

# FOLSOM STATE RECREATION AREA AND FOLSOM POWERHOUSE STATE HISTORIC PARK ROAD AND TRAIL MANAGEMENT PLAN

## PUBLIC MEETING #2

### MEETING SUMMARY

<b>Date:</b>	June 8, 2022   6:00-7:45pm
<b>State Parks Staff Present:</b>	Jason Spann, Associate Landscape Architect; Jim Micheaels, Senior Park and Recreation Specialist; Rich Preston-LeMay, Folsom Sector Superintendent; Noelle Breitenbach, Associate Park and Recreation Specialist; Erik Taylor, Park and Recreation Specialist; Alex Stehl, Deputy Director Strategic Planning & Recreation Services
<b>Consultant Staff Present:</b>	Janet Chang, Isabelle Minn, Giselle Vandrick, Spence Koehler
<b>Community Participants:</b>	At least 32 (32 devices logged in, some may have had multiple participants)

The California Department of Parks and Recreation (California State Parks) conducted this second public meeting to solicit public input on the Folsom SRA and Folsom Powerhouse SHP Draft Road and Trails Management Plan (Draft RTMP), and learn about what is most important to community members. The meeting was held virtually over Zoom. Forty-seven individuals pre-registered for the meeting, 18 individuals pre-registered to speak during the spoken comments period, and at least 32 individuals attended the virtual public meeting (32 devices logged into the meeting; some devices had multiple participants). CSP staff presented an overview of the plan and associated recommendations, which is summarized below.

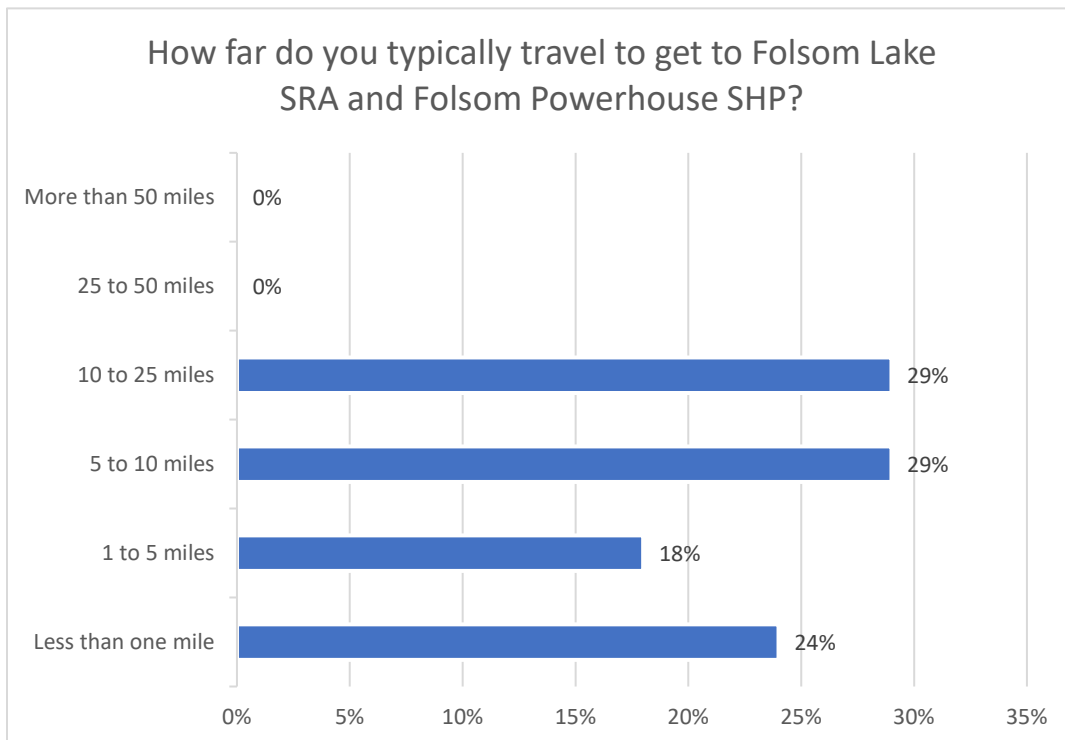
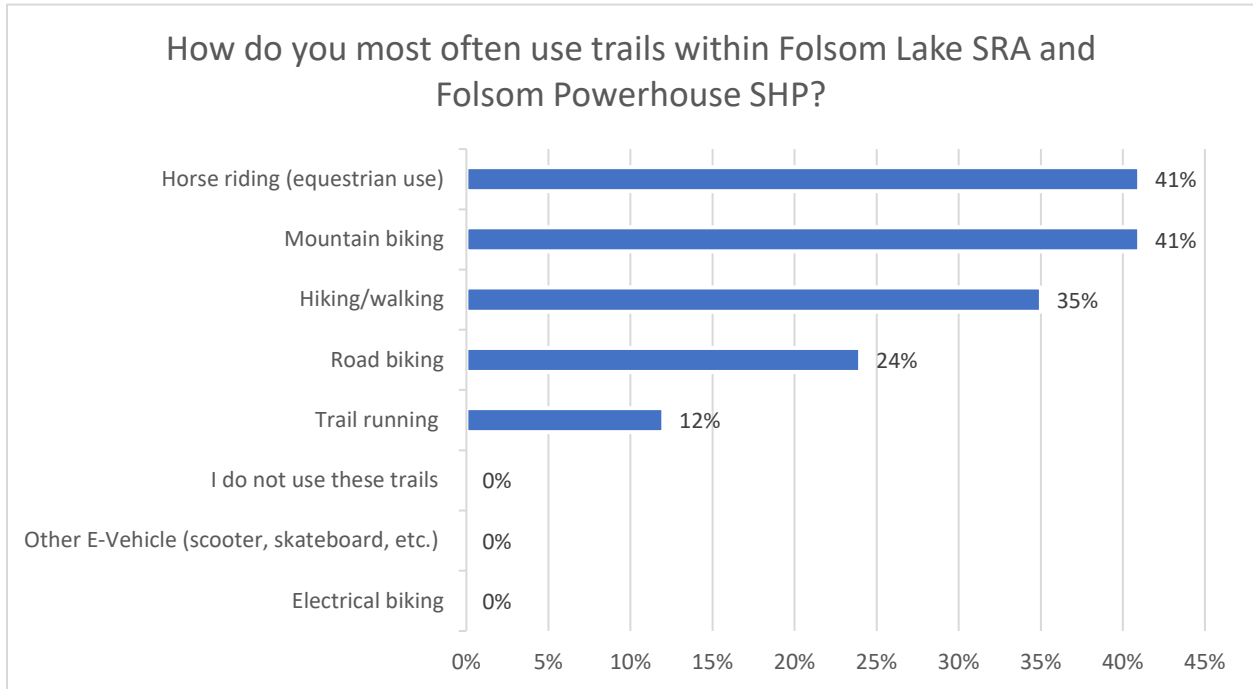
Several themes emerged from the input received through questions, comments, and participation in polls, including participants highly valued the trail experiences offered within the parks yet also have concerns particularly related to trail use conflicts (challenges related to different user types on various trails), maintenance, wayfinding, non-system trails, and the need for additional trail types or opportunities. There was discussion on where a bicycle skills area could be built to accommodate mountain bikers.

