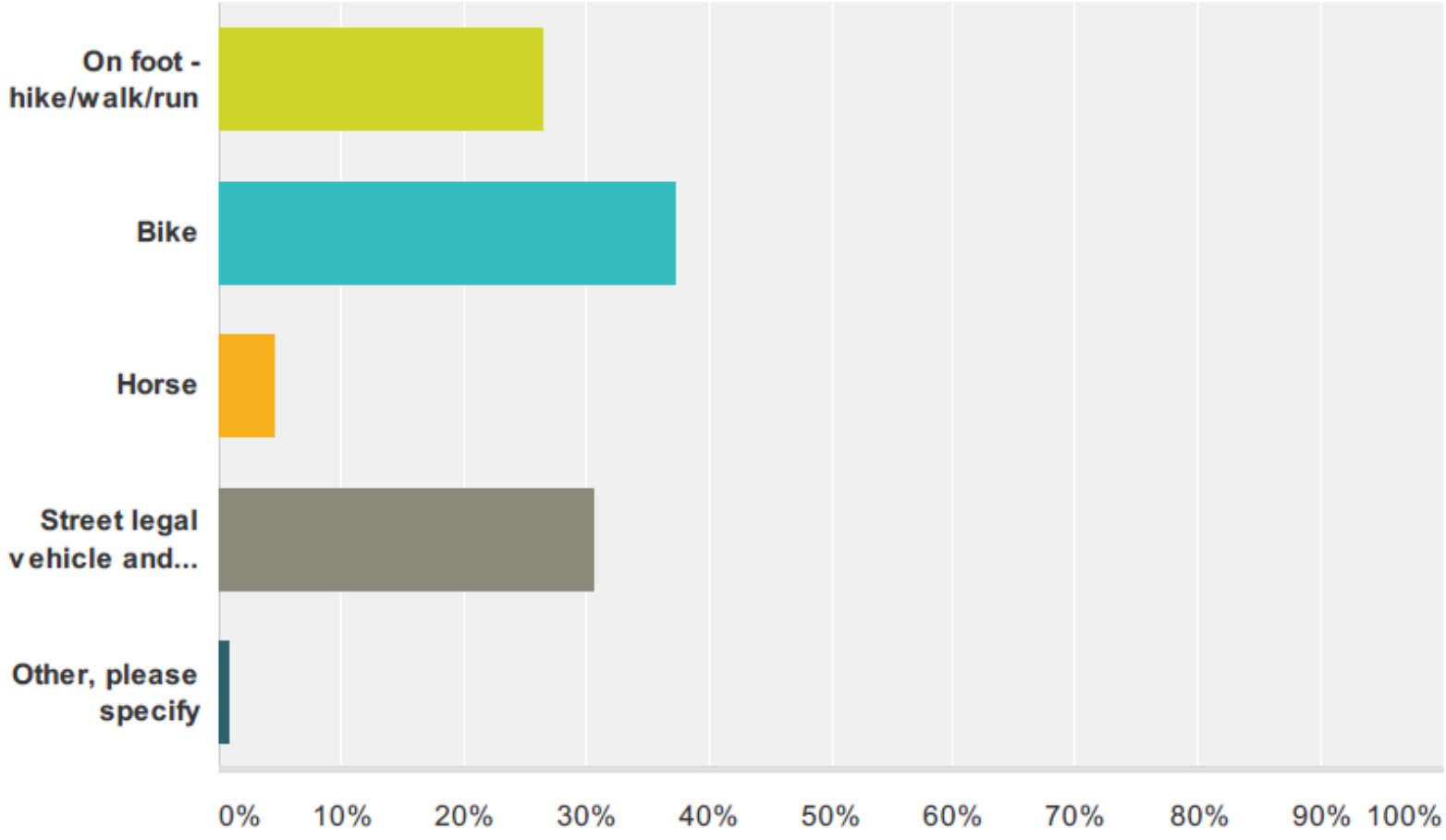
Answered: 771 Skipped: 5



Folsom Lake SRA - Trail & Road Use Survey (v. 6.1)

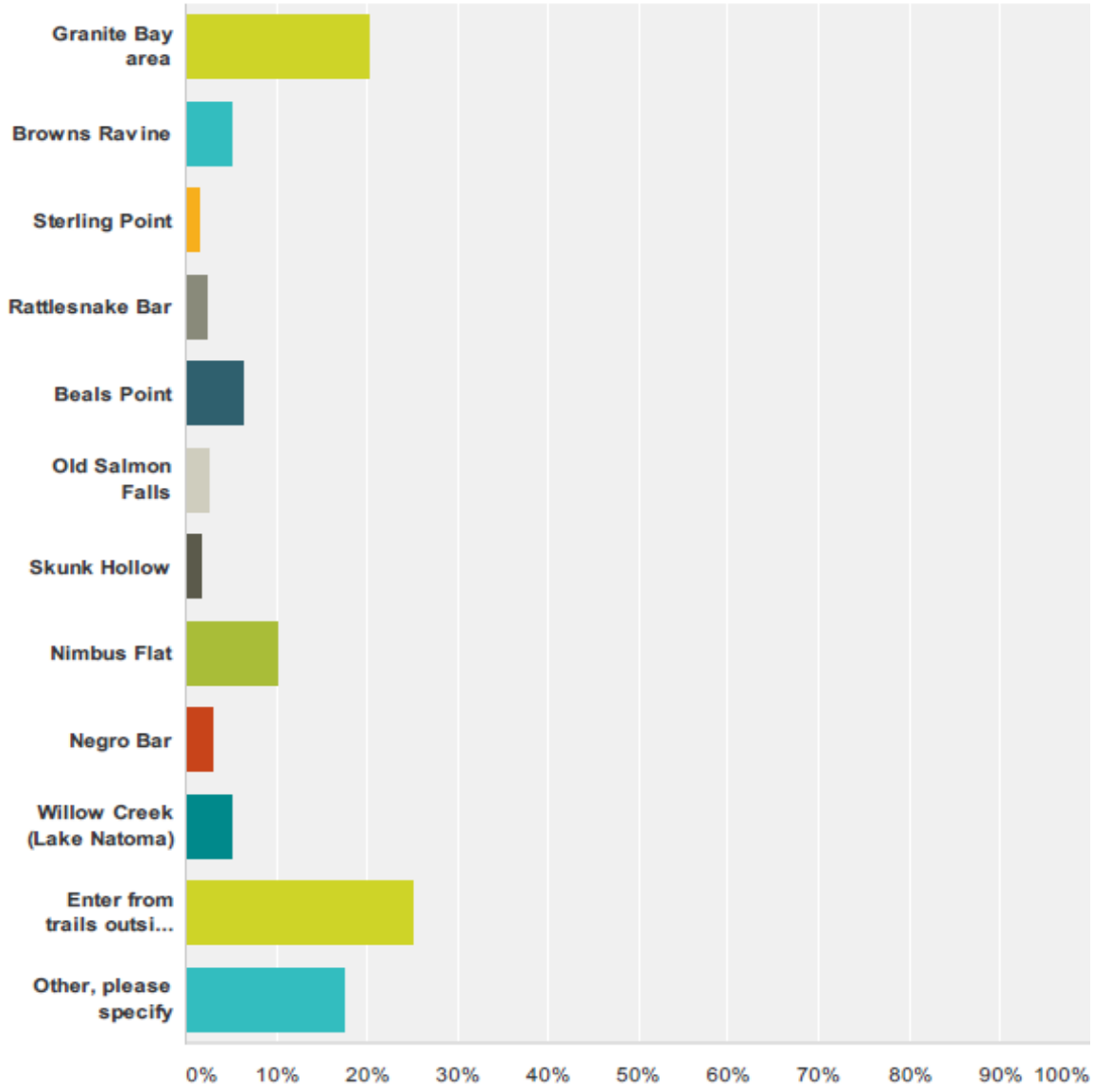
Q9 How do you typically access or enter Folsom Lake SRA? (select one)

Answered: 768 Skipped: 8



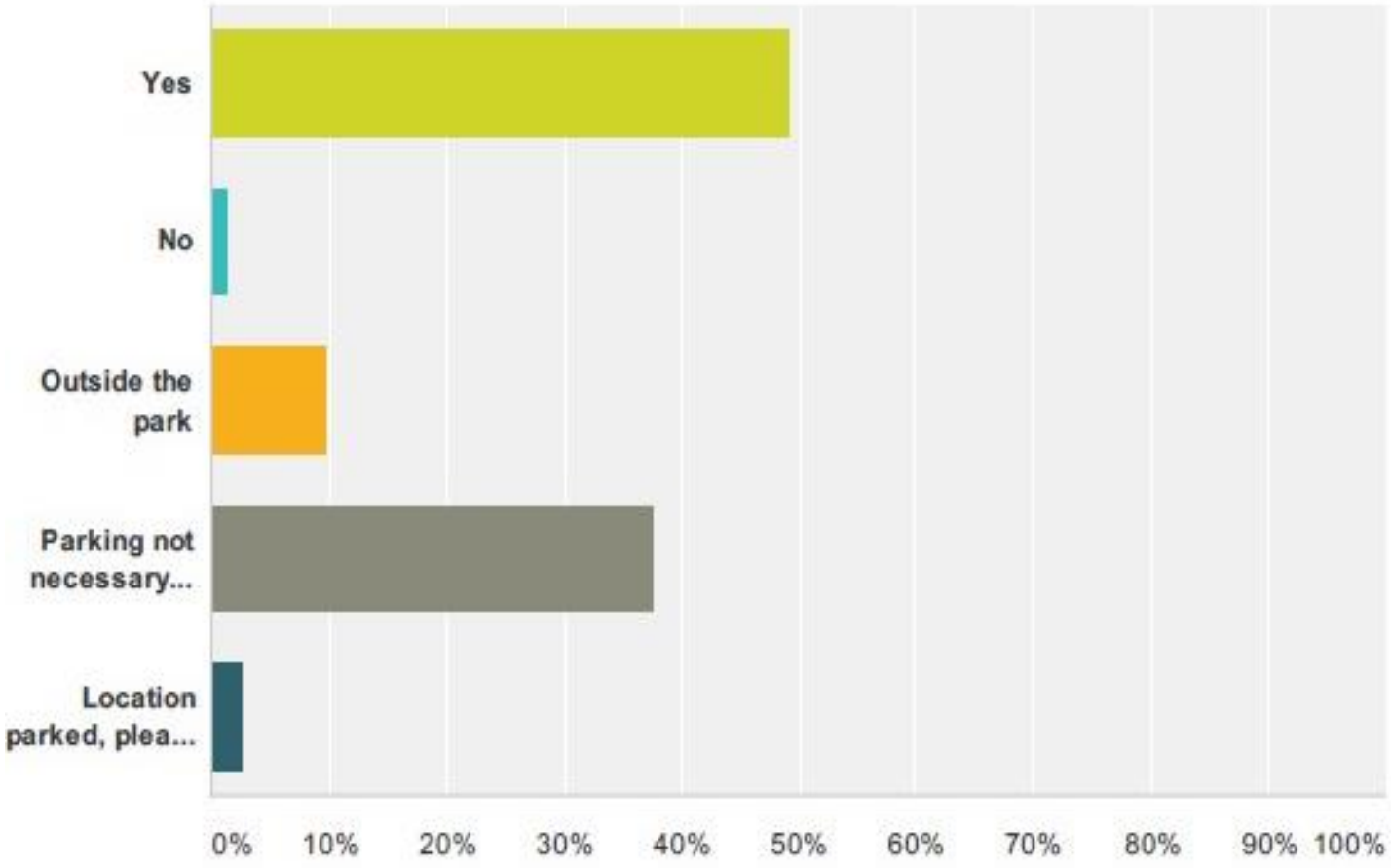
Q10 What access point do you most frequently use to access Folsom Lake SRA trails? (show map and select one)

Answered: 773 Skipped: 3



Q11 Was vehicle parking available at your desired entrance location? If not, where did you park?

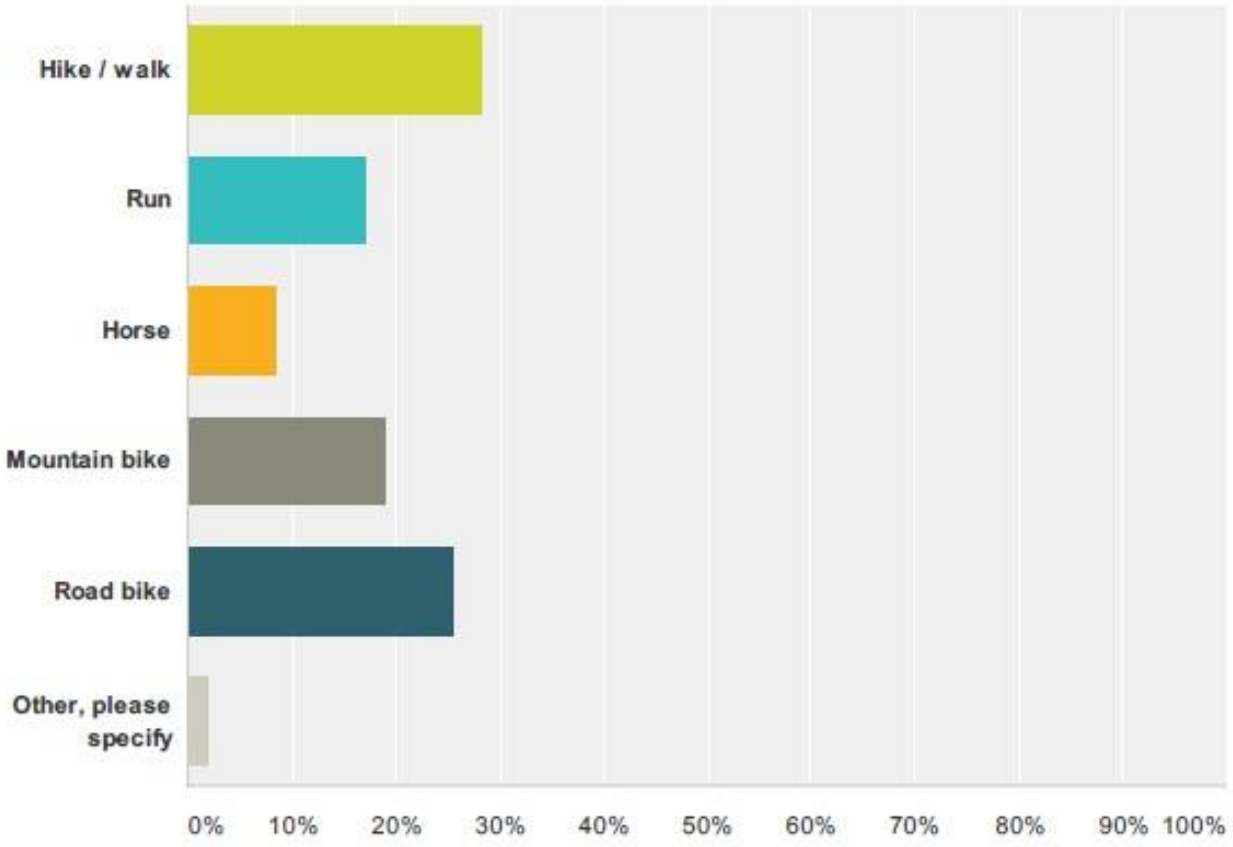
Answered: 772 Skipped: 4



Folsom Lake SRA - Trail & Road Use Survey (v. 6.1)

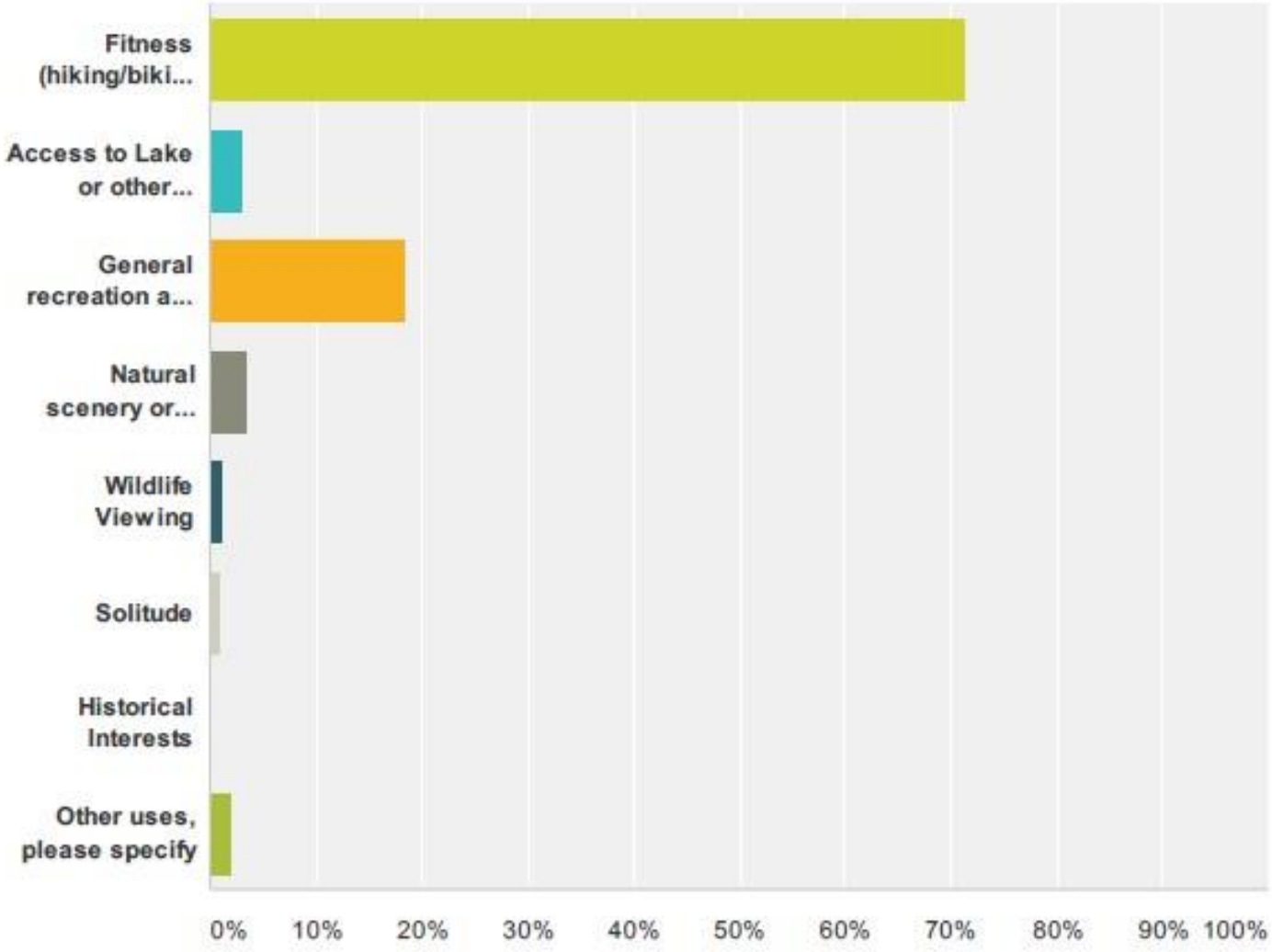
Q12 What is your primary type of trail use when recreating at Folsom Lake SRA? (select one)

Answered: 772 Skipped: 4



Q13 Your primary use of Folsom Lake SRA roads / trails is for: (select one)

Answered: 770 Skipped: 6



Q14 Are there enough road and trail opportunities to satisfy your recreational experience for: (check applicable boxes)

Answered: 771 Skipped: 5

	Yes	No	N/A	Total
Hiking / walking	**82.35%** 602	**3.01%** 22	**14.64%** 107	731
Running	**58.36%** 412	**2.83%** 20	**38.81%** 274	706
Mountain bike	**42.54%** 302	**13.94%** 99	**43.52%** 309	710
Equestrian	**18.39%** 126	**2.34%** 16	**79.27%** 543	685
Road bike	**55.79%** 390	**5.29%** 37	**38.91%** 272	699
Access to the lake or shoreline	**71.71%** 507	**4.24%** 30	**24.05%** 170	707

Q15 Are there any comments you would like to make concerning road and trail opportunities that you haven't been able to make in any other question?

Answered: 253 Skipped: 523

Signage: *Need more signs on and near trails that describe the trails *More distance markers on the trails *Need signage that asks people to pick up after themselves

Enforcement and Safety: *Etiquette training - who has priority on the trail? *Dogs shouldn't be off leash. *User education needed - stencil on paved area safety/use instructions *I bring my dog but use a leash and find many others do not do the same which makes it difficult or dangerous. Enforcement of such regulations. *Advanced cyclists are too fast *Bike signage is "archaic" (pointless) because bike riders are illegally using trails *Install lighting on trails *Need safety call boxes. *Improve lines of sight on trails so horses can see bikes *Need a separate trail for high speed racers *Fifteen mile and hour speed limit for bikes is stupid *Asphalt needs work in many places. *For those that are visually challenged, the trail maintenance is VERY important. Debris and lines separating lanes can be dangerous for all and especially the visually challenged. *Parents need to treat the bike trail like the roadway it is and keep their children from wandering out into the middle of the road. Also, at trail intersections cars should have a large stop sign and runners/bikes should have a yield sign.

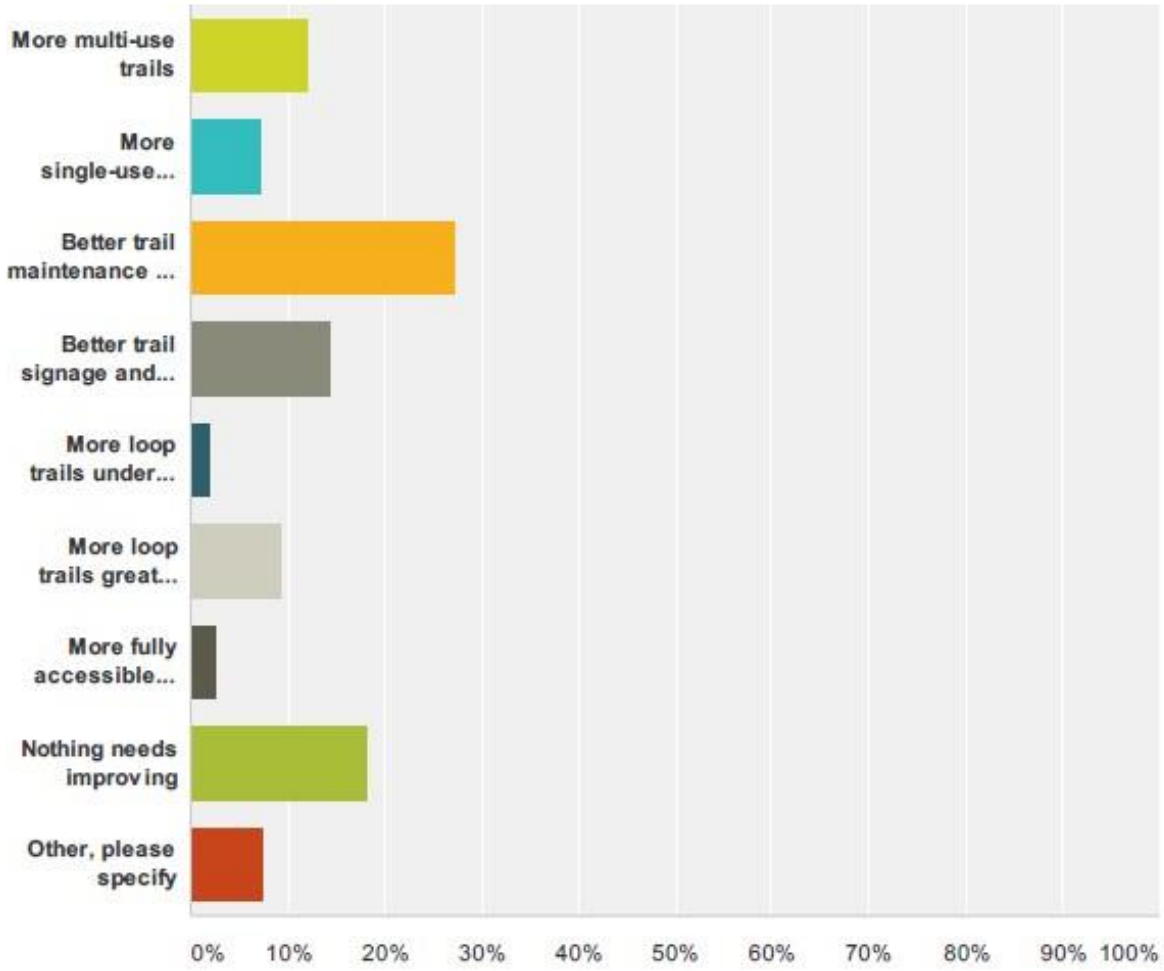
Trash/Cleanliness: *Developing overnight equestrian facilities would be an asset to Folsom Lake SRA. *More trash cans are needed along trail - Lake Natoma/Willow Creek area *Trails needs sweeping. Too much gravel kicked up from horses *Make horse owners clean up their animal's poop. Dog owners have to.

Parking/Access: *Expensive parking fees *Need more trailheads with parking *More free parking *Salmon Falls gate closed in winter is unfortunate. *Wish Pioneer Express was open to bikes - no way to get to Auburn *Keep the gate at Rattlesnake Bar open through the winter months. There are lots of people that want to use the facility to hike or ride their horse *Kids need a place to ride their BMX bikes. Let them tear up the hillside a little. Specify an area for them *More multi-purpose trails *Need more off-leash dog areas *Total Body Fitness groups seem to take quite a bit of trail use time away from the general public on a number of peak weekends. Limit their use to the mornings. *Open access to mountain bikes *Hiking/Walking/Running: More dirt trails for running are needed

Maintenance: *Eradicate poison oak *Fix or install more water fountains *Restroom needed on south side of river between Willow Creek and Folsom.

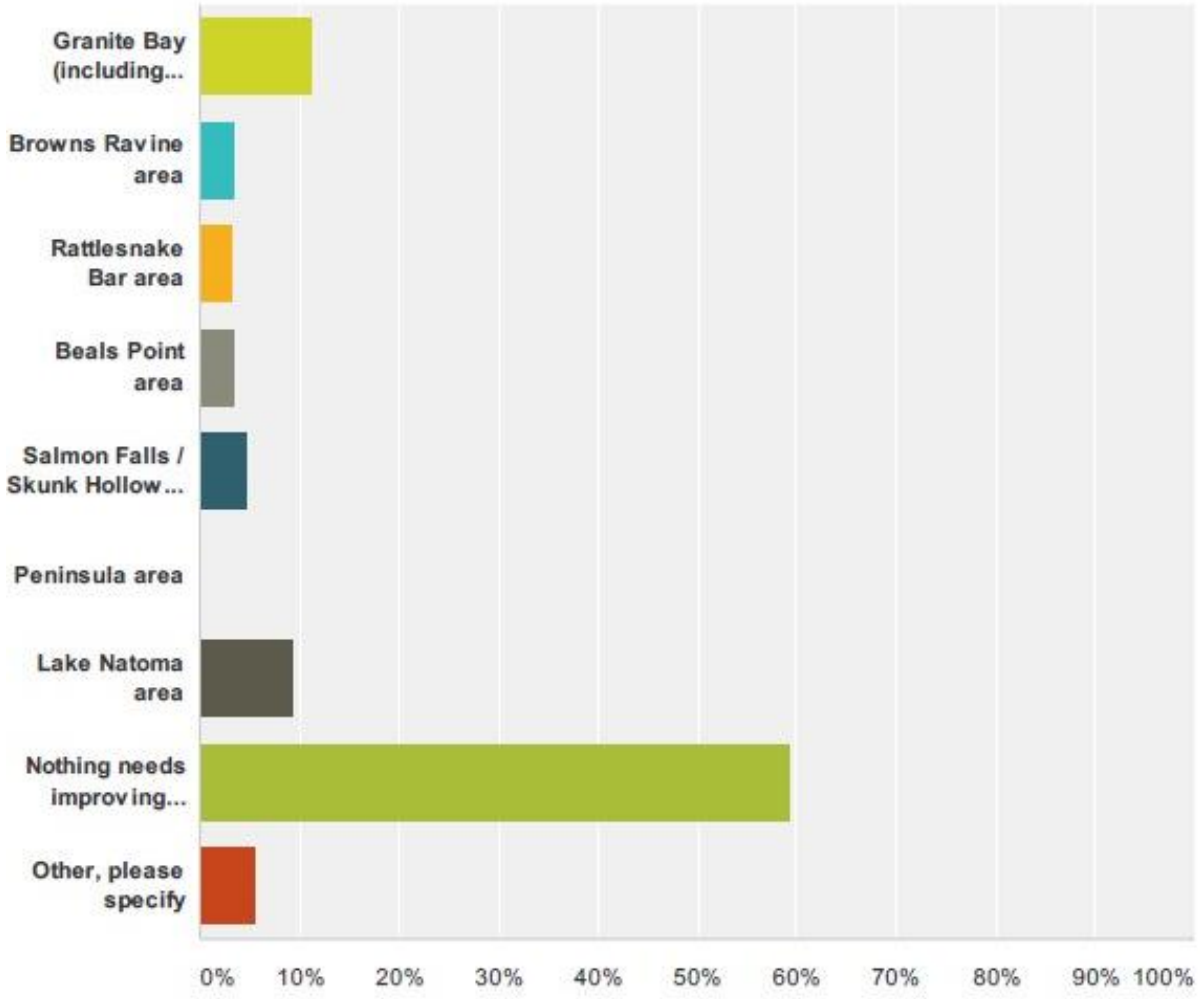
Q16 What is your highest priority to improve your recreational trail use experience at Folsom Lake SRA? (select one)

Answered: 773 Skipped: 3



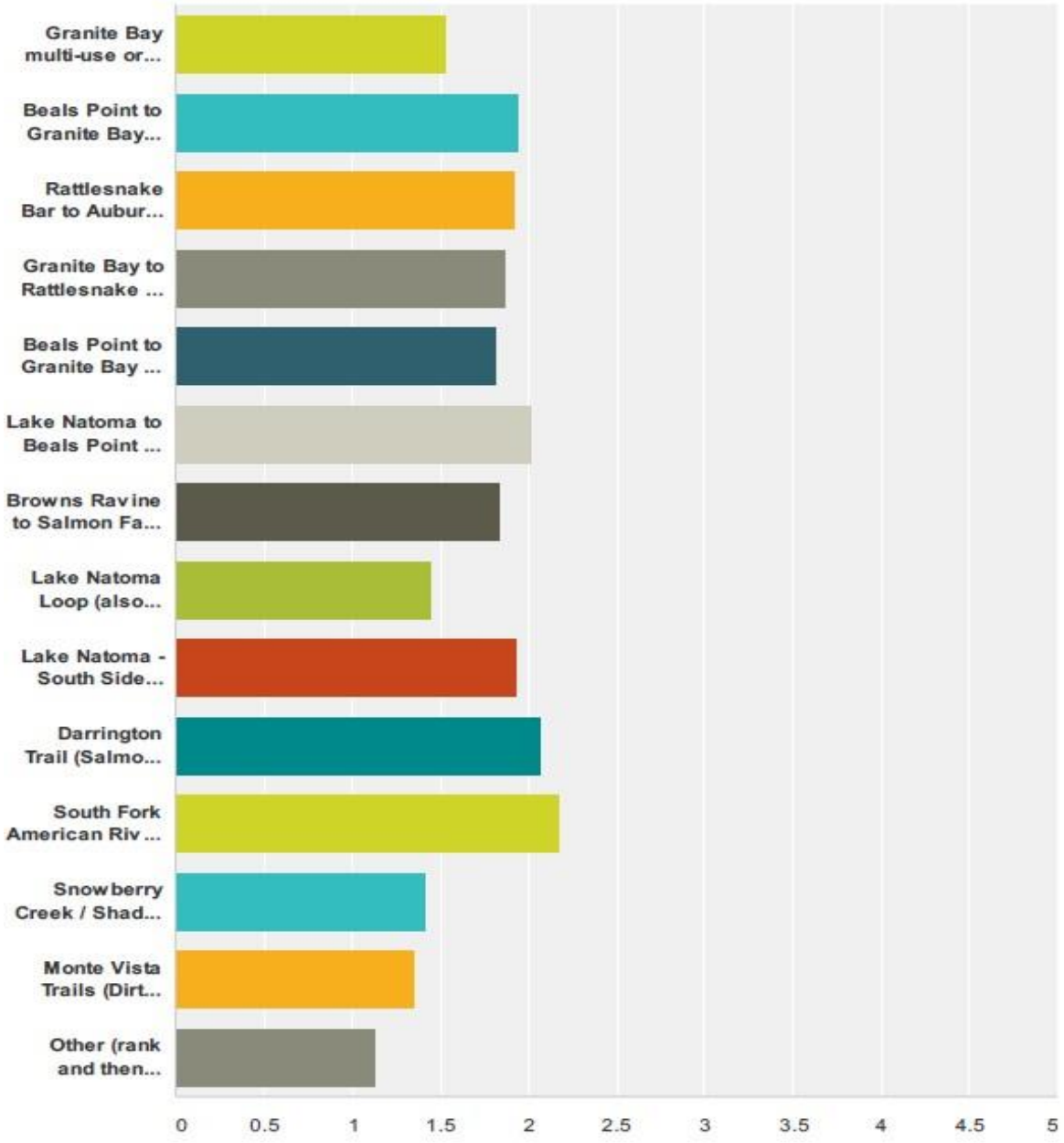
Q17 What general area of the park would you most like to see improved access to trails for your trail use? (select one)

Answered: 768 Skipped: 8



Q18 Which trails in Folsom Lake SRA do you use most? (Rank top three trails)

Answered: 758 Skipped: 18



7.3 MAPS: POTENTIAL SIGNIFICANCE TO WATER RESOURCES AND EROSION SEVERITY

The maps, Potential Significance to Water Resources (PSWR) and Drainage Structure Condition Index (DSCI), show the potential for roads and trails to impact water resources with discharge of eroding sediment and the condition of drainage structures, respectively. The PSWR is based on erosion severity, proximity/connectivity to water resources, and road or trail width. The higher the PSWR number, the greater the potential of the road or trail to impact water resources. The DSCI is an assessment of conditions observed in the water course or at a drainage structure. A high index indicates poor drainage condition.

Potential Significance to Water Resources and Drainage Structure Condition

LOWER LAKE NATOMA TO NIMBUS DAM

Potential Significance to Water Resources Point
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Potential Significance to Water Resources Line
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Drainage Structure Condition Index Point
- Critical Problems
- High Problems
- Moderate Problems

Trails
- Unpaved Park Trails
- Paved Park Trails
- Trail on Roadbed
- No Public Access
- Non System Route
- Other Agency Trail

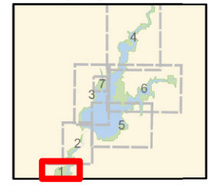
Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

Drainage Structure Condition Index Line
- High
- Moderate

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Administrative Areas
- CA Protected Lands
- No Public Access

Map Page Location



Scale 1:18,080

Feet 0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan

Erosion Severity

LOWER LAKE NATOMA TO NIMBUS DAM

Erosion Severity Along Trail
- Critical
- High
- Moderate
- Slight

Erosion Severity Point of Significance
- Critical
- High
- Moderate
- Slight

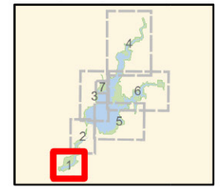
Trails
- Unpaved Trails
- Paved Park Trails
- Trail on Roadbed
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Not Designated

- Picnic Area
- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Administrative Areas
- CA Protected Lands
- No Public Access

Map Page Location



Scale
1:18,080

N

Feet
0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 5/16/2022

Folsom Area State Parks
Road and Trail Management Plan

Potential Significance to Water Resources and Drainage Structure Condition

UPPER LAKE NATOMA TO FOLSOM DAM

Potential Significance to Water Resources Point
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Potential Significance to Water Resources Line
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Drainage Structure Condition Index Point
- Critical Problems
- High Problems
- Moderate Problems

Trails
- Unpaved Park Trails
- Paved Park Trails
- Trail on Roadbed
- Accessible Trail
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

Drainage Structure Condition Index Line
- High
- Moderate

- Parking Lot
- Picnic Area
- Camp Area, Tent Only
- Group Camp Area
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Folsom Dam Operations
- Administrative Areas
- CA Protected Lands
- No Public Access

Map Page Location

Scale 1:24,250

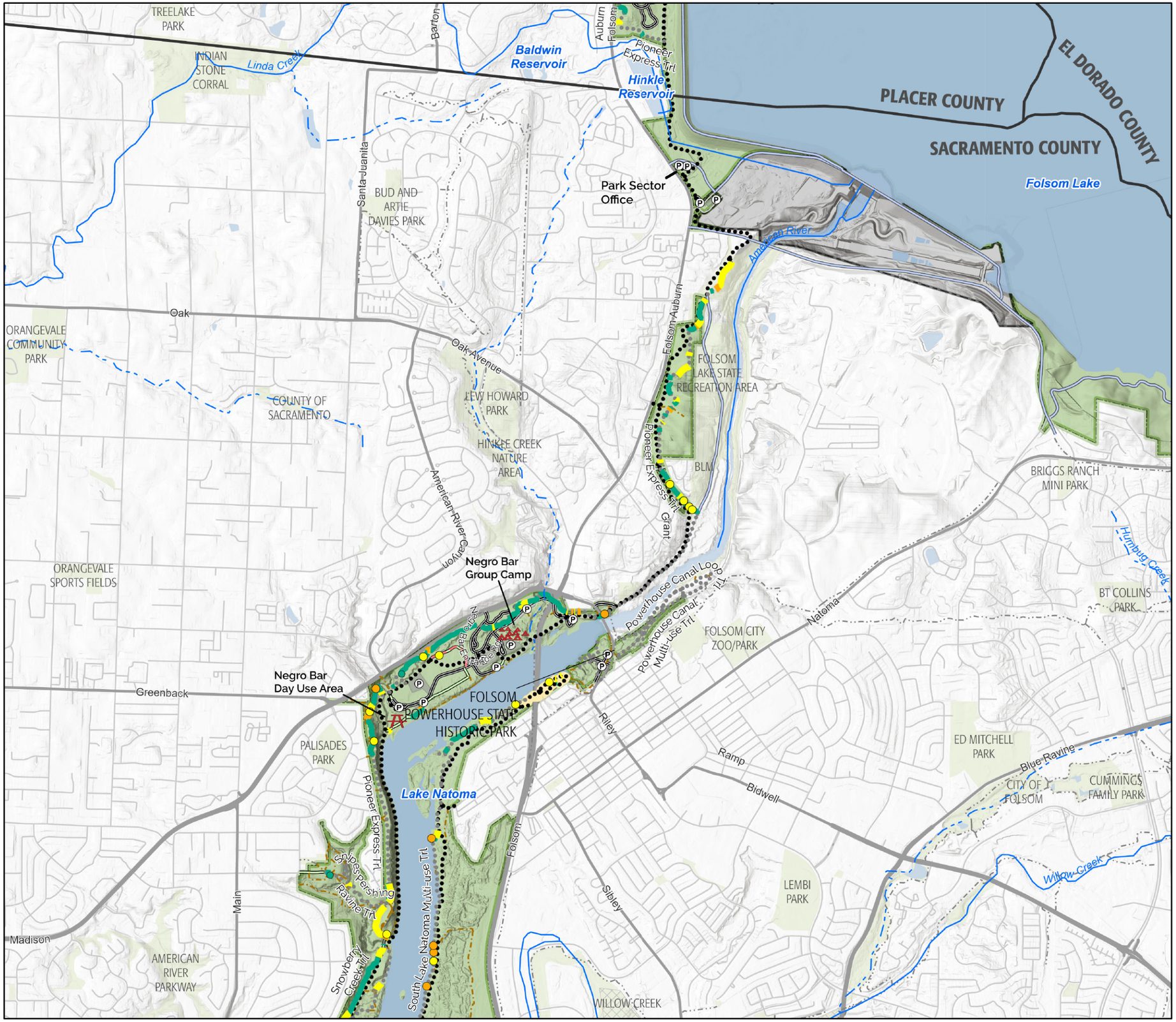
Feet
0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan



Erosion Severity

UPPER LAKE NATOMA TO FOLSOM DAM

Erosion Severity Along Trail
- Critical
- High
- Moderate
- Slight

Erosion Severity Point of Significance
- Critical
- High
- Moderate
- Slight

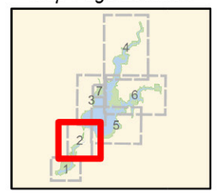
Trails
- Unpaved Trails
- Paved Park Trails
- Trail on Roadbed
- Accessible Trail
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Picnic Area
- Camp Area, Tent Only
- Group Camp Area
- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Administrative Areas
- CA Protected Lands
- No Public Access

Map Page Location



Scale
1:24,250

N

Feet
0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan

Potential Significance to Water Resources and Drainage Structure Condition

BEALS POINT / GRANITE BAY

Potential Significance to Water Resources Point
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Potential Significance to Water Resources Line
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Drainage Structure Condition Index Point
- Critical Problems
- High Problems
- Moderate Problems

Trails
- Unpaved Park Trails
- Paved Park Trails
- Accessible Trail
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

Drainage Structure Condition Index Line
- High
- Moderate

- Parking Lot
- Picnic Area
- Camp Area, Tent Only
- Camp Area with Hookups
- Developed Camp Area
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Natural Preserves
- CA Protected Lands
- Restricted Access