A summary of the meeting is provided below, and a recording of the meeting is available on the [RTMP project website](#).

### Welcome and Introductions

The meeting was initiated by Isabelle Minn, representing California State Parks' consultant, PlaceWorks, with an overview of the agenda, meeting purpose, and instructions for using zoom webinar tools, particularly regarding how participants could use them to participate in meeting discussions. Rich

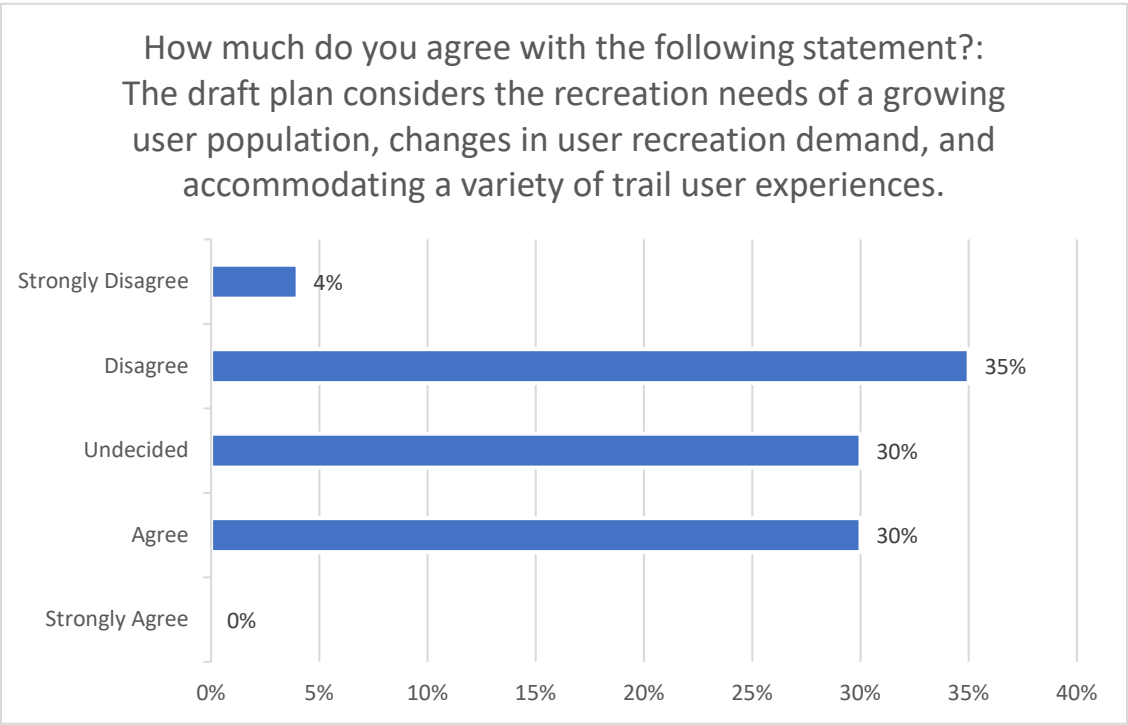