Map Page Location

Scale 1:35,590

Feet 0 1,000 2,000

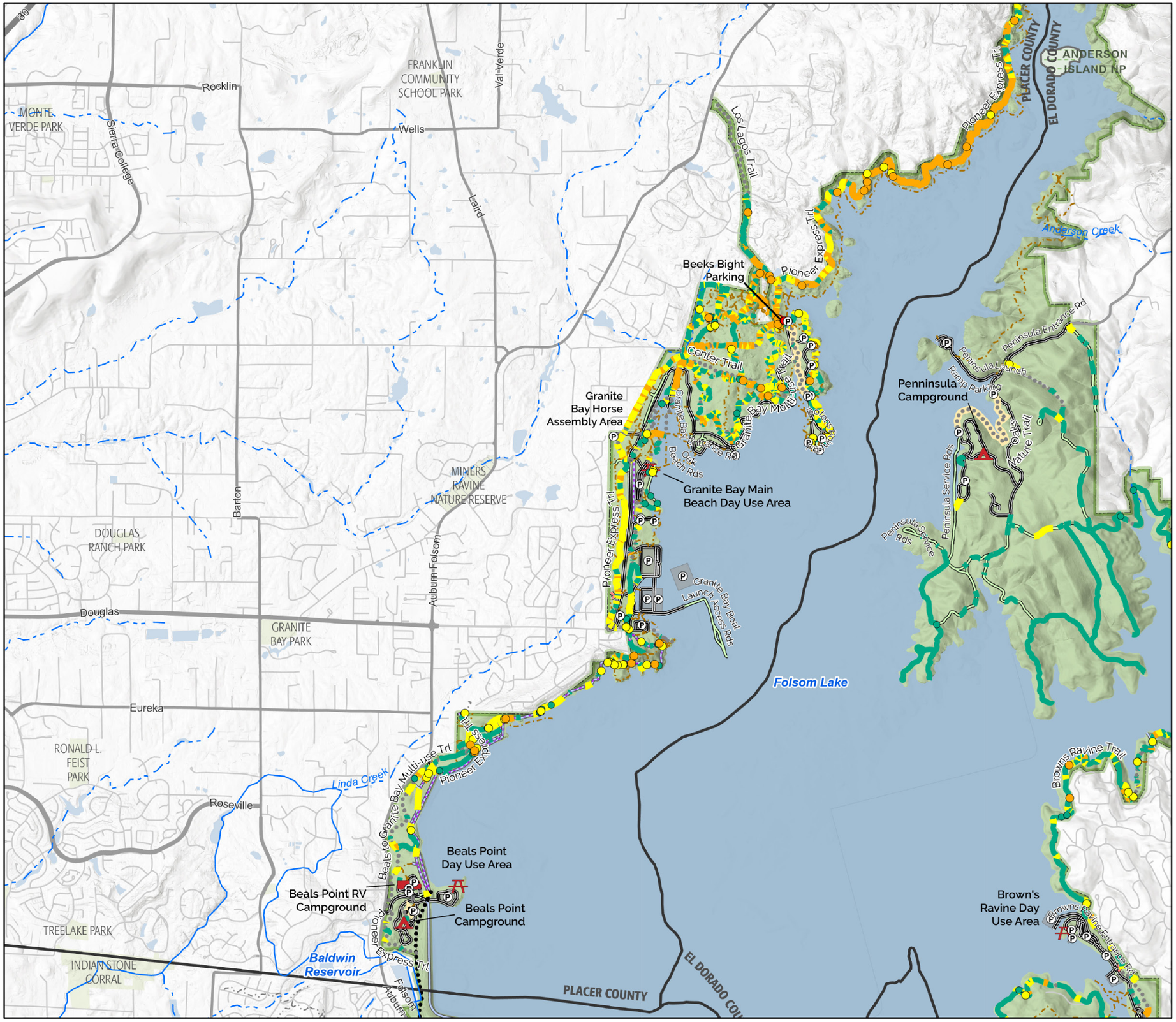
NOTES:

Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan



Erosion Severity

BEALS POINT / GRANITE BAY

Erosion Severity Along Trail
- Critical
- High
- Moderate
- Slight

Erosion Severity Point of Significance
- Critical
- High
- Moderate
- Slight

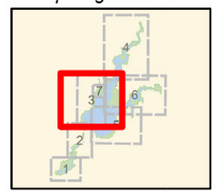
Trails
- Unpaved Trails
- Paved Park Trails
- Accessible Trail
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Picnic Area
- Camp Area, Tent Only
- Camp Area with Hookups
- Developed Camp Area
- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Natural Preserves
- CA Protected Lands
- Restricted Access

Map Page Location



Scale
1:35,590

N

Feet
0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 5/16/2022

Folsom Area State Parks
Road and Trail Management Plan

Potential Significance to Water Resources and Drainage Structure Condition

NORTH FORK AMERICAN RIVER

Potential Significance to Water Resources Point
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Potential Significance to Water Resources Line
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Drainage Structure Condition Index Point
- Critical Problems
- High Problems
- Moderate Problems

Trails
- Unpaved Park Trails
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

Drainage Structure Condition Index Line
- High
- Moderate

- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Auburn State Recreation Area
- Natural Preserves
- CA Protected Lands

Map Page Location

Scale 1:45,760

Feet
0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan

Erosion Severity

NORTH FORK AMERICAN RIVER

Erosion Severity Along Trail
- Critical
- High
- Moderate
- Slight

Erosion Severity Point of Significance
- Critical
- High
- Moderate
- Slight

Trails
- Unpaved Trails
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Auburn State Recreation Area
- Natural Preserves
- CA Protected Lands

Map Page Location

Scale
1:45,760

N

Feet
0 1,000 2,000

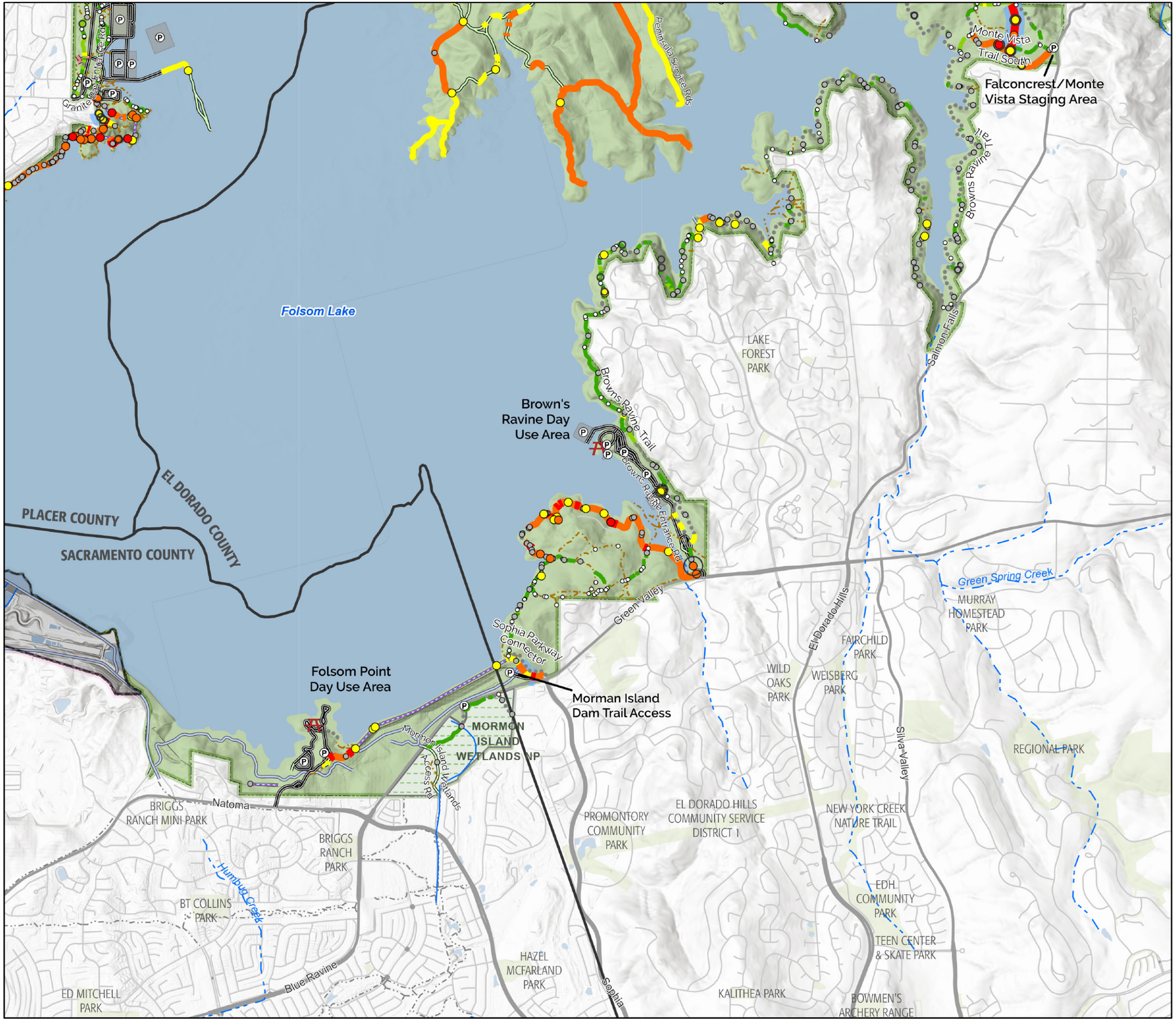
NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 5/16/2022

Folsom Area State Parks
Road and Trail Management Plan



Potential Significance to Water Resources and Drainage Structure Condition

BROWNS RAVINE

Potential Significance to Water Resources Point
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Potential Significance to Water Resources Line
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Drainage Structure Condition Index Point
- Critical Problems
- High Problems
- Moderate Problems

Trails
- Unpaved Park Trails
- Trail on Roadbed
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

Drainage Structure Condition Index Line
- High
- Moderate

- Parking Lot
- Picnic Area
- River
- Intermittent Stream
- Waterbodies

- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Folsom Dam Operations
- Administrative Areas
- Natural Preserves
- CA Protected Lands

Map Page Location

N

Scale 1:30,950

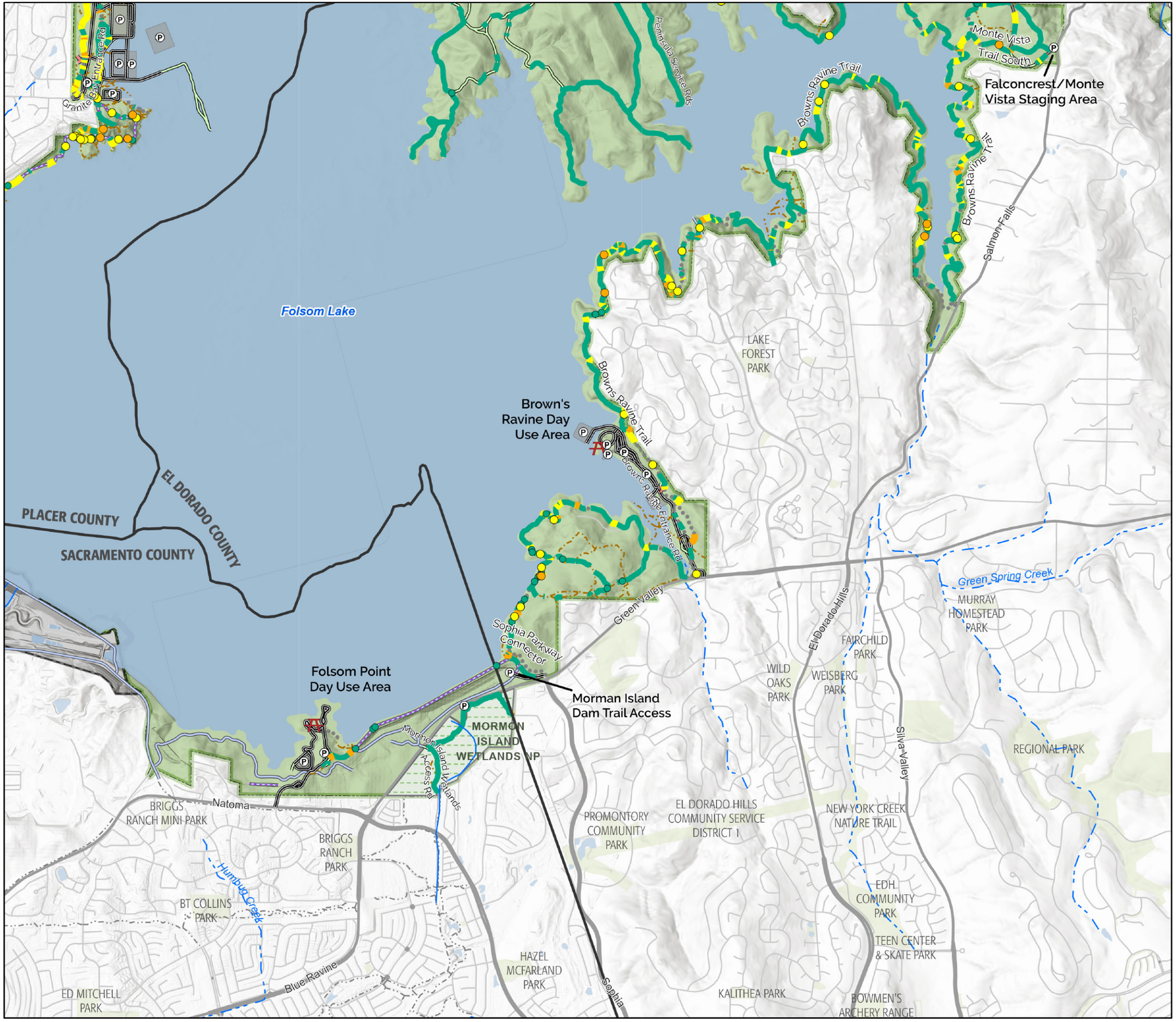
Feet
0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan



Erosion Severity

BROWNS RAVINE

Erosion Severity Along Trail
- Critical
- High
- Moderate
- Slight

Erosion Severity Point of Significance
- Critical
- High
- Moderate
- Slight

Trails
- Unpaved Trails
- Trail on Roadbed
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Paved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

- Picnic Area
- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Administrative Areas
- Natural Preserves
- CA Protected Lands

Map Page Location

Scale
1:30,950

N

Feet
0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 5/16/2022

Folsom Area State Parks
Road and Trail Management Plan

Potential Significance to Water Resources and Drainage Structure Condition

SOUTH FORK AMERICAN RIVER

Potential Significance to Water Resources Point
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Potential Significance to Water Resources Line
- Most Significant
- High Significance
- Moderate Significance
- Low Significance
- Least Significant

Drainage Structure Condition Index Point
- Critical Problems
- High Problems
- Moderate Problems

Trails
- Unpaved Park Trails
- Paved Park Trails
- Trail on Roadbed
- Accessible Trail
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Hike, Bike and Horse
- Not Designated

Drainage Structure Condition Index Line
- High
- Moderate

- Parking Lot
- Picnic Area
- Developed Camp Area
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Natural Preserves
- CA Protected Lands
- No Public Access
- Restricted Access

Map Page Location

Scale 1:38,000

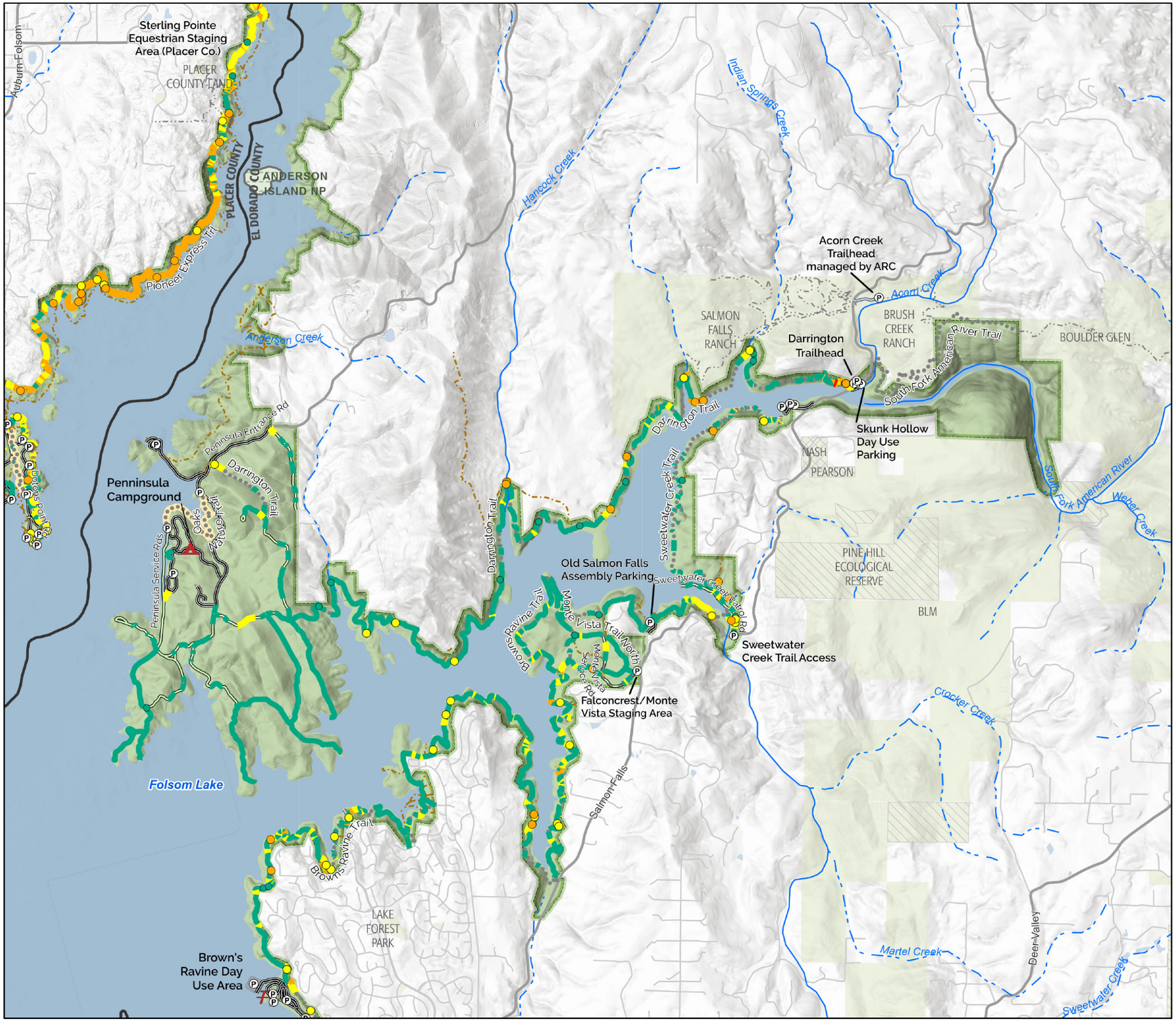
Feet 0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS
Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan



Erosion Severity

SOUTH FORK AMERICAN RIVER

Erosion Severity Along Trail
- Critical
- High
- Moderate
- Slight

Erosion Severity Point of Significance
- Critical
- High
- Moderate
- Slight

Trails
- Unpaved Trails
- Paved Park Trails
- Trail on Roadbed
- Accessible Trail
- No Public Access
- Non System Route
- Other Agency Trail

Roads
- Unpaved Park Service Roads
- Unpaved Public Vehicular Roads
- Paved Public Vehicular Roads

Other Agency Service Roads
- Not Designated

- Picnic Area
- Developed Camp Area
- Parking Lot
- River
- Intermittent Stream
- Waterbodies
- County
- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Natural Preserves
- CA Protected Lands
- No Public Access
- Restricted Access

Map Page Location

Scale
1:38,000

N

Feet
0 1,000 2,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 5/16/2022

Folsom Area State Parks Road and Trail Management Plan

7.4 MAINTENANCE RECOMMENDATIONS MATRIX

The following chart lists the maintenance recommendations for each segment of road and trail in the park. There are three types of recommendations: convert to system route, maintain, monitor, improve in place where necessary, improve/reroute where necessary, and remove. Each trail segment shall receive maintenance, and segments identified for improve in place or improve/reroute require additional reconstruction, re-engineering or reroutes.

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Beals Entrance Rd to Dike 6 cut-off-1	338	Maintain
318-Beals Pt Campfire Center Trl-1	231	Improve in Place Where Necessary
318-Beals Pt Campfire Center Trl-2	317	Improve in Place Where Necessary
318-Beals to Granite Bay Multi-use Trl Connector-1	200	Improve/Reroute Where Necessary
318-Beals to Granite Bay Multi-use Trl-1	106	Improve in Place Where Necessary
318-Beals to Granite Bay Multi-use Trl-2	410	Improve in Place Where Necessary
318-Beals to Granite Bay Multi-use Trl-3	2136	Improve in Place Where Necessary
318-Beals to Granite Bay Multi-use Trl-4	2435	Improve/Reroute Where Necessary
318-Beals to Granite Bay Multi-use Trl-5	219	Improve in Place Where Necessary
318-Beals to Granite Bay Multi-use Trl-6	273	Improve in Place Where Necessary
318-Beals to Granite Bay Multi-use Trl-7	944	Improve in Place Where Necessary
318-Beals to Granite Bay Multi-use Trl-8	1931	Improve in Place Where Necessary
318-Beeks Bight Pioneer Express Trl Connector-0	145	Remove
318-Beeks Bight Pioneer Express Trl Connector-2	267	Remove
318-Benders Beach Access Trail-1	791	Improve in Place Where Necessary
318-Benders Beach Access Trail-2	111	Improve in Place Where Necessary
318-Boarding by the Lake Spur Trl-0	146	Convert to System Route
318-Boarding on the Lake Spur Trl-0	227	Convert to System Route
318-Boarding on the Lake Spur Trl-0	96	Convert to System Route
318-Browns Ravine Low Water Access extension-0	972	Monitor
318-Browns Ravine Low Water Access extension-0	77	Monitor
318-Browns Ravine Low Water Access-0	703	Monitor
318-Browns Ravine Low Water Access-0	1047	Monitor
318-Browns Ravine Trail Alternate Route-1	1112	Improve in Place Where Necessary
318-Browns Ravine Trail Alternate Route-2	64	Remove

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Browns Ravine Trail Alternate Route-3	69	Remove
318-Browns Ravine Trail Alternate Route-4	202	Remove
318-Browns Ravine Trail Alternate Route-5	276	Improve in Place Where Necessary
318-Browns Ravine Trail Alternate Route-6	601	Improve in Place Where Necessary
318-Browns Ravine Trail Alternate Route-7	317	Remove
318-Browns Ravine Trail-1	3639	Improve/Reroute Where Necessary
318-Browns Ravine Trail-10	1769	Improve in Place Where Necessary
318-Browns Ravine Trail-11	572	Remove
318-Browns Ravine Trail-12	1890	Improve in Place Where Necessary
318-Browns Ravine Trail-13	294	Improve/Reroute Where Necessary
318-Browns Ravine Trail-14	190	Improve in Place Where Necessary
318-Browns Ravine Trail-15	1959	Improve/Reroute Where Necessary
318-Browns Ravine Trail-2	6924	Improve/Reroute Where Necessary
318-Browns Ravine Trail-3	164	Remove
318-Browns Ravine Trail-4	2058	Improve in Place Where Necessary
318-Browns Ravine Trail-5	1501	Improve/Reroute Where Necessary
318-Browns Ravine Trail-6	5453	Improve in Place Where Necessary
318-Browns Ravine Trail-7	5866	Improve/Reroute Where Necessary
318-Browns Ravine Trail-8	25482	Improve/Reroute Where Necessary
318-Browns Ravine Trail-9	948	Improve/Reroute Where Necessary
318-Browns Ravine Trail-9	671	Improve/Reroute Where Necessary
318-Browns Ravine Trail-9	124	Improve/Reroute Where Necessary
318-Browns Ravine Trailhead Access Spur-1	340	Improve in Place Where Necessary
318-Campground Trail-1	367	Improve in Place Where Necessary
318-Cavitt School Spur Trail-1	224	Improve/Reroute Where Necessary

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Center Trail-2	1970	Improve/Reroute Where Necessary
318-Center Trail-2	881	Improve/Reroute Where Necessary
318-Center Trail-3	1757	Improve in Place Where Necessary
318-Center Trail-4	297	Maintain
318-Center/Pioneer Express Connector spur-1	81	Improve in Place Where Necessary
318-Center/Pioneer Express Connector-1	1170	Improve/Reroute Where Necessary
318-Darrington Trail alternate route-1	1452	Improve in Place Where Necessary
318-Darrington Trail-1	291	Improve in Place Where Necessary
318-Darrington Trail-2	1362	Improve/Reroute Where Necessary
318-Darrington Trail-3	25911	Improve/Reroute Where Necessary
318-Darrington Trail-4	14210	Improve/Reroute Where Necessary
318-Darrington Trail-5	2847	Improve/Reroute Where Necessary
318-Dotons Point Accessible Trail-1	1464	Improve in Place Where Necessary
318-Dotons Point Accessible Trail-2	726	Maintain
318-Dotons Point Accessible Trail-3	710	Maintain
318-Dotons Point Multi-Use Trail Access Spur-1	84	Improve/Reroute Where Necessary
318-Dotons Point Multi-use Trail-1	132	Improve/Reroute Where Necessary
318-Dotons Point Multi-use Trail-2	349	Improve/Reroute Where Necessary
318-Dotons Point Multi-use Trail-3	468	Improve/Reroute Where Necessary
318-Dotons Point Multi-use Trail-4	1392	Improve/Reroute Where Necessary
318-Dotons Point Multi-use Trail-5	2909	Improve/Reroute Where Necessary
318-Dotons Point Multi-use Trail-6	97	Improve/Reroute Where Necessary
318-Dotons Point Parking Rd-1	186	Remove
318-Dotons Point Parking Rd-2	225	Remove
318-Dotons Point Parking Rd-3	41	Remove

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Dotons Point Parking Rd-4	63	Remove
318-Dotons Point Parking Rd-5	36	Remove
318-Dotons Point Trail Alternate Route-1	976	Convert to System Route
318-Doton's Pt Parking-0	45	Maintain
318-Fitch Way Access Spur Alternate Route-1	105	Improve in Place Where Necessary
318-Fitch Way Access Spur-1	501	Improve in Place Where Necessary
318-Folsom Point Picnic Sites Access Trail-0	459	Improve/Reroute Where Necessary
318-Folsom Point Service Rds-1	113	Maintain
318-Folsom Point Service Rds-2	145	Remove
318-Folsom Point Service Rds-3	573	Maintain
318-Folsom Point Service Rds-4	228	Remove
318-Folsom Point Service Rds-5	117	Remove
318-Folsom Point Service Rds-6	94	Remove
318-Granite Bay Boat Launch Access Rds-3	1100	Maintain
318-Granite Bay Boat Launch Access Rds-4	867	Maintain
318-Granite Bay Entrance Connector-1	183	Improve in Place
318-Granite Bay Entrance Connector-2	427	Improve/Reroute Where Necessary
318-Granite Bay Main Beach Access Path-1	206	Maintain
318-Granite Bay Main Beach and Picnic Area Access Road-1	549	Maintain
318-Granite Bay Main Beach and Picnic Area Access Road-2	336	Maintain
318-Granite Bay Main Beach and Picnic Area Access Road-3	200	Maintain

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Granite Bay Main Beach and Picnic Area Access Road-4	594	Maintain
318-Granite Bay Multi-use Trail Access Spur-1	262	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Access Spur-2	261	Improve/Reroute Where Necessary
318-Granite Bay Multi-use Trail Access Spur-3	108	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Access Spur-4	115	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Alternate Route-1	925	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Alternate Route-2	280	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Alternate Route-3	240	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Alternate Route-4	994	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Alternate Route-5	340	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Alternate Route-6	705	Maintain
318-Granite Bay Multi-use Trail Alternate Route-7	662	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Alternate Route-8	88	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Alternate Route-9	879	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail Connector-1	203	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail/Center Trail Connector-1	67	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-1	754	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-10	3229	Improve/Reroute Where Necessary
318-Granite Bay Multi-use Trail-11	368	Improve/Reroute Where Necessary
318-Granite Bay Multi-use Trail-12	396	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-13	8831	Improve/Reroute Where Necessary
318-Granite Bay Multi-use Trail-14	93	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-15	651	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-16	362	Improve in Place Where Necessary

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Granite Bay Multi-use Trail-2	495	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-3	335	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-4	287	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-5	826	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-6	1509	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-7	1161	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-8	240	Improve in Place Where Necessary
318-Granite Bay Multi-use Trail-9	1037	Improve in Place Where Necessary
318-Granite Bay Picnic Area Path-1	253	Maintain
318-Granite Bay Picnic Area Path-2	203	Maintain
318-Granite Bay Picnic Area Path-3	603	Maintain
318-Granite Bay Picnic Area Path-4	338	Maintain
318-Granite Bay Service Rd to Group Picnic-1	639	Maintain
318-Horseshoe Bar Access-1	94	Improve in Place Where Necessary
318-Lake Natoma Shoreline Access-1	357	Maintain
318-Lake Overlook Connector-1	161	Improve in Place Where Necessary
318-Lake Overlook Connector-2	722	Improve/Reroute Where Necessary
318-Lakeridge Estates user trail-1	754	Convert to System Route
318-Lakeridge Estates user trail-10	629	Convert to System Route
318-Lakeridge Estates user trail-14	824	Convert to System Route
318-Lakeridge Estates user trail-4	672	Convert to System Route
318-Lakeridge Estates user trail-5	688	Convert to System Route
318-Lakeridge Estates user trail-7	1190	Convert to System Route
318-Lakeridge Estates user trail-8	488	Convert to System Route
318-Lakeridge Estates user trail-9	584	Convert to System Route

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Los Lagos Trail-1	2525	Improve/Reroute Where Necessary
318-Los Lagos Trail-2	282	Improve/Reroute Where Necessary
318-Los Lagos Trail-3	4073	Improve/Reroute Where Necessary
318-MIAD Service Road-1	4895	Maintain
318-Middle Ridge Trl-1	168	Remove
318-Middle Ridge Trl-2	281	Remove
318-Middle Ridge Trl-3	4368	Improve in Place Where Necessary
318-Middle Ridge Trl-4	4053	Improve/Reroute Where Necessary
318-Middle Ridge Trl-5	1788	Improve in Place Where Necessary
318-Middle Ridge Trl-6	1936	Improve/Reroute Where Necessary
318-Mississippi Bar Service Rd-1	4570	Maintain
318-Monitoring Well Rd-1	228	Maintain
318-Monitoring Well Rd-2	407	Maintain
318-Monitoring Well Rd-3	164	Maintain
318-Monte Vista Connector Spur-1	67	Improve in Place Where Necessary
318-Monte Vista North/South Connector Trail-1	98	Improve in Place Where Necessary
318-Monte Vista North/South Connector Trail-2	955	Improve in Place Where Necessary
318-Monte Vista Service Rd-1	1452	Improve in Place Where Necessary
318-Monte Vista Service Rd-2	1303	Improve in Place Where Necessary
318-Monte Vista Trail - Potable Water Spur-1	145	Improve in Place Where Necessary
318-Monte Vista Trail North-1	1523	Improve in Place Where Necessary
318-Monte Vista Trail North-2	627	Improve/Reroute Where Necessary
318-Monte Vista Trail North-3	270	Improve/Reroute Where Necessary
318-Monte Vista Trail North-4	102	Improve/Reroute Where Necessary
318-Monte Vista Trail North-5	2084	Improve in Place Where Necessary

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Monte Vista Trail South-1	1228	Improve in Place Where Necessary
318-Monte Vista Trail South-2	928	Improve/Reroute Where Necessary
318-Monte Vista Trail South-3	602	Improve in Place Where Necessary
318-Monte Vista Trailhead Access Spur-1	315	Improve in Place Where Necessary
318-Mooney Ridge Service Rd Spur-1	90	Maintain
318-Mooney Ridge Service Rds-1	1460	Maintain
318-Mooney Ridge Service Rds-2	250	Maintain
318-Mooney Ridge Service Rds-3	7951	Maintain
318-Mormon Island Cove to Browns Ravine Trail-1	3223	Improve/Reroute Where Necessary
318-Mormon Island Cove to Browns Ravine Trail-2	2182	Improve/Reroute Where Necessary
318-Mormon Island Cove Trailhead Rd-1	225	Maintain
318-Mormon Island Wetlands Access Rd-1	156	Maintain
318-Mormon Island Wetlands Access Rd-2	1343	Maintain
318-Mormon Island Wetlands Access Rd-4	156	Maintain
318-Mormon Island Wetlands Trail-2	1564	Improve/Reroute Where Necessary
318-Mormon Island Wetlands Trail-3	1795	Improve/Reroute Where Necessary
318-Negro Bar Beach Service Rd-1	109	Maintain
318-Negro Bar Beach Service Rd-2	631	Improve in Place Where Necessary
318-Negro Bar Beach Service Rd-3	454	Improve in Place Where Necessary
318-Negro Bar Cottage Service Rd-2	1088	Improve in Place Where Necessary
318-Negro Bar Day Use Parking Lot Walkway-1	522	Maintain
318-Negro Bar Service Rds-1	1032	Maintain
318-Nimbus Flat Shoreline Trl-1	432	Convert to System Route
318-Nimbus Flat Shoreline Trl-2	105	Convert to System Route
318-Nimbus Flat Shoreline Trl-3	433	Convert to System Route

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Oak Point Shoreline Trl-1	791	Improve/Reroute Where Necessary
318-Oaks Nature Trail-1	4142	Improve in Place Where Necessary
318-Old County Rd-1	387	Maintain
318-Old County Rd-4	265	Improve in Place Where Necessary
318-Old Salmon Fall Service Rd-1	195	Improve in Place Where Necessary
318-Old Salmon Falls to Sweetwater Creek Trl-2	3505	Improve/Reroute Where Necessary
318-Peninsula Campfire Center Trail-1	456	Improve in Place Where Necessary
318-Peninsula Service Rds-1	2329	Maintain
318-Peninsula Service Rds-11	885	Maintain
318-Peninsula Service Rds-13	3016	Improve in Place Where Necessary
318-Peninsula Service Rds-14	1003	Maintain
318-Peninsula Service Rds-15	317	Maintain
318-Peninsula Service Rds-16	445	Maintain
318-Peninsula Service Rds-17	324	Maintain
318-Peninsula Service Rds-18	419	Maintain
318-Peninsula Service Rds-18	2210	Maintain
318-Peninsula Service Rds-19	2450	Maintain
318-Peninsula Service Rds-2	582	Maintain
318-Peninsula Service Rds-20	2511	Maintain
318-Peninsula Service Rds-21	362	Maintain
318-Peninsula Service Rds-22	3210	Maintain
318-Peninsula Service Rds-23	1377	Maintain
318-Peninsula Service Rds-24	933	Maintain
318-Peninsula Service Rds-25	1175	Maintain
318-Peninsula Service Rds-26	1920	Maintain

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Peninsula Service Rds-27	905	Maintain
318-Peninsula Service Rds-28	2124	Maintain
318-Peninsula Service Rds-3	1649	Maintain
318-Peninsula Service Rds-4	3126	Maintain
318-Peninsula Service Rds-5	2220	Maintain
318-Peninsula Service Rds-6	3745	Maintain
318-Peninsula Service Rds-8	4003	Maintain
318-Peninsula Service Rds-9	4012	Maintain
318-Pioneer Express Access Trl-1	90	Improve/Reroute Where Necessary
318-Pioneer Express Access Trl-2	158	Improve in Place Where Necessary
318-Pioneer Express Access Trl-3	360	Improve/Reroute Where Necessary
318-Pioneer Express Access Trl-4	360	Improve in Place Where Necessary
318-Pioneer Express Access Trl-5	119	Improve in Place Where Necessary
318-Pioneer Express Access Trl-6	108	Maintain
318-Pioneer Express Access Trl-7	116	Remove
318-Pioneer Express Access Trl-8	213	Improve in Place Where Necessary
318-Pioneer Express Trl Connector-1	84	Improve/Reroute Where Necessary
318-Pioneer Express Trl Connector-2	297	Improve/Reroute Where Necessary
318-Pioneer Express Trl Connector-3	347	Improve/Reroute Where Necessary
318-Pioneer Express Trl Connector-4	271	Improve/Reroute Where Necessary
318-Pioneer Express Trl-10	250	Improve in Place Where Necessary
318-Pioneer Express Trl-11	2370	Improve in Place Where Necessary
318-Pioneer Express Trl-12	876	Improve in Place Where Necessary
318-Pioneer Express Trl-13	587	Improve/Reroute Where Necessary
318-Pioneer Express Trl-14	1305	Improve/Reroute Where Necessary

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Pioneer Express Trl-15	519	Improve in Place Where Necessary
318-Pioneer Express Trl-16	2089	Improve in Place Where Necessary
318-Pioneer Express Trl-17	141	Maintain
318-Pioneer Express Trl-18	1079	Improve/Reroute Where Necessary
318-Pioneer Express Trl-19	612	Improve in Place Where Necessary
318-Pioneer Express Trl-2	3093	Improve/Reroute Where Necessary
318-Pioneer Express Trl-20	648	Improve in Place Where Necessary
318-Pioneer Express Trl-21	1851	Improve/Reroute Where Necessary
318-Pioneer Express Trl-22	690	Improve/Reroute Where Necessary
318-Pioneer Express Trl-23	4022	Improve/Reroute Where Necessary
318-Pioneer Express Trl-24	990	Improve in Place Where Necessary
318-Pioneer Express Trl-25	11149	Improve/Reroute Where Necessary
318-Pioneer Express Trl-26	2346	Improve/Reroute Where Necessary
318-Pioneer Express Trl-27	10150	Improve in Place Where Necessary
318-Pioneer Express Trl-28	81	Remove
318-Pioneer Express Trl-29	6613	Improve/Reroute Where Necessary
318-Pioneer Express Trl-3	1732	Improve/Reroute Where Necessary
318-Pioneer Express Trl-30	294	Improve in Place Where Necessary
318-Pioneer Express Trl-31	413	Improve in Place Where Necessary
318-Pioneer Express Trl-32	1862	Improve/Reroute Where Necessary
318-Pioneer Express Trl-33	1398	Improve/Reroute Where Necessary
318-Pioneer Express Trl-34	873	Improve/Reroute Where Necessary
318-Pioneer Express Trl-35	432	Improve in Place Where Necessary
318-Pioneer Express Trl-36	14935	Improve/Reroute Where Necessary
318-Pioneer Express Trl-37	964	Improve in Place Where Necessary

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Pioneer Express Trl-38	1372	Improve/Reroute Where Necessary
318-Pioneer Express Trl-39	1252	Improve/Reroute Where Necessary
318-Pioneer Express Trl-4	394	Remove
318-Pioneer Express Trl-40	4191	Improve/Reroute Where Necessary
318-Pioneer Express Trl-41	22710	Improve/Reroute Where Necessary
318-Pioneer Express Trl-42	4513	Improve/Reroute Where Necessary
318-Pioneer Express Trl-43	283	Improve/Reroute Where Necessary
318-Pioneer Express Trl-44	1721	Improve/Reroute Where Necessary
318-Pioneer Express Trl-45	7103	Improve/Reroute Where Necessary
318-Pioneer Express Trl-46	583	Improve in Place Where Necessary
318-Pioneer Express Trl-47	5635	Improve/Reroute Where Necessary
318-Pioneer Express Trl-48	915	Improve in Place Where Necessary
318-Pioneer Express Trl-49	2018	Improve in Place Where Necessary
318-Pioneer Express Trl-5	612	Improve in Place Where Necessary
318-Pioneer Express Trl-50	844	Improve in Place Where Necessary
318-Pioneer Express Trl-6	343	Improve in Place Where Necessary
318-Pioneer Express Trl-7	1235	Improve in Place Where Necessary
318-Pioneer Express Trl-8	236	Maintain
318-Pioneer Express Trl-9	710	Improve in Place Where Necessary
318-Placer County Sewer Service Rd-1	545	Maintain
318-Placer County Sewer Service Rd-2	197	Improve in Place Where Necessary
318-Placer County Sewer Service Rd-3	554	Maintain
318-Placer County Sewer Service Rd-4	364	Maintain
318-Rattlesnake Bar Equestrian Staing Area Access Rd-1	374	Maintain
318-Rattlesnake Bar Old Equestrian Staging Access Rd-1	1259	Improve in Place Where Necessary

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-Rattlesnake Bar Old Equestrian Staging Access Rd-2	337	Improve in Place Where Necessary
318-Reclamation Service Rd-1	2073	Maintain
318-Reclamation Service Rd-2	171	Maintain
318-Reclamation Service Rd-3	826	Maintain
318-Reclamation Service Rd-3	7115	Maintain
318-Reclamation Service Rd-4	3283	Maintain
318-Reclamation Service Rd-4	596	Maintain
318-Salmon Falls Rafting Take Out Access-1	782	Maintain
318-Shady Trl-1	572	Improve in Place Where Necessary
318-Shady Trl-2	4606	Improve/Reroute Where Necessary
318-Snipes Pershing Ravine Trl-1	549	Maintain
318-Snipes Pershing Ravine Trl-2	103	Maintain
318-Snipes Pershing Ravine Trl-3	1232	Improve in Place Where Necessary
318-Snipes Pershing Ravine Trl-4	93	Maintain
318-Snipes Pershing Ravine Trl-5	1087	Maintain
318-Snowberry Creek Trl-1	328	Improve in Place Where Necessary
318-Snowberry Creek Trl-2	1870	Improve in Place Where Necessary
318-Snowberry Creek Trl-3	164	Improve in Place Where Necessary
318-Snowberry Creek Trl-4	4137	Improve in Place Where Necessary
318-Sophia Prkway Service Rds-1	921	Maintain
318-South Fork American River Trail-1	10342	Maintain
318-South Lake Natoma - Picnic Site Access Trl-1	83	Maintain
318-South Lake Natoma - Picnic Site Access Trl-2	71	Improve/Reroute Where Necessary
318-South Lake Natoma - Picnic Site Access Trl-3	221	Maintain
318-South Lake Natoma Multi-use Connectors-1	126	Maintain

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-South Lake Natoma Multi-use Trl Access-1	1197	Improve/Reroute Where Necessary
318-South Lake Natoma Multi-use Trl Connector-1	54	Maintain
318-South Lake Natoma Multi-use Trl-1	2393	Improve/Reroute Where Necessary
318-South Lake Natoma Multi-use Trl-10	1405	Improve/Reroute Where Necessary
318-South Lake Natoma Multi-use Trl-11	1165	Improve/Reroute Where Necessary
318-South Lake Natoma Multi-use Trl-12	2710	Improve/Reroute Where Necessary
318-South Lake Natoma Multi-use Trl-13	4316	Improve/Reroute Where Necessary
318-South Lake Natoma Multi-use Trl-4	925	Improve in Place Where Necessary
318-South Lake Natoma Multi-use Trl-5	824	Improve in Place Where Necessary
318-South Lake Natoma Multi-use Trl-6	393	Improve/Reroute Where Necessary
318-South Lake Natoma Multi-use Trl-7	1178	Maintain
318-South Lake Natoma Multi-use Trl-8	6073	Improve/Reroute Where Necessary
318-South Lake Natoma Multi-use Trl-9	789	Improve in Place Where Necessary
318-Sterling Point Connector Trail-1	537	Improve/Reroute Where Necessary
318-Sweetwater Creek Patrol Rd-1	259	Improve in Place Where Necessary
318-Sweetwater Creek Patrol Rd-2	751	Improve in Place Where Necessary
318-Sweetwater Creek Patrol Rd-3	121	Maintain
318-Sweetwater Creek Patrol Rd-4	1813	Maintain
318-Sweetwater Creek Trail-1	689	Improve in Place Where Necessary
318-Sweetwater Creek Trail-2	13626	Improve/Reroute Where Necessary
318-Sweetwater Creek Trail-3	86	Improve in Place Where Necessary
318-Transmission Tower Service Rd-1	243	Maintain
318-unnamed FLSRA Non-system Route-1	408	Convert to System Route
318-unnamed FLSRA Non-system Route-2	201	Convert to System Route
318-unnamed FLSRA Non-system Route-4	192	Convert to System Route

Segment ID	Segment Length (Feet)	Maintenance Recommendation
318-unnamed FLSRA Non-system Route-5	63	Convert to System Route
318-unnamed FLSRA Non-system Route-6	527	Convert to System Route
318-unnamed FLSRA Non-system Route-7	120	Convert to System Route
318-Water Tower Service Rd-1	892	Improve in Place Where Necessary
318-Waterfront Trl Kayak Ramp-1	84	Maintain
318-Waterfront Trl-1	1354	Maintain
318-Waterfront Trl-2	399	Maintain
318-Waterfront Trl-3	718	Maintain
318-Waterfront Trl-4	148	Maintain
318-Waterfront Trl-5	88	Maintain
318-Waterfront Trl-6	290	Maintain
318-Waterfront Trl-7	327	Maintain
318-Waterfront Trl-8	211	Maintain
318-Waterfront Trl-9	121	Maintain
370-Powerhouse Canal Access Trl-1	302	Improve/Reroute Where Necessary
370-Powerhouse Canal Access Trl-2	261	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-1	469	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-10	142	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-12	55	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-13	60	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-2	168	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-3	422	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-4	428	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-5	419	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-6	177	Improve/Reroute Where Necessary

Segment ID	Segment Length (Feet)	Maintenance Recommendation
370-Powerhouse Canal Loop Trl-7	1173	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-8	206	Improve/Reroute Where Necessary
370-Powerhouse Canal Loop Trl-9	529	Improve/Reroute Where Necessary
370-Powerhouse Canal Multi-use Trl-1	263	Maintain
370-Powerhouse Canal Multi-use Trl-2	336	Maintain
370-Powerhouse Canal Multi-use Trl-3	146	Maintain
370-Powerhouse Canal Multi-use Trl-4	672	Maintain
370-Powerhouse Canal Multi-use Trl-5	492	Maintain
370-Powerhouse Canal Spur-1	30	Maintain
370-Powerhouse Foot Paths-1	431	Improve/Reroute Where Necessary
370-Powerhouse Foot Paths-2	120	Improve/Reroute Where Necessary
370-Powerhouse Foot Paths-3	141	Improve/Reroute Where Necessary
370-Powerhouse Foot Paths-4	113	Improve/Reroute Where Necessary
370-Powerhouse Foot Paths-5	232	Improve/Reroute Where Necessary
370-Powerhouse Foot Paths-6	134	Improve/Reroute Where Necessary
370-Powerhouse Foot Paths-7	459	Improve/Reroute Where Necessary

This page intentionally left blank.

7.5 SPECIAL STATUS SPECIES

SENSITIVE PLANTS

Species Name	Common Name	CNPS Rank	State Rank	Global Rank	CESA	FESA	Ecological Information	Presence
Balsamorhiza macrolepis	big-scale balsamroot	1B.2	S2	G2	None	None		Possibly Extirpated
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	4.2	S4	G4G5T4	None	None	Small Colonies In Open Grassy Spots Among Quercus Wislizeni And Quercus Douglasii.	Presumed Extant
Ceanothus roderickii	Pine Hill ceanothus	1B.1	S1	G1	Rare	Endangered	On Rescue Gabbroic Soils In Chaparral. Associated With Wyethia Reticulata, Calystegia Stebbinsii, Chlorogalum Grandiflorum And Helianthemum Suffrutescens. Other Associates Include Arctostaphylos Viscida, Adenostoma Fasciculatum, Etc.	Presumed Extant
Calystegia stebbinsii	Stebbins' morning-glory	1B.1	S1	G1	Endangered	Endangered	In Gabbro, Associated With Adenostoma Fasciculatum, Arctostaphylos Viscida, Salvia Sonomensis,	Presumed Extant

Species Name	Common Name	CNPS Rank	State Rank	Global Rank	CESA	FESA	Ecological Information	Presence
							Lepechinia Calycina, Rhamnus Californica, Ceanothus Roderickii, Wyethia Reticulata, Chlorogalum Grandiflorum, Helianthemum Suffructescens, Etc.	
Crocanthemum suffrutescens	Bisbee Peak rush-rose	3.2	S2?	G2?Q	None	None	Chaparral Dominated By Arctostaphylos Viscida And Adenostoma Fasciculatum. Associated With Eriodictyon Californicum, Baccharis Pilularis Spp. Consanguinea, Salvia Sonomensis, Calystegia Stebbinsii, Ceanothus Roderickii, Et Al.	Presumed Extant
Wyethia reticulata	El Dorado County mule ears	1B.2	S2	G2	None	None	On Rescue Soils In Chaparral. With Adenostoma Fasciculatum, Arctostaphylos Viscida, Ceanothus Roderickii, Eriodictyon Californicum, Heteromeles Arbutifolia,	Presumed Extant

Species Name	Common Name	CNPS Rank	State Rank	Global Rank	CESA	FESA	Ecological Information	Presence
							Quercus Durata, Salvia Sonomensis, Calystegia Stebbinsii, Lotus Scoparius, Etc.	
Chlorogalum grandiflorum	Red Hills soaproot	1B.2	S3	G3	None	None	Open Areas In Chaparral, Where Shrubs Are Low And Scattered. Often On Banks Of Small Evanescent Streamlets. On Rocky Gabbro Soils With Wyethia Bolanderi, Ceanothus Roderickii, Ceanothus Lemmonii, And Adenostoma Fasciculatum.	Presumed Extant
Orcuttia viscida	Sacramento Orcutt grass	1B.1	S1	G1	Endangered	Endangered	Nearly Barren Area In The Middle Of Large Vernal Pool With Eryngium. Open Rolling Plains With Blue Oaks.	Extirpated
Galium californicum ssp. sierrae	El Dorado bedstraw	1B.2	S1	G5T1	Rare	Endangered		Presumed Extant
Wyethia reticulata	El Dorado County mule ears	1B.2	S2	G2	None	None		Presumed Extant

Species Name	Common Name	CNPS Rank	State Rank	Global Rank	CESA	FESA	Ecological Information	Presence
Crocanthemum suffrutescens	Bisbee Peak rush-rose	3.2	S2?	G2?Q	None	None	Associated With Other Rare Plants: Calystegia Stebbinsii And Wyethia Reticulata.	Presumed Extant
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	4.2	S4	G4G5T4	None	None	Nw Poly Found In Weed Infested Roadfill With Chondrilla Juncea, Lactuca Serriola, And Torilis Nodosa Adjacent To Riparian Area With Aesculus Californica, Quercus Wislizeni, And Also On Roadcut With Little Vegetation Adjacent To Chaparral.	Presumed Extant
Clarkia biloba ssp. brandegeeae	Brandegee's clarkia	4.2	S4	G4G5T4	None	None	Foothill Woodland. West Side Of Access Road Bank On Decomposed Granite On E-Facing 80 Deg Slope. Assoc W/ Pinus Sabiniana, Quercus Wislizeni, Q. Kelloggii, Heteromeles Arbutifolia, Aesculus Californica, Toxicodendron Diversilobum, Etc.	Presumed Extant

Species Name	Common Name	CNPS Rank	State Rank	Global Rank	CESA	FESA	Ecological Information	Presence
List compiled from a spatial query of the CNDDB for special status animals occurring within FLSRA and FPSHP boundaries.								

Global Ranks:
GX – Presumed Extinct, **GH** – Possibly Extinct, **G1** – Critically Imperiled, **G2** – Imperiled, **G3** – Vulnerable, **G4** – Apparently Secure, **G5** – Secure, **GNR** – Unranked, **GU** – Unrankable, **GnGn** – Range Rank, **GnTn** – Infraspecific Taxon,
? – Inexact or Uncertain Rank, **Q** – Questionable Taxonomy, **C** – Captive or Cultivated Only

State Ranks:
SX – Presumed Extirpated, **SH** – Possibly Extirpated (Historical), **S1** – Critically Imperiled, **S2** – Imperiled, **S3** – Vulnerable, **S4** – Apparently Secure, **S5** – Secure, **SNR** – Unranked, **SU** – Unrankable, **SnSn** – Range Rank, **?** – Inexact or Uncertain

CNPS Rare Plant Codes:
1A. Plants presumed extinct in California and rare/extinct elsewhere
1B. Plants rare, threatened, or endangered in California and elsewhere
2A. Plants presumed extirpated in California, but more common elsewhere
2B. Plants rare, threatened, or endangered in California, but more common elsewhere
3. Plants about which we need more information
4. Plants of limited distribution
CNPS Rare Plant Threat Ranks:
1 – Seriously threatened in California
2 – Fairly threatened in California
3 – Not very threatened in California

SENSITIVE NATURAL COMMUNITIES

Community Name	Global Rank	State Rank	Ecological Information
Northern Hardpan Vernal Pool	G3	S3.1	Downingia, 4 Spp Of Brodiaea, Lasthenia, Pogogyne Ziziphoroides, Lilaea Scilloides, Ranunculus Alveolatus. Unable To Convert To Floristic Classification, Lacks Spp. Info.

SPECIAL STATUS WILDLIFE

Species Name	Common Name	Status	Ecological Information
REPTILES AND AMPHIBIANS			
Spea hammondii	western spadefoot	SSC	
Emys marmorata	western pond turtle	SSC	
Emys marmorata	western pond turtle	SSC	Wetland Complex Of Ponds And Adjacent Willow/Cottonwood Habitat. Golf Course And Residential Development To South And East, Wetland Preserve To North And West.
Emys marmorata	western pond turtle	SSC	Habitat Consists Of A Small Pond Created By A Stone Wall Built Across A Small Ravine On The Edge Of Folsom Lake.
Rana draytonii	California red-legged frog	SSC	Habitat Consists Of A Small Watercourse That Drains Into Folsom Lake; Vegetated By Sedges And Himalayan Blackberry.
Emys marmorata	western pond turtle	SSC	Pond, May Be Somewhat Artificial; Culverts On East End To Deliver Excess Water To River Side Of Bike Trail; Mixed Vegetation, Dominated By Live Oak And Foothill Pine Surrounding Pond.
BIRDS			
Falco peregrinus anatum	American peregrine falcon	CFP	Cliffs In Old Limestone Quarry Now Used For Recreation; Rock Climbers Unaware Of Birds Were Climbing Close To Eyrie On Date Surveyed. Active Quarry Operations Immediately South.
Buteo swainsoni	Swainson's hawk	ST	Nest Tree Was A Black Oak.

Species Name	Common Name	Status	Ecological Information
Nannopterum auritum	double-crested cormorant	WL	Nesting Substrate Consists Of Gray Pines (Aka Foothill Pines). Great Blue Herons And Great Egrets Also Nest At This Rookery Site.
Falco columbarius	merlin	WL	
Haliaeetus leucocephalus	bald eagle	CFP	Based On 2014 Aerials, Nest Is Likely In A Gray Pine.
Haliaeetus leucocephalus	bald eagle	CFP	Nest Near The Top Of A Ponderosa Pine.
Haliaeetus leucocephalus	bald eagle	CFP	1St Bald Eagle Nest Record At Folsom Lake. Recreation Lake Surrounded By Oaks, Gray Pines And Calif Buckeye. Understory Consisted Of Poison Oak & Annual Grasses. Site Previously Used By Egrets & Herons. Great Blue Heron Rookery In Vicinity.
Elanus leucurus	white-tailed kite	CFP	Mix Of Blue Oak, Foothill Pine, Poison Oak, And Buckeye.
Accipiter cooperii	Cooper's hawk	WL	3 Juveniles Observed In An Area Of Live Oaks, Cottonwoods, Foothill Pine And Poison Oak.
FISH			
Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	FT	80-100% Of Adults Observed In River During 2003-2012 Spawning Surveys & 92-99% Of Returns To Hatchery 2001-10 Were Hatchery-Origin (Ho). Nimbus Hatchery Sh Excluded From Dps; Eggs Imported From Eel River (1955-62) Wa & Or (1969-73, '80-81).

Species Name	Common Name	Status	Ecological Information
INSECTS			
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	FT	
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	FT	
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	FT	1987: A Mixture Of Old And New Elderberry Trees In Each Clump. Clump Located About 25-100 Yards Apart From Each Other.
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	FT	2005-2013 Aerial Imagery Shows That Site Has Been Developed. 39 Elderberry Shrubs Were Removed. General Habitat Characterized By An Urban, Ruderal Plant Community, With Degraded Remnants Of Scrub And Oak Woodland Vegetation.
List compiled from a spatial query of the CNDDB for special status animals occurring within FLSRA and FPSHP boundaries. **CFP** - California Fully Protected, **FT** - Federally Threatened, **SSC** - Species of Special Concern, **ST** - State Threatened, **WL** - Watchlist			

7.6 PARKWIDE SUMMARY OF TRAILS

PARKWIDE SUMMARY OF EXISTING TRAILS BY USE AND ROUTE DESIGNATIONS

Use Designation	Mileage of Road	Mileage of Trail
Hike	0.67	4.85
Hike and Horse	0.99	44.69
Hike and Bike	0.36	11.07
Hike, Bike, and Horse	18.4	38.02

PARKWIDE SUMMARY OF ROADS AND TRAILS

Route Name	Route Type	Use Designation	Miles
American River Bike Path	Trail	Hike, Bike, and Horse	8.89
American River Bike Path	Trail	Hike, Bike, and Horse	0.63
American River Bike Path - Main Avenue Connector Trail	Trail	Hike, Bike, and Horse	0.30
American River Bike Path - Main Avenue Trail	Trail	Hike, Bike, and Horse	0.19
American River Bike Path Access	Road	Hike, Bike, and Horse	0.08
American River Overlook Spur	Trail	Hike and Bike	0.03
Americn River Bike Path	Trail	Hike, Bike, and Horse	0.11
Beals Entrance Rd to Dike 6 cut-off	Road	Hike, Bike, and Horse	0.06
Beals Pt Campfire Center Trl	Trail	Hike	0.20
Beals to Granite Bay Multi-use Trl	Trail	Hike, Bike, and Horse	1.60
Beals to Granite Bay Multi-use Trl Connector	Trail	Hike, Bike, and Horse	0.04
Beeks Bight Pioneer Express Trl Connector	Trail	Hike and Horse	0.08
Benders Beach Access Trail	Trail	Hike, Bike, and Horse	0.17
Browns Ravine Trail	Trail	Hike and Horse	11.19
Browns Ravine Trail Alternate Route	Trail	Hike and Horse	0.50
Browns Ravine Trailhead Access Spur	Trail	Hike, Bike, and Horse	0.06
Campground Trail	Trail	Hike	0.07
Cavitt School Spur Trail	Trail	Hike, Bike, and Horse	0.04
Center Trail	Trail	Hike, Bike, and Horse	0.56
Center/Pioneer Express Connector	Trail	Hike, Bike, and Horse	0.22
Darrington Trail	Trail	Hike and Bike	7.91
Darrington Trail	Trail	Hike, Bike, and Horse	0.54

Route Name	Route Type	Use Designation	Miles
Darrington Trail alternate route	Trail	Hike and Bike	0.28
Dike 2 Service Road	Road	Hike, Bike, and Horse	0.39
Dike 4 Construction Re-route	Road	Hike, Bike, and Horse	0.12
Dike 4 Service Road	Road	Hike, Bike, and Horse	0.28
Dike 5 Access Road	Road	Hike, Bike, and Horse	0.08
Dike 5 Service Rd - bottom of dike	Road	Hike, Bike, and Horse	0.41
Dike 5 Service Road	Road	Hike, Bike, and Horse	0.64
Dike 6 Service Rd	Road	Hike, Bike, and Horse	0.28
Dike 6 Service Rd Spur	Road	Hike, Bike, and Horse	0.04
Dike 6 Service Road	Road	Hike, Bike, and Horse	0.39
Dike 6 to Beals Day Use Connector	Trail	Hike, Bike, and Horse	0.04
Dike 6 to Pioneer Express Trl Connector Spur	Trail	Hike, Bike, and Horse	0.02
Dike 8 Service Road	Road	Hike, Bike, and Horse	0.15
Dike 8 Service Road	Road	Hike, Bike, and Horse	0.04
Dos Coyote Trail	Trail	Hike, Bike, and Horse	0.16
Dotons Point Accessible Trail	Trail	Hike	0.55
Dotons Point Multi-use Trail	Trail	Hike, Bike, and Horse	1.01
Dotons Point Multi-Use Trail Access Spur	Trail	Hike, Bike, and Horse	0.02
Dotons Point Shoreline Access	Road	Hike, Bike, and Horse	0.03
Dredger Way Connector Trail	Trail	Hike and Bike	0.05
FLSRA Service Road	Road	Hike and Bike	0.03
Folsom Blvd Bridge Bike Lane	Trail	Hike and Bike	0.46
Folsom Point Picnic Sites Access Trail	Trail	Hike	0.09
Folsom Point Service Rds	Road	Hike, Bike, and Horse	0.24
Folsom Sector Office Bike Path Spur	Trail	Hike, Bike, and Horse	0.04
Gold Country Blvd Bike Path	Trail	Hike and Bike	0.03
Granite Bay Entrance Connector	Trail	Hike, Bike, and Horse	0.08
Granite Bay Entrance Connector	Trail	Hike, Bike, and Horse	0.03
Granite Bay Main Beach Access Path	Road	Hike, Bike, and Horse	0.04
Granite Bay Main Beach and Picnic Area Access Road	Road	Hike and Bike	0.28
Granite Bay Main Beach and Picnic Area Access Road	Road	Hike, Bike, and Horse	0.04
Granite Bay Multi-use Trail	Trail	Hike, Bike, and Horse	3.90
Granite Bay Multi-use Trail Access Spur	Trail	Hike, Bike, and Horse	0.14
Granite Bay Multi-use Trail Alternate Route	Trail	Hike, Bike, and Horse	0.97

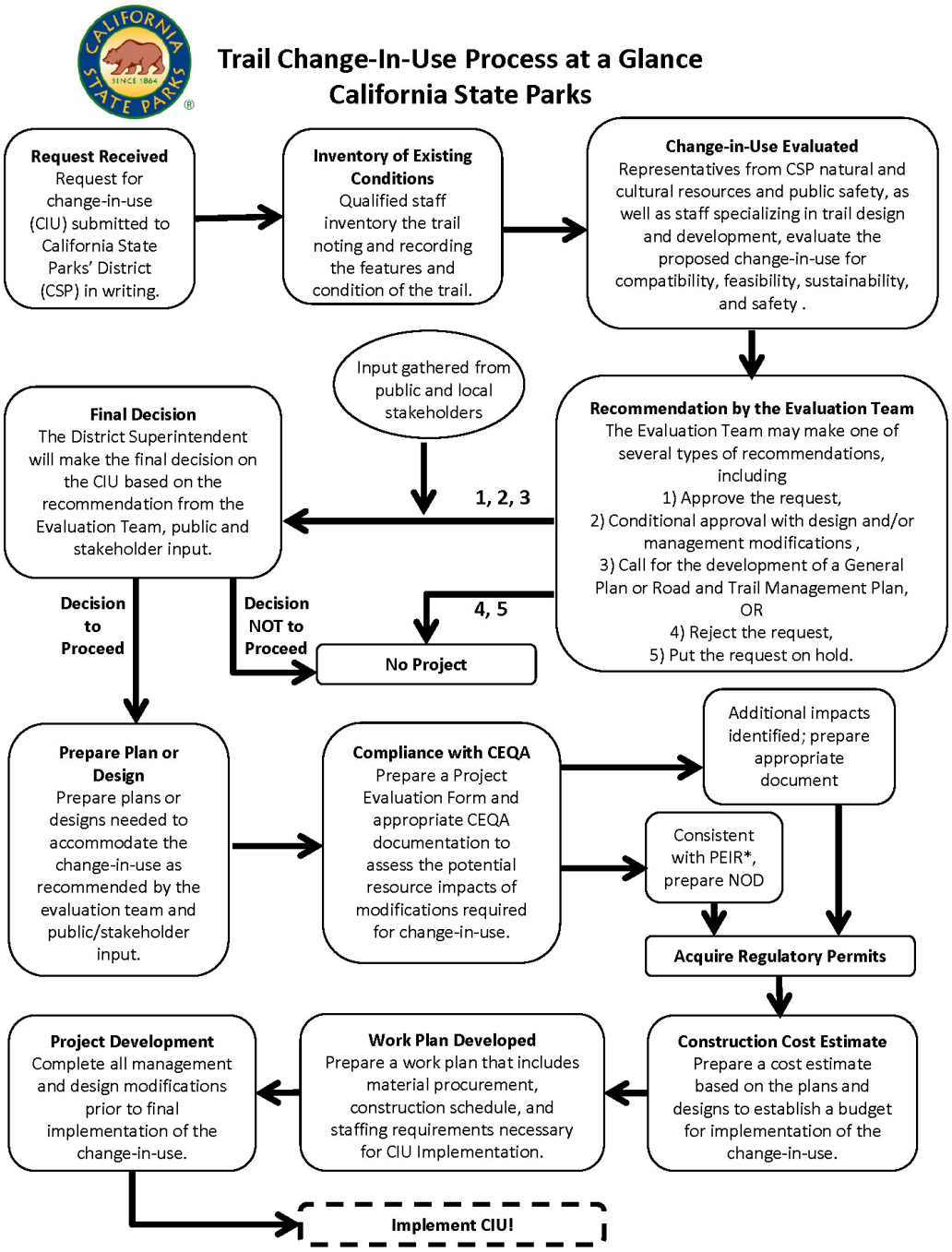
Route Name	Route Type	Use Designation	Miles
Granite Bay Multi-use Trail Connector	Trail	Hike, Bike, and Horse	0.04
Granite Bay Multi-use Trail/Center Trail Connector	Trail	Hike, Bike, and Horse	0.01
Granite Bay Picnic Area Path	Trail	Hike, Bike, and Horse	0.26
Granite Bay Service Rd to Group Picnic	Road	Hike, Bike, and Horse	0.12
Greenback Ln Bike Path Connector	Trail	Hike and Bike	0.04
Greenback Ln Bike Path Connector	Trail	Hike and Bike	0.10
Guadalupe Access Spur Trail	Trail	Hike and Horse	0.05
Guadalupe Access Spur Trail	Trail	Hike and Horse	0.03
Hazel Avenue Connector	Trail	Hike, Bike, and Horse	0.06
Horseshoe Bar Access	Trail	Hike and Horse	0.02
Iron Point Connector Trl	Trail	Hike, Bike, and Horse	0.01
Lake Natoma Shoreline Access	Trail	Hike, Bike, and Horse	0.07
Lake Overlook Connector	Road	Hike, Bike, and Horse	0.14
Lake Overlook Connector	Trail	Hike, Bike, and Horse	0.03
Lake Overlook Overflow Parking	Road	Hike, Bike, and Horse	0.12
Los Lagos Trail	Trail	Hike and Horse	1.30
Lower Powerhouse Pathway	Trail	Hike	0.03
MIAD Service Road	Road	Hike, Bike, and Horse	0.93
Middle Ridge Trl	Trail	Hike and Horse	2.39
Mississippi Bar Service Rd	Road	Hike, Bike, and Horse	0.87
Monitoring Well Rd	Road	Hike	0.04
Monte Vista Connector Spur	Trail	Hike and Horse	0.01
Monte Vista North/South Connector Trail	Trail	Hike and Horse	0.20
Monte Vista Service Rd	Road	Hike and Horse	0.52
Monte Vista Trail - Potable Water Spur	Trail	Hike and Horse	0.03
Monte Vista Trail North	Trail	Hike and Horse	0.87
Monte Vista Trail South	Trail	Hike and Horse	0.52
Monte Vista Trailhead Access Spur	Trail	Hike and Horse	0.06
Mooney Ridge Service Rd Spur	Road	Hike, Bike, and Horse	0.02
Mooney Ridge Service Rds	Road	Hike, Bike, and Horse	1.83
Mormon Island Cove to Browns Ravine Trail	Trail	Hike, Bike, and Horse	2.25
Mormon Island Wetlands Access Rd	Road	Hike	0.31
Mormon Island Wetlands Trail	Trail	Hike	0.64
Mountain Oak Ct Connector	Trail	Hike and Bike	0.03
Negro Bar Beach Service Rd	Road	Hike, Bike, and Horse	0.21

Route Name	Route Type	Use Designation	Miles
Negro Bar Day Use Parking Lot Walkway	Trail	Hike	0.10
Negro Bar Service Rds	Road	Hike, Bike, and Horse	0.20
New York Creek Access Spur	Trail	Hike	0.05
Nimbus Flat Entrance Foot Path	Trail	Hike, Bike, and Horse	0.36
Nimbus Flat Residence Rd	Road	Hike, Bike, and Horse	0.36
Oak Ave Connector	Trail	Hike and Bike	0.04
Oak Point Shoreline Trl	Trail	Hike, Bike, and Horse	0.15
Oaks Nature Trail	Trail	Hike	0.78
Old bridge	Road	Hike and Bike	0.02
Old County Rd	Road	Hike, Bike, and Horse	0.12
Old Salmon Falls to Sweetwater Creek Trl	Trail	Hike, Bike, and Horse	0.66
Peninsula Campfire Center Trail	Trail	Hike	0.09
Peninsula Service Rds	Road	Hike, Bike, and Horse	8.71
Pioneer Express Access Trl	Trail	Hike and Horse	0.29
Pioneer Express Trl	Road	Hike and Horse	0.41
Pioneer Express Trl	Road	Hike and Horse	0.06
Pioneer Express Trl	Trail	Hike and Horse	24.65
Pioneer Express Trl	Trail	Hike, Bike, and Horse	0.12
Pioneer Express Trl Connector	Trail	Hike and Horse	0.19
Placer County Sewer Service Rd	Road	Hike, Bike, and Horse	0.31
Powerhouse Access	Trail	Hike and Bike	0.02
Powerhouse Canal Access Trl	Trail	Hike	0.11
Powerhouse Canal Loop Trl	Trail	Hike	0.80
Powerhouse Canal Multi-use Trl	Trail	Hike, Bike, and Horse	0.36
Powerhouse Canal Spur	Trail	Hike	0.01
Powerhouse Foot Paths	Trail	Hike	0.31
Powerhouse Service Rds	Road	Hike	0.06
Rainbow Rocks Parking Lot Rd	Road	Hike, Bike, and Horse	0.08
Rainbow Rocks Service Rd	Road	Hike, Bike, and Horse	0.17
Shady Trl	Trail	Hike and Horse	0.98
Snipes Pershing Ravine Trl	Road	Hike	0.12
Snipes Pershing Ravine Trl	Trail	Hike	0.46
Snowberry Creek Trl	Trail	Hike and Horse	1.23
Sophia Parkway Connector	Trail	Hike, Bike, and Horse	0.25
Sophia Prkway Service Rds	Road	Hike, Bike, and Horse	0.17

Route Name	Route Type	Use Designation	Miles
South Fork American River Trail	Trail	Hike and Bike	1.96
South Lake Natoma - Picnic Site Access Trl	Trail	Hike, Bike, and Horse	0.07
South Lake Natoma Bike Path	Trail	Hike and Bike	0.14
South Lake Natoma Bike Path	Trail	Hike, Bike, and Horse	3.60
South Lake Natoma Bike Path	Trail	Hike, Bike, and Horse	2.32
South Lake Natoma Bike Path Access	Trail	Hike, Bike, and Horse	0.31
South Lake Natoma Multi-use Connectors	Trail	Hike, Bike, and Horse	0.03
South Lake Natoma Multi-use Trl	Trail	Hike, Bike, and Horse	4.20
South Lake Natoma Multi-use Trl Access	Trail	Hike, Bike, and Horse	0.23
South Lake Natoma Multi-use Trl Connector	Trail	Hike, Bike, and Horse	0.01
Sterling Point Connector Trail	Trail	Hike and Horse	0.10
Sweetwater Creek Patrol Rd	Road	Hike, Bike, and Horse	0.56
Sweetwater Creek Trail	Trail	Hike, Bike, and Horse	2.73
Unnamed Campground Rd	Road	Hike and Bike	0.03
Water Tower Service Rd	Road	Hike, Bike, and Horse	0.17
Waterfront Trl	Road	Hike	0.12
Waterfront Trl	Trail	Hike	0.47
Waterfront Trl	Trail	Hike	0.06
Waterfront Trl	Trail	Hike, Bike, and Horse	0.10
Waterfront Trl Kayak Ramp	Trail	Hike	0.02
Waterfront Trl Stairway	Trail	Hike	0.02
Waterfront Trl Stairway	Trail	Hike	0.01

This page intentionally left blank.

7.7 TRAIL USE CHANGE PROCESS FLOW CHART



*Program Environmental Impact Report (PEIR) is a first-tier document to address the broad environmental effects that could be associated with changes-in-use. For more information, see www.parks.ca.gov.

This page intentionally left blank.

7.8 CHANGE-IN-USE EVALUATION FORM

Trail Change-in-Use Proposal Evaluation

Park (Including classification): _____
Park Sub-classification _____
Trail Name: _____
Location in Unit: _____
Current Use Designation(s): _____
Proposed Use Type Change: _____
Use Change Initiated By: _____
Evaluation Date: _____

Evaluation Team Members _____

This worksheet is designed to help park managers make an objective, defensible, and consistent determination regarding a proposed change-in-use (CIU) for a trail in the state park system. The first section is designed to make an initial determination regarding the compatibility of the proposed CIU with the park's classification and management. Refer to the rules and regulations for the park's classification as well as approved planning documents when making this preliminary decision. If the CIU is found to be incompatible, note the rule, regulation, or planning document under which the determination to deny was made.

Preliminary Considerations		**Yes**	**No**	**NA**	**Comments**
0.1	Is the proposed CIU compatible with the park unit classification or sub-classification per the CA Public Resources Code and/or Code of Regulations?				
0.2	Is the proposed CIU on a trail that passes through more than one unit or sub-unit?				
0.3	Is there an approved general plan?				
0.4	Is there an approved road and trail management plan?				
0.5	Is there an approved area management plan?				
0.6	If there is an approved and relevant planning document, is the proposed CIU consistent with planning recommendations?				
0.7	Has a previous CIU request been made and evaluated for this trail?				
0.8	Is the proposed CIU located on a non-system (volunteer trail)?				
0.9	Is the proposed CIU on a facility designated as a trail or road? *This form cannot be used to consider a CIU for non-designated facilities such as a beach or desert wash.*				
0.10	Based on the preliminary considerations, should the CIU be further evaluated? *If yes, continue to the next page. If no, please explain.*				

If found to be compatible, the following pages aid park managers in considering the broader impacts of the proposed CIU, including necessary management or design options. Clearly identify the primary concerns and considerations for each item that significantly contributes to approval or denial of the CIU proposal.

Summary of Findings and Considerations

Complete this section last

Transfer the results from the following pages to this summary page.
If using the electronic version, the results will transfer automatically.

		Yes	No	NA	Comments
Part 2	Will the CIU be compatible with existing visitor uses, facilities, and services?				
Part 3	Will implementation of the CIU enhance circulation?				
Part 4	Would implementation of the CIU with management and design options (as recommended) maintain trail safety?				
Part 5	Will the trail be sustainable following implementation of the CIU with management and design options (as recommended)?				
Part 6	Would implementation of the CIU with management and design options (as recommended) create significant negative impacts to the natural or cultural resources?				
Part 7	Will implementation of the CIU with management and design options create a significant on-going maintenance or operational workload?				

Recommendation Based on Evaluation Considerations

Substantiate in Comment Box

Recommend that the park's general plan or road and trail management plan be developed or amended to evaluate the CIU				
Recommend that the CIU be approved with no design or management modifications.				
Recommend that the CIU-be approved with design options such a major or minor re-route or minor re-construction.				
Recommend that the CIU be approved with management options such as alternating days of use, one way travel, and/or seasonal closures				
Recommend that the CIU be put on hold				
Final Comments/Determinations				

Trail Change-in-Use Proposal Evaluation

Multiple CIU requests may require development or amendment of a unit wide road and trail transportation management plan.
Qualified staff, including a DPR-trained Trail Coordinator will complete this survey and checklist to:
(1) Determine the sustainability, safety, and feasibility of a proposed CIU for a single trail.
(2) Determine the appropriateness of the CIU in relation to cumulative impacts to the existing uses (users, routing, hiking opportunities, etc.)
(3) Validate the existing conditions described on the attached trail log. The trail log should address typical log elements and positive and negative attributes related to the evaluation criteria.

Evaluation Considerations		Yes	No	NA	Comments
Part 1 Existing Conditions					*Describe positive and negative impacts of the proposed CUI and any other details related to proposal evaluation.*
1.1	Is the trail a controlled access road?				
1.2	ADA Accessible Route of Travel				
1.3	Connection to a trail head or other accessible facility?				
1.4	What is the trail's current classification?				*Enter the trail class (I, II, III, or IV)*
	Trail or road surface type:	*Check All Applicable*			**Comments**
1.5	Asphalt				
1.6	Concrete				
1.7	Gravel				
1.8	Native Material				
	Trail and road facility use type				
1.9	Public				
1.10	Administration				
1.11	Fire Break				
1.12	Motorized Recreation				
1.13	Non-Motorized Recreation				
1.14	Road used as trail route				
	Current trail uses allowed	**Yes**	**No**	**NA**	
1.15	Pedestrian				
1.16	Mountain Bike				
1.17	Equestrian				
1.18	Other - specify in comment box				

Trail Change-in-Use Proposal Evaluation

Evaluation Considerations		Yes	No	NA	Comments
Part 2 Compatibility with Existing Visitor Uses, Facilities, and Services		**Yes**	**No**	**NA**	
Existing Conditions					
2.1	Is the trail high-use or in a high use area?				
2.2	Is there evidence of unauthorized use?				
2.3	Does the proposed use currently exist in the park?				
2.4	Are there other routes in the unit or on nearby public land that adequately accommodate the type of use proposed?				
2.5	Is there documented survey or statistical information that identifies a need/desire for the CIU?				
2.6	Would the CIU create conflicts with existing facilities connected or adjacent to the trail (trail heads, stables, campgrounds etc.)?				
2.7	Would significant user conflict be anticipated with implementation of the CIU?				
Part 2	**Based on above considerations, will the CIU be compatible with existing visitor uses and services?**				
#3 Effects to Circulation Patterns		**Yes**	**No**	**NA**	
	Does the CIU:				
3.1	Provide a loop, semi-loop, or other connection for the CIU user				
3.2	Legalize or legitimize unauthorized trail use currently occurring in the unit?				
3.3	Provide a connection to adjacent land agency that allows similar use?				
3.4	Improve circulation or relieve congestion on other high-use trails?				
3.5	Create the potential need for use changes on adjacent or connecting trails or facilities?				
3.6	Require a seasonal closure to mitigate resource impacts?				
3.7	If yes, will seasonal closures disrupt circulation patterns?				
Part 3	**Based on above criteria, will implementation of the CIU enhance circulation for the new use type?**				

Trail Change-in-Use Proposal Evaluation

Evaluation Considerations		Yes	No	NA	Comments
#4 Effects to Trail Safety		**Yes**	**No**	**NA**	
Existing Conditions					
4.0	Are there documented safety concerns resulting from interactions between different user groups at the requested CIU location(s)?				
4.1	With standard cyclical trail brushing (as determined by vegetation type), is there adequate-sight distance to address safety concerns resulting from the CIU?				
4.2	With standard cyclical slough and berm removal, is there adequate tread width for safe passage of trail users with the CIU?				
4.3	With equestrian users is there adequate space for non-equestrian users to retreat to the downhill side of trail for safe passage?				
4.4	If tread widths are narrow, are the fill slopes gentle, firm, and stable for users to retreat to the downhill side of trail for safe passage?				
4.5	Does the trail have sinuosity that slows trail users?				
4.6	Would the CIU increase the need for enforcement of park rules and regulations?				
Design Options to Improve Safety					
	Check those design options that could be implemented to improve trail safety with the CIU				
4.7	Increase sinuosity through re-routing or re-construction				
4.8	Increase sight distances through re-routing or removal of visual obstructions				
4.9	Widening of the trail tread to provide adequate passing space				
4.10	Install speed control devices such as pinch points or tread texturing				
Management Options to Improve Safety					
	Check those management options that could be implemented to improve trail safety with the CIU				
4.11	Alternating days of use				
4.12	One-way directional usage				
4.13	Installation of new signage				
4.14	Other (Describe)				
Part 4	**Based on the above considerations, would implementation of the CIU with management and design options (as recommended) maintain trail safety?**				

Evaluation Considerations		Yes	No	NA	Comments
#5 Effects on Trail Sustainability		**Yes**	**No**	**NA**	
Existing Conditions					
5.1	Is the trail draining to natural topographic drainage features, such as creeks and swales or natural sheet flow, and not being captured and concentrated to the man-made drainage structures?				
5.2	Is the trail tread firm and stable?				
5.3	Are there abrupt changes in trail running grade?				
5.4	Is the fill slope stable?				
5.5	Is the back slope/cut bank stable?				
5.6	Does the trail tread remain firm and stable in wet conditions?				
	Supporting data from trail log				
5.7	Number of water breaks (water bars, dips, etc.) required for proper drainage				
5.8	Linear footage of berms				
5.9	Linear footage of ditches				
5.10	Linear footage rills and ruts				
5.11	Linear footage log entrenched trail				
	Describe the locations of soil types and matrixes encountered on trail				
5.12	Rocky				
5.13	Rocky/Partial Soil Profile				
5.14	Full Soil Profile				
5.15	Partial Soil Profile/Sandy				
5.16	Sandy				
5.17	Based on these considerations is the trail currently sustainable?				
5.18	Will the trail be sustainable following implementation of the CIU without management or design options (as recommended)?				
Design Options to Improve Sustainability					
	If not sustainable, can any of the following measures be implemented to make the trail sustainable for the CIU?				
5.20	Armoring of wet drainage crossings to reduce erosion and impacts to waterways?				
5.21	Additional drainage structures (e.g. grade reversals, water bars, rolling grade dips, etc.) to manage increased mechanical wear?				
5.22	Additional bridges and puncheons/boardwalks to facilitate dry crossings necessary to reduce erosion and impacts to waterways?				
5.23	Reconstruction or replacement of bridges and puncheons to comply with equestrian construction standards?				
5.24	Fill slope or cut bank retaining walls?				
5.25	Additional or upgraded turnpikes or causeways?				
	Minor reconstruction of trail tread would:				
5.26	Correct lack of outslope				
5.27	Stabilize abrupt grade changes				

Trail Change-in-Use Proposal Evaluation

Evaluation Considerations		Yes	No	NA	Comments
5.28	Stabilize cut bank				
5.29	Stabilize fill slope				
5.30	Correct rilling and rutting				
5.31	Provide for firm and stable surfaces				
	Minor realignment/re-route of trail within the immediate proximity of the existing trail would:				
5.32	Stabilize cut bank				
5.33	Stabilize fill slope				
5.34	Eliminate abrupt grade changes				
5.35	Correct unsustainable grades				
5.36	Correct lack of sinuosity				
5.37	Would a major reroute be required to establish/maintain sustainability?				
Management Options to Improve Sustainability					
	If not sustainable, can any of the following measures be implemented to make the trail more sustainable for the CIU?				
5.38	Wet weather closures establish or maintain sustainability?				
5.39	Other management options be implemented to improve trail sustainability? If so, please describe.				
Part 5	**Based on the above considerations, will the trail be sustainable following implementation of the CIU with management and design options (as recommended)?**				

Evaluation Considerations		Yes	No	NA	Comments
#6 Effects or Impacts to the Natural or Cultural Resources		**Yes**	**No**	**NA**	
	Would the CIU and/or needed modifications have the potential to significantly impact:				
6.1	Erosion of existing trail tread and sedimentation of adjacent streams?				
6.2	Significant geologic features?				
6.3	Sensitive wildlife habitat?				
6.4	Sensitive plant habitat?				
6.5	A wetland, riparian or stream zone?				
6.6	A sensitive cultural feature?				
6.7	A sensitive paleontological feature?				
6.8	Is the trail a historic feature?				
6.9	Would required trail modifications trigger outside agency permits?				
Part 6	**Based on the above considerations, would implementation of the CIU with management and design options (as recommended) create significant negative impacts to the natural or cultural resources?**				
#7 Effects or Impacts to Maintenance and Operations		**Yes**	**No**	**NA**	
	Would the CIU and/or needed modifications:				
7.1	Change the classification of the trail?				
7.2	Require additional maintenance?				
7.3	Require additional management practices to maintain user compliance?				
7.4	Require additional staff time to address compliance requirements of the management or design options?				
7.5	Could the proposed modifications be completed by non-department work forces?				
7.6	Could the proposed modifications be maintained by non-department work forces with minimal cost to the State?				
7.7	Can necessary management strategies be enforced?				
7.8	If not, is there a volunteer group or partner agency that can assist with enforcement?				
Part 7	**Based on the above considerations, will implementation of the CIU with management and design options (as recommended) create a significant on-going maintenance or operational workload?**				

This page intentionally left blank

7.9 CHANGE-IN-USE EVALUATION SUMMARY

Change-in-Use Requests

Summary Report

Folsom Lake State Recreation Area

Prepared by
California State Parks
Gold Fields District and
Statewide Roads and Trails Program
Facility Management Division

May 2022

Introduction

This report was prepared in response to requests to allow bicycle use on trails in Folsom Lake State Recreation Area. In addition to change-in-use (CIU) requests from the public, State Parks staff also initiated a CIU evaluation of the Monte Vista Trails, which was not requested, as a result of analyzing the Browns Ravine Trail CIU and the potential effects of that CIU on the Monte Vista Trails. The requests resulted from public input received during development of the park's Road and Trail Management Plan from 2012 to 2014, which included user group stakeholder meetings.

These trails and portions of trails requested for CIU are as follows:

- Browns Ravine Trail to Old Salmon Falls (Add Bicycles, separate, stand-alone decision from RTMP)
- Los Lagos Trail (Add Bicycles)
- Middle Ridge Trail (Add Bicycles)
- Monte Vista Trail (Add Bicycles)
- Pioneer Express Trail - Dike 5 to Dike 4(Add Bicycles)
- Pioneer Express Trail - Dike 6 to Dike 5 (Add Bicycles)
- Pioneer Express Trail - Hazel Avenue to Nimbus Dam (Add Bicycles)
- Pioneer Express Trail - Nimbus Dam to Mississippi Bar (Add Bicycles)
- Pioneer Express Trail - San Juan Water to Beals Entrance (Add Bicycles)
- Pioneer Express Trail - Truss Bridge to Folsom Crossing (Add Bicycles)
- Pioneer Express Trail - Snipes Pershing Outlet to Truss Bridge (Add Bicycles)
- Pioneer Express Trail - Beeks Bight to Sterling Point Connector Trail (Add Bicycles)
- Pioneer Express Trail - Sterling Pointe Connector Trail to Rattlesnake Bar (Add Bicycles)
- Pioneer Express Trail - Rattlesnake Bar to ASRA Boundary (Add Bicycles)
- Shady Trail (Add Bicycles)
- Snipes Pershing Ravine Trail (Add Bicycles and Horses)
- Snowberry Trail (Add Bicycles)

This report provides a summary of the trail evaluation and lists the recommendation as Not Approved, Approved (evaluated trail use can start upon District Superintendent decision of approval and completion of environmental compliance) and Approved with conditions (evaluated trail use can start upon District Superintendent decision of approval, completion of environmental compliance, and completion of necessary design and management modifications). The complete evaluation form for each CIU segment can be viewed here.

To facilitate the evaluation process, the California Department of Parks and Recreation (DPR) has developed a process to objectively review and evaluate all proposed changes-in-use. The process begins with a CIU request from staff, the public, or other stakeholders; an on-site trail inspection by a team of staff with expertise in public safety, natural and cultural resource management, maintenance, engineering, and visitor services; evaluation of the trail; and a final recommendation.

Criteria used in the evaluation of change-in-use proposals include:

- Existing trail conditions
- Compatibility with existing trail uses
- Effects to trail circulation patterns within the park unit
- Effects to trail safety
- Effects to trail sustainability
- Effects or impacts to natural and/or cultural resources
- Effects or impacts to maintenance and operational costs

See https://www.parks.ca.gov/?page_id=28461 for additional information on DPR's CIU process.

Evaluation Team
Between 2014 and 2016, a District CIU evaluation review team walked each trail to initially evaluate each change-in-use request against the criteria established by DPR. The review team consisted of:

Jim Micheaels, Sr Park & Rec Specialist (Trails Coord.)
Greg Wells, Park & Rec Specialist (Trails Specialist)
Cara Allen, Environmental Scientist
Richard Preston-LeMay, State Park Superintendent III*
Mike Green, State Park Ranger/Peace Officer*
Steve Hilton, Associate State Archaeologist
Scott Modeste, State Park Ranger/Peace Officer*

*These three staff participated on the team in the evaluation of different trails representing the Visitor Services/Law Enforcement program area on the District.

DPR subsequently reviewed and refined the evaluations between 2016 and 2022.

As noted above, a decision to approve a CIU may be conditioned by requiring specific trail modifications for trail safety or sustainability or management measures to help achieve the same. Management measures may include additional patrol or presence on the trail, additional signage or education efforts, including incorporating volunteers to assist with some of these measures. Many of the CIUs below share similar types of trail modifications or management measures. In addition to these management measures, the District believes it is critical to the success of any change-in-use to have active participation from representatives of all trail users groups engaged in activities to increase respect and communication between trail users of all types. This may include delivering educational messaging about trail safety and etiquette, providing a presence at trailheads and patrol of the trails, assisting staff with trail maintenance, and providing some level of self-policing within each trail user group. This group may be best defined and formalized in a partnership agreement between the Department and key representatives from each trail user type (pedestrians, equestrians, and bicyclists). This could be a single agreement covering all the recommended CIUs across FLSRA or it is possible there could be different agreements for different areas of the park. This

agreement could be developed at any time prior to actually allowing the new use to commence.

The decision on whether to approve or not approve the CIU for the above trails will be made in this RTMP. However, any trail modifications required as a condition of any approved CIU will require project-specific environmental review, including review by natural and cultural resource specialists. Approved Trail CIU decisions not requiring modifications will require filing appropriate environmental documents prior to allowing new trail use.

Browns Ravine Trail to Old Salmon Falls

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

The Browns Ravine Trail CIU was evaluated and considered in a stand-alone CIU process separate from but in coordination with the RTMP. The Gold Fields District Superintendent approved the Change-in-Use with conditions, adding bikes as an allowed use on this 11-mile segment of trail. The Project followed the Department's Change-in-Use process in reaching this decision, and a Notice of Determination was filed on June 21, 2022, with the State Clearinghouse. The trail will not be open to bicycles until the high-priority design and management modifications identified in the CIU evaluation are implemented. Once these modifications are complete there will be official notification that the trail will be open to bicycles.

Los Lagos Trail (Recommend Approval with conditions)

Requested Change-in-Use: Add bikes to this equestrian and pedestrian trail.

Summary

Most of the Los Lagos Trail is very lightly used and frequently gets overgrown. The trail is on property owned by Placer County for which State Parks holds a recreation trail easement. The District has had discussions with the Los Lagos HOA and Placer County regarding potentially relinquishing the easement for segments 1 and 3 of the Los Lagos Trail. The District wants to retain the southeastern portion of the trail (segment 2 and a portion of segment 1) of the Los Lagos Trail because it provides an important connection between the Hoffman Property Trails, the Pioneer Express Trail, and Beeks Bight.

The Los Lagos Trail connects with the Pioneer Express Trail at its southern end in segment 2. The lower portion of the Los Lagos Trail is well used (but illegally) by bikes coming from the Hoffman Property nonsystem trails, which go on to ride on the Pioneer Express Trail. There have been numerous complaints and reports of conflicts with mountain bike use in this area in the past. The mountain bike focus group that convened in 2014 requested a CIU for the Pioneer Express from Beeks Bight all the way to Auburn SRA as well as the Los Lagos Trail. As part of a current project, the Beeks Bight Trail Reroutes Project, some of the connections from Beeks Bight to the Pioneer Express Trail will be closed (sustainability issues), and a new connection from Beeks Bight to the Pioneer Express will be constructed. This CIU is recommending a reroute of the southern end of the Los Logos Trail to eliminate a steep, entrenched, and unsustainable section of trail. This reroute would connect to the new trail connector currently being planned as part of the Beeks Bight Reroute Project from Beeks Bight to the Pioneer Express Trail. If the Beeks Bight Reroute Project is implemented, it is possible to recommend the approval of the CIU for this trail without requiring any CIU for any portion of the existing Pioneer Express Trail.

The recommendation is to approve this CIU with conditions only for the southeastern portion (segment 2 and a portion of segment 1) of the Los Lagos Trail.

Middle Ridge Trail (Not Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

The Middle Ridge Trail is really two trail alignments—a trail along the flat behind the homes along the top of the bluffs and a trail that runs along the mid to lower slopes of the bluffs above the Shady Trail. There are steep and unsustainable sections that connect these two trail segments and steep nonsystem trail segments between the Shady Trail and the lower leg of the Middle Ridge Trail. The trail is very narrow in places across steep side slopes. In places there is a minimal trail bed, and portions of this trail may be an adopted user-created trail rather than a constructed trail.

This trail appears less used than the parallel Shady Trail, which is down in the flat below the bluffs. There is some evidence of bike use, but much less than on the Shady Trail. This trail is currently not an equivalent alternate trail experience to the Shady Trail for either bikes or equestrians.

The far western section of the Middle Ridge Trail is on a fall line alignment as it drops down into a draw before connecting to the Pioneer Express Trail and parallel paved bike path. This approximately 1,500-foot segment of trail is steep, eroding, and unsustainable and should be considered for removal and restoration. A new alignment for the southern terminus of the trail should be developed to tie into the Pioneer Express Trail and American River Bike Path near where the Nimbus Dam Service Road connects the paved trail.

As noted, portions of the lower leg of the Middle Ridge trail bed are very narrow and cross steep side slopes without good opportunities to step off the trail to let other users pass. As part of considering the CIU for this trail in the context of the other trails in the area and the entire FLSRA trail system, the recommendation is to not approve this CIU. The Shady Trail and Snowberry Trail provide better opportunities for multiuse trails that will give bikes single-track access across the Mississippi Bar area and the north/west side of Lake Natoma.

The recommendation is to eliminate one of the parallel trail alignments of the Middle Ridge Trail and to reroute, reconstruct, and repair one of the other trail alignments of the Middle Ridge Trail to provide a more suitable and useful parallel equestrian and pedestrian trail alternate to the Shady Trail. New connections to either end of the Middle Ridge Trail should be considered. Eliminate some, if not all, of the steep unsustainable segments connecting the lower and upper Middle Ridge Trail and the lower Middle Ridge Trail and the Shady Trail. The recommendation is to not approve this CIU.

Monte Vista Trail (Not Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

The Monte Vista Trails were not specifically requested for a CIU during the 2014 stakeholder meetings and public input on the RTMP. The CIU evaluation for the Monte Vista Trails was initiated by District staff due to the proximity and connectivity of these trails to the Browns Ravine Trail, which is recommended for a CIU approval to add bikes. District staff considered that if bikes are added to the Browns Ravine Trail, the Monte Vista Trails could experience an increase in illegal bike use due to the connectivity with the Browns Ravine Trail.

With trail design and management modifications, these trails can be made sustainable and trail safety could be maintained with the CIU. However, as part of completing the FLSRA RTMP, California State Park staff considered the effects and experiences of all trail users in making CIU decisions across the FLSRA trail system. Along the South Fork Arm of Folsom Lake, the Browns Ravine Trail CIU, if approved and implemented, will give bicyclists access along the length of the South Fork with connections to the Darrington and South Fork Trails, providing substantial, uninterrupted, single-track riding opportunities and connectivity for bikes. The Monte Vista Trails are a small network of trails in a scenic setting and are often used by hikers and equestrians. The approval of this CIU would provide access to relatively little additional trail mileage for cyclists and would not enhance connectivity for cyclists. Keeping the Monte Vista Trails equestrian/pedestrian only will preserve a nonbike trail opportunity in the park and region for equestrians and pedestrians. The recommendation is to not approve this CIU.

Pioneer Express Trail - Dike 5 to Dike 4 (Not Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This short segment of equestrian and pedestrian trail provides single-track access between Dikes 4 and 5. The service roads across the dikes accommodate multiuse trail access, and there is a parallel, multiuse, single-track trail between the two dikes as well. Given that there are multiple existing trail options for bikes in this area, this CIU would provide little additional benefit to bikes. There is a riding stable adjacent to the park unit in this area which utilizes the FLSRA trails through a concession agreement. There is a benefit to retaining this equestrian/pedestrian trail as an alternative to the multiuse trail that provides access and connection in the same area. The recommendation is to not approve this CIU.

Pioneer Express Trail - Dike 6 to Dike 5 (Recommend Approval with conditions)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This is a short, isolated segment of single-track trail, less than 1/4 mile in length. The single-track trail segment sits between Dikes 5 and 6, both of which have roads across the top of the dikes that are designated multiuse. The trail segment is ridden regularly by bikes. This short, isolated segment of equestrian/pedestrian trail provides little benefit as a limited use trail. The trail is on gentle terrain with good sight distance, and trail safety and trail sustainability can be maintained with the CIU. However, the connection between this trail and Dike 6 needs improvement. Users (bikes) have made a steep shortcut up to this trail from the north end of Dike 6, which has become a steep eroding chute. This area should be addressed through a trail modification as part of implementing this CIU. The recommendation is to approve this CIU with conditions.

Pioneer Express Trail - Hazel Avenue to Nimbus Dam (Not Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This is a short segment of the Pioneer Express Trail that climbs steeply from the paved trail just east of Hazel Avenue up to the Nimbus Overlook. From there the trail drops steeply down into a drainage and runs east along the bottom of this steep-sided drainage before connecting back to the paved bike path. The CIU for this section of the Pioneer Express Trail is being considered along with CIUs for other connected trails along the north/west side of Lake Natoma, including other portions of the Pioneer Express, Middle Ridge Trail, Shady Trail, and Snowberry Trail.

There are problems with the existing trail alignment, including the 500-foot section of the trail that runs along the bottom of a seasonal drainage, two very steep switchbacks as the trail climbs out of the drainage toward the Overlook, and a section with steep grades from the Overlook down towards Hazel Ave. The topography and land ownership do not permit the full extent of reroutes needed for full trail sustainability and trail safety. The steep side slopes of the drainage do not permit rerouting the existing trail out of the drainage. This is a relatively short section of trail, approximately 1/2 mile. The number of physical modifications required to implement the CIU are substantial for the trail access and connectivity benefits that the CIU might provide. These modifications include two minor trail realignments and reconstruction of most of this section of trail, including a 500-foot section of causeway/drain lens. Even with these modifications, it is uncertain if sustainability and trail safety would be maintained.

Other CIUs in the Mississippi Bar area, including the Shady and Snowberry Trail CIUs are recommended for approval and provide bikes access across the Mississippi Bar area and single-track connectivity and experience in the area. Approving this CIU provides little additional benefit to cyclists. The American River Bike Path provides access and connectivity for bikes from Hazel Avenue to the Nimbus Dam.

Given that this is a short section of trail and provides limited connectivity, that there are other connection options, that the CIU requires extensive modifications, and that even with the modifications the sustainability and trail safety are uncertain, the recommendation is not to approve this CIU.

The District should consider whether the section of this trail along the creek/drainage should be eliminated and restored or, alternately, if this trail should be considered for allowing pedestrian use only given the alignment challenges.

Pioneer Express Trail - Nimbus Dam to Mississippi Bar (Not Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This segment of the Pioneer Express Trail is from Nimbus Dam to the eastern end of Mississippi Bar at the Snipes-Pershing Ravine outlet. The western portion of the trail is immediately adjacent to the paved bike path on the north side of Lake Natoma or along the shoulder of the paved bike path. The eastern half of this segment departs from the paved bike path and follows a service road for the WAPA power lines, returns to the paved trail, then passes through the dredger tailing piles, eventually turning into a very narrow and little-used trail before again crossing the paved trail at the Snipes Pershing Ravine outlet. Currently, the western portion of this segment gets regularly ridden by mountain bikes. Along much of the middle portion of the segment there are a number of nonsystem trails that run parallel to the trail and spur trails that provide access to Lake Natoma. The spur trails accessing Lake Natoma are an attraction for all users. The far eastern end of the trail gets much less use as it winds through the tailing piles. There is evidence of equestrian use in this eastern portion, but not much evidence of bike use.

The western half of this trail segment is flat, sufficiently wide, and open, and a CIU could be implemented on this portion while providing for trail safety and trail sustainability. The eastern portion of this segment is much less suitable for a CIU due to the narrow trail through tailing cobbles with poor sight distance in numerous places.

Other trails in the Mississippi Bar area, including the Shady and Snowberry Trails, are recommended for a CIU approval to add bike use, which will provide single-track access and experience for bikes across the Mississippi Bar area. The American River Bike Path also provides access and connectivity for bikes. Approving this CIU would provide little additional benefit to cyclists. Keeping this trail equestrian/pedestrian will provide equestrian/pedestrian trail experience without bikes and loop trail options for these users in the Mississippi Bar area. There are options to develop a separate, parallel, multiuse trail through a portion of this area. There are numerous existing nonsystem trails in this area that could be adopted as system trails, with modifications as needed. This is a recommendation in the ongoing Road and Trail Management Plan.

The recommendation is to not approve this CIU.

Pioneer Express Trail - San Juan Water to Beals Entrance (Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This segment of trail is an isolated section of equestrian/pedestrian trail. The segment connects to multiuse trails on either end, including the multiuse trail on the north side of the Beals Point entrance road and the paved multiuse trail on the south end of this segment. The trail is regularly used by mountain bikes (illegally), pedestrians, and equestrians. Approving the CIU for this trail segment will provide a logical multiuse trail connection. While there is currently alternate access along the paved bike trail and its shoulders for bikes, this CIU provides a single-track connection for bikes where it currently does not exist.

The CIU can be implemented and trail safety maintained. The trail grades are gentle and the terrain generally open with reasonable sight lines. The trail is primarily sustainable, with no abrupt grade changes or unsustainable grades. Site distances are good with maintenance level brushing. Other than changing signing regarding the allowed uses on the trail, no trail modifications are required in order to implement the CIU for this section of trail.

The trail is within a larger cultural landscape with various mining features. This landscape has been heavily modified by dam infrastructure, roads, campgrounds, and the San Juan Water District facilities. Implementing the CIU would not cause any significant negative impacts to natural or cultural resources. Implementation of the CIU will not create significant ongoing operation or maintenance burdens.

The recommendation is to approve this CIU and add bikes to the allowed uses of this segment of trail.

Pioneer Express Trail - Truss Bridge to Folsom Crossing (Recommend Approval with conditions)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail

Summary

This segment of trail climbs up from Lake Natoma along a small drainage to the Folsom Crossing Bridge where it connects with the paved bike path and eventually provides connection to the trails along the west side of Folsom Lake. Due to the problematic trail undercrossing of the Folsom Crossing Bridge, this segment of trail appears to be used less by equestrians recently than in the past. The trail is constrained by the paved bike path on one side and the property boundary on the other. The trail passes through a historic olive orchard. The soils along this section of trail appear to be sandier and are more erosive than the soils along Lake Natoma. There is a lot of evidence of bike use (tracks) on this trail as well as pedestrian use.

While the paved American River Bike Path currently provides trail access for bikes parallel to this trail segment, implementing this CIU will provide single-track connectivity and experience for bikes.

The trail has captured runoff in a number of locations, and there are sections of the trail that are deeply entrenched and eroding and are not sustainable. Regardless of the CIU, much of the trail needs reconstruction and realignment in order to be sustainable. With trail modifications, trail sustainability can be improved, and trail safety maintained for the proposed CIU. As part of implementing the CIU, site-specific studies and evaluation would be conducted for the necessary physical modifications to the trail, and measures would be developed to avoid or minimize impacts to natural and cultural resources. Permits will likely be required for some of the work in drainages. Utilizing the Standard Project Conditions and best management practices will prevent significant negative impacts to natural and cultural resources.

The recommendation is to approve the CIU with conditions.

Pioneer Express Trail - Truss Bridge to Snipes Pershing Outlet (Recommend Approval with conditions)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This segment of the Pioneer Express Trail runs from the east end of the Negro Bar area to where the trail crosses the paved American River Bike Path at the Snipes Pershing Ravine outlet. The trail parallels the paved bike path through the Negro Bar area and then climbs up to the top of the Orangevale Bluffs and along the bluffs before dropping down to intersect the paved bike path at Snipes Pershing Ravine. The trail varies between single-track width through more densely vegetated areas to open sections with much wider tread through blue oak woodlands. While much of the trail is across relatively level terrain, there are a couple of steep sections of trail that are currently unsustainable and will need substantial reconstruction.

While the American River Bike Path does provide access and connectivity for bikes through this area, implementing this CIU will provide single-track trail opportunity and connections for bikes where none currently exists. Along with the CIUs being evaluated for other trails along the north/west side of Lake Natoma, this CIU will provide single-track trail connectivity for bikes across this side of Lake Natoma. There are CIUs being recommended for approval on either end of this trail segment, the Snowberry Trail and the Pioneer Express Trail from the Truss Bridge to Folsom Crossing.

To provide for trail sustainability and to maintain trail safety, a number of modifications will be needed to implement this CIU, including reroutes and reengineering and reconstructing sections of the trail. A 50-foot trail bridge just west of the Folsom Boulevard Bridge over Lake Natoma would need to be replaced. This segment of trail lies within a large recorded historic mining site. Further studies and evaluation of the cultural resources will be required to make the determination of the effects of the trail modifications needed to implement the CIU. These studies will be completed as part of the project-specific environmental review of the necessary CIU trail modifications. The project will need to comply with Section 106 of the NHPA as part of the Federal review and approval and consultation with SHPO. Implementing the Standard Project Conditions and best management practices should prevent any significant negative impacts to natural and cultural resources.

The recommendation for this trail is to approve this CIU with conditions. The type and extent of necessary trail modifications may affect the prioritization of this CIU for implementation.

Pioneer Express Trail – Beeks Bight to Sterling Pointe Connector (Not Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This section of the Pioneer Express Trail runs from Beeks Bight in the north Granite Bay area to an intersection with the Sterling Pointe Connector Trail, which provides trail access at a County operated trailhead and staging facility just outside the SRA.

The public land base along this segment of trail is a narrow strip along the Folsom Lake shoreline with many rock outcroppings and steep drop-offs between the park boundary and the lake shore. The granitic soils in this portion of the park unit are much more erosive than those along the South Fork arm of Folsom Lake. The existing trail is not sustainable and has many sections of severe entrenchment and other areas where sight distances are limited due to topography. Safe passing of different users could be a challenge along portions of this trail segment due to narrow tread width and challenging terrain for users to move off the trail to allow others to pass.

In the past there have been conflicts and complaints regarding illegal mountain bike use of this trail segment. However, this segment of trail sees far fewer illegal cyclists compared to other trails within FLSRA.

While approving the CIU would provide additional trail opportunities for mountain bikes, this segment of trail is particularly challenging to successfully implement the CIU. Trail modifications, such as reroutes or reengineering/reconstructing the trail are possible in some locations. However, the due to the narrow public land base in other places, it is not possible to reroute the trail to an entirely sustainable alignment or to provide the best alignment for trail safety.

The recommendation is to not approve this CIU.

There is a nonsystem trail along the shoreline that parallels this trail segment. This nonsystem route(s) runs from Beeks Bight to Horseshoe Bar. Portions of this route are inundated when Folsom Reservoir is at full pool. However, there may be the opportunity to authorize a parallel multiuse route along the shoreline that gives mountain bikes access to the area. The Road and Trail Management Plan will include a recommendation regarding this concept.

Additionally, State Parks currently has plans to reroute some of the existing trails in the vicinity of Beeks Bight area, which could provide access to the Hoffman Property trails from Beeks Bight in the future.

Pioneer Express Trail – Sterling Pointe Connector to Rattlesnake Bar (Not Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This section of the Pioneer Express Trail runs from the intersection with the Sterling Pointe Connector Trail to the Rattlesnake Bar Day Use Area. The CIU for this section of the Pioneer Express Trail is being considered along with CIU evaluations for other segments of the trail. If all of the segments of the Pioneer Express Trail between Beeks Bight (Granite Bay) and Auburn SRA were approved, the connection between Granite Bay in FLSRA and Auburn SRA would be a substantial improvement in circulation, access, and connectivity for bikes. However, the CIU Evaluation Team has recommended not to approve the CIU for the adjoining segment of trail to the south (Beeks Bight to Sterling Pointe). On its own, this CIU would provide very little circulation enhancement for bikes.

The first half of this section of trail, from Sterling Pointe to Horseshoe Bar Road, is along gentler grades and is in relatively sustainable existing condition, requiring few trail modifications. The second half of the segment from Horseshoe Bar Road to Rattlesnake Bar has a number of areas of serious entrenchment, which would require many trail modifications, including reroutes, for trail safety and sustainability.

The public land base along this segment of trail is a narrow strip along the lakeshore with many rock outcroppings and steep drop-offs between the park boundary and the lake shore. The granitic soils in this portion of the park unit are much more erosive than those along the South Fork arm of Folsom Lake. The existing trail has many sections of severe entrenchment and other areas where sight distances are limited due to topography. Safe passing of different users, including options to move off the trail, could be a challenge along portions of this second half of the trail segment due to narrow tread width and challenging terrain.

While approving the CIU would create an additional trail opportunity for mountain bikes, portions of this segment are challenging to successfully implement the CIU. Due to the narrow public land base, it is not possible to reroute the trail to provide the optimal alignment for trail sustainability or for trail safety in all locations. In the past there have been conflicts and complaints in the area from illegal mountain bike use of this trail segment. However, this segment of trail sees far fewer illegal cyclists compared to other trails within FLSRA. If the CIU were implemented, addressing user conflicts and enforcing trail rules could create a substantial increase in the staff time required to successfully implement the CIU.

The recommendation is to not approve this CIU.

There is a nonsystem trail along the shoreline that parallels a portion of this section of trail. This nonsystem route, or in places routes, runs from Beeks Bight to Horseshoe Bar. Portions of this route are inundated when Folsom Reservoir is at full pool. However, there may be the opportunity to authorize a parallel, multiuse route along the shoreline that gives mountain bikes access to the area. The Road and Trail Management Plan will include a recommendation regarding this concept.

Pioneer Express Trail – Rattlesnake Bar to ASRA Boundary (Not Approved)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

This CIU evaluation is for the section of the Pioneer Express Trail from Rattlesnake Bar to the boundary with Auburn SRA near Oregon Bar. With the exception of the stretch from Rattlesnake Bar to Averys Pond, this segment of trail appears to be lightly used by all trail uses currently.

On its own, this CIU for the Pioneer Express Trail from Rattlesnake Bar to Auburn SRA would provide some additional trail access and opportunity for bikes, but no real loop options or connectivity to other portions of the Pioneer Express Trail within Folsom Lake SRA. Other sections of the Pioneer Express from Granite Bay to Rattlesnake Bar are not recommended for CIU approval. At ASRA, the trail connects with the Oregon Bar access road, which would provide connectivity to other ASRA trails.

There are portions of this trail where the trail tread is currently narrow and there are steep side slopes with limited options to get off the trail to allow for passing. The trail is in need of regular maintenance. In order to implement a CIU and provide for trail safety, some trail modifications would be required, including reroutes and tread widening.

Generally, the trail appears to be sustainable currently, and the trail modifications required for a CIU would help improve sustainability. A CIU would likely generate increased use of this trail, which would require the need for greater maintenance of the trail.

Given the limited connectivity that this CIU for this segment of trail would provide and taking into consideration the other factors of trail safety and sustainability, the recommendation is to not the approve a Change in Use for this segment of trail.

Shady Trail (Recommend Approval with conditions)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

Currently there is no single-track access and connection for bikes along the north/west side of Lake Natoma. Bikes currently have access along the paved bike trail and its shoulders. However, implementing this CIU along with the Snowberry Trail CIU and other CIUs will give bikes a single-track connection where it currently does not exist across the Mississippi Bar area and the north/west side of Lake Natoma. Other trails in the area, such as the Middle Ridge Trail, will remain pedestrian/equestrian, providing alternate opportunities to equestrians and pedestrians for a different trail experience. The Shady Trail is currently used by all types of trail users and is regularly ridden illegally by bikes.

The Shady Trail is on relatively gentle topography and with brushing will have good line-of-sight distances. Several trail modifications are needed to implement the CIU, including: a reroute/reconstruction of the southern end of the trail to eliminate a deep gully with a blind turn and abrupt grade change as well as reconstruction of a rutted section of trail and an adjacent causeway/drain lens to address drainage and erosion problems. With these modifications, trail safety and trail sustainability can be maintained. The District will provide occasional patrols of the trail with parks staff and/or volunteers and will install signing and implement other educational programs promoting trail etiquette and safety. The Shadow Glen Stables concessionaire indicates his rides utilize this trail, and the District is coordinating with the Shadow Glen Stables concessionaire to avoid potential conflicts between its operation and the implementation of this CIU.

Portions of the trail may be within a large historic mining site. Site-specific analysis, including any required additional studies, will be conducted to evaluate the potential impacts of the proposed physical modifications of the trail on natural or cultural resources. Implementation of the CIU will utilize Standard Project Conditions and best practices, which will prevent any significant negative impacts on natural or cultural resources.

The recommendation for this trail is to approve the CIU with conditions.

Snipes Pershing Ravine Trail (Approved)

Requested Change-In-Use: Add bikes and equestrians to this pedestrian and equestrian trail.

Summary

The Snipes Pershing Trail is a recently constructed trail (2012) that rerouted and reconstructed some existing user-created trails and old roadbed segments to provide a sustainable trail across the Snipes Pershing Ravine property to connect to the trails along Lake Natoma. The trail was designed and constructed for multiuse but has been designated as pedestrian only until such time as the use designation of the Pioneer Express Trail, to which the Snipes Pershing Ravine Trail connects, is evaluated. The section of the Pioneer Express Trail from the Snipes Pershing Ravine Outlet to the Historic Truss Bridge is being evaluated for a CIU, and the recommendation is to approve that CIU with conditions. Hence, the recommendation here is to approve this Snipes Pershing Ravine Trail CIU and to implement it at the same time as the Pioneer Express (Snipes Pershing Ravine Outlet to Historic Truss Bridge) CIU. No design options or physical modifications are required to implement this CIU. However, this trail connects to a segment of the Pioneer Express Trail that needs several substantial trail modifications.

Snowberry Creek Trail (Approved with Condition)

Requested Change-In-Use: Add bikes to this pedestrian and equestrian trail.

Summary

Currently there is no single-track access and connection for mountain bikes along the north/west side of Lake Natoma. Bikes do currently have access along the paved bike trail and its shoulders. However, implementing this CIU, along with the Shady Trail CIU and CIUs on other connected trails, will give bikes a single-track connection across the Mississippi Bar area and the north/west side of Lake Natoma where it currently does not exist.

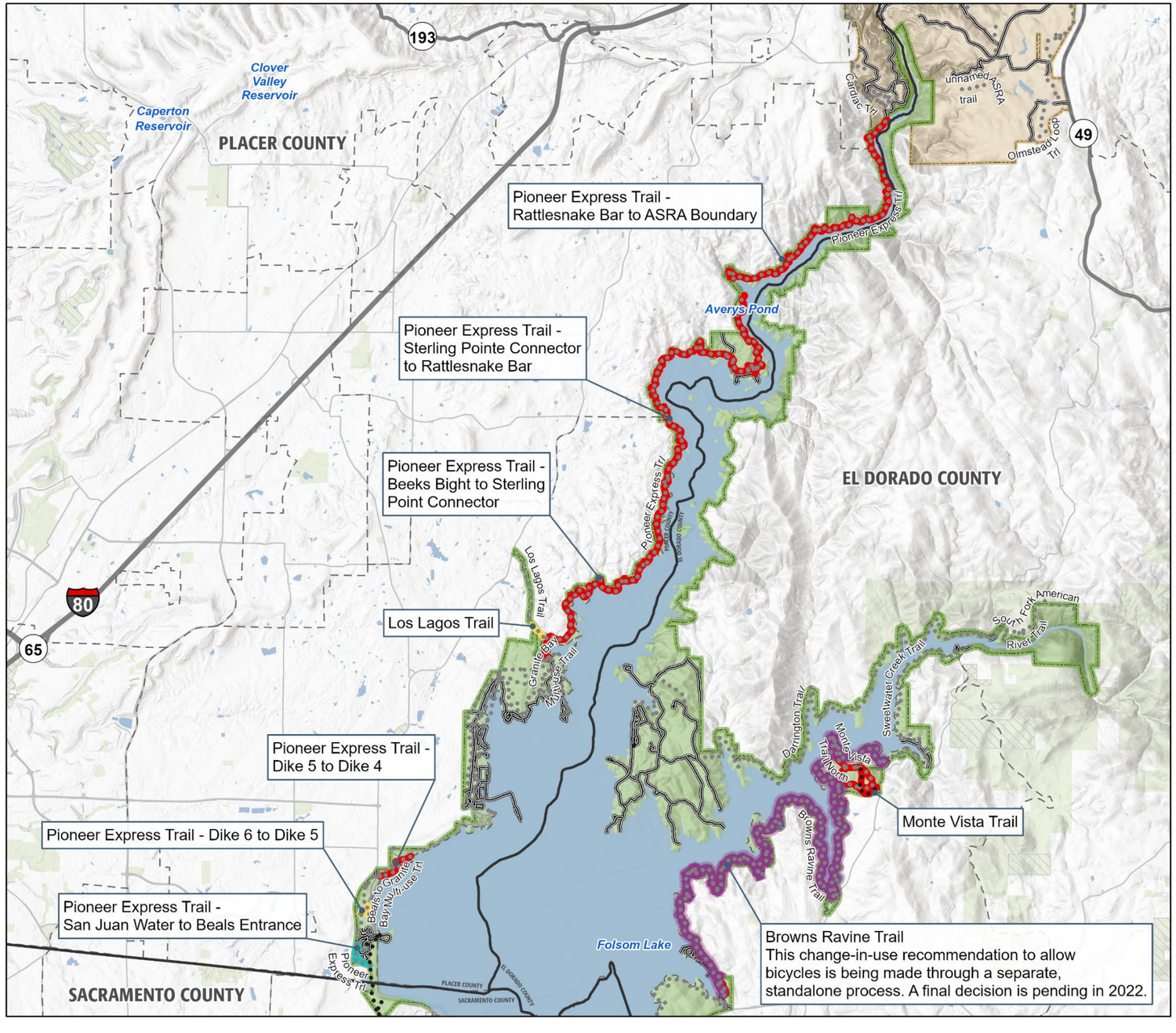
The CIU can be compatible with existing uses, facilities, and services. The Snowberry TH has reasonable parking capacity, and many users are accessing the trail from the local community. Mountain bikes currently use the trail (illegally). There was greater evidence of bike use than equestrian use. The Shadow Glen concessionaire indicates his rides do utilize this route, and the District is coordinating with the concessionaire to avoid potential conflicts between that operation and the implementation of this CIU. Other trails in the area will remain pedestrian/equestrian, providing alternate opportunities for equestrians and pedestrians with a different trail experience.

The trail is sustainable currently with regular trail maintenance. There are a few trail modifications needed to improve trail sustainability. Maintenance brushing can provide reasonable sight distance on this trail. The district will further assess the need for signs, pinch points, or other measures to control speed.

The trail is within or near a large recorded historic mining site, and there are historic features along the trail. Additional studies and evaluation may be required at the project level planning and environmental review for the trail’s necessary modifications in order to determine the effects of the CIU on cultural resources. Implementation of the CIU will utilize Standard Project Conditions and best practices, which will prevent any significant negative impacts to natural and cultural resources.

Implementation of the CIU will not create significant ongoing operation or maintenance burdens. The trail is already regularly used by bikes, and what the trail primarily needs is regular maintenance.

This recommendation for this trail is to approve this CIU with conditions. This recommendation excludes Snowberry Trail segment 1, which is an access spur to the Shadow Glen Stables facility and will remain pedestrian/equestrian.



Change-in-Use Recommendations

NORTH OF FOLSOM DAM

Change-in-Use Recommendation
- Approved
- Approve with Conditions
- Not Approved
- Change-in-Use Pending

- State Park Roads
- Paved Park Trails
- Unpaved Park Trails

- City
- County
- Waterbodies
- CA Protected Lands
- No Public Access
- Restricted Access

- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Auburn State Recreation Area
- Administrative Areas
- Natural Preserves

Page Location

Scale
1:73,000

N

Feet
0 3,000 6,000

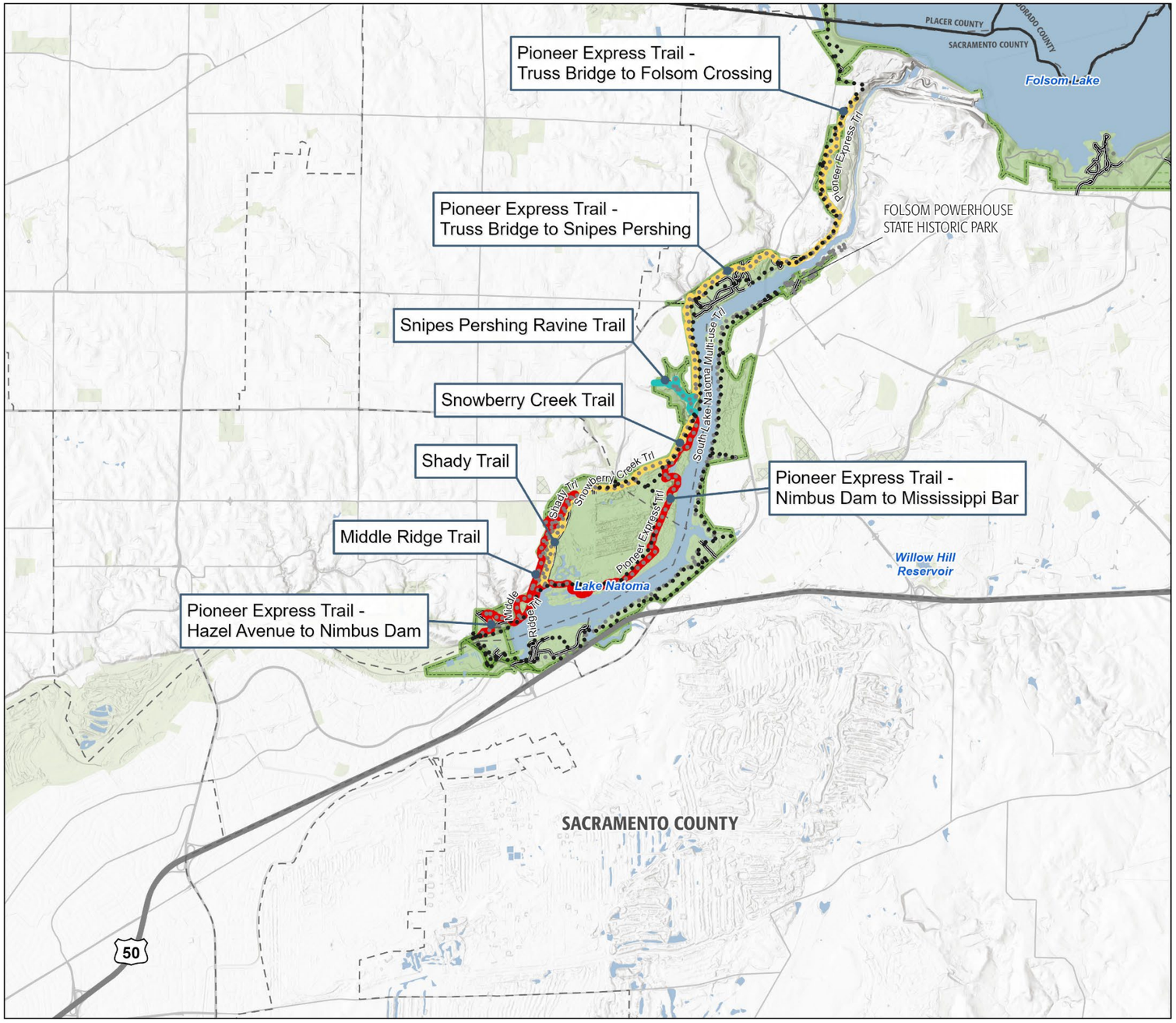
NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 1/18/2023

Folsom Area State Parks Road and Trail Management Plan



Change-in-Use Recommendations

SOUTH OF FOLSOM DAM

Change-in-Use Recommendation
- Approved
- Approve with Conditions
- Not Approved
- Change-in-Use Pending

- State Park Roads
- Paved Park Trails
- Unpaved Park Trails

- City
- County
- Waterbodies
- CA Protected Lands
- No Public Access
- Restricted Access

- Folsom Lake State Recreation Area and Folsom Powerhouse State Historic Park
- Natural Preserves

Page Location

Scale
1:51,903

N

Feet
0 2,500 5,000

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS GOLD FIELDS DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Sources: California Dept. of Parks & Recreation; GreenInfo, Inc.; USGS

Date: 1/18/2023

Folsom Area State Parks Road and Trail Management Plan

7.10 PLANNING TEAM

The planning team for the FLSRA/FPSHP RTMP consisted of DPR staff and a consultant team led by PlaceWorks. DPR staff represented a variety of professional backgrounds—environmental science, maintenance, GIS mapping, recreation, trails, archaeology, landscape architecture, and law enforcement. The following districts, divisions, and unit participated in the development of this plan:

Gold Fields District

Barry Smith, District Superintendent

Jim Micheaels, Senior Park and Recreation Specialist

Rich Preston, Folsom Sector Superintendent

Erik Taylor, Park and Recreation Specialist

7755 Folsom Auburn Road

Folsom, CA 95630

Phone: (916) 988-0205

Strategic Planning and Recreation Services Division

Alex Stehl, Senior Park & Rec Specialist

Jason Spann, Associate Landscape Architect

Noelle Breitenbach, Associate Park and Recreation Specialist

PO Box 942896

Sacramento, CA 94296-0001

trails@parks.ca.gov

Consultant Team

PlaceWorks

2040 Bancroft Way, Suite 400

Berkeley, CA 94704

Phone: (510) 848-3815

With assistance from Alta Planning +Design

Printed in Sacramento, California.

For more information or additional copies, contact:

California State Parks
Attention: Alexandra Stehl
Facilities Management Division
PO Box 942896
Sacramento, CA 94296-0001

Website: http://www.parks.ca.gov/trails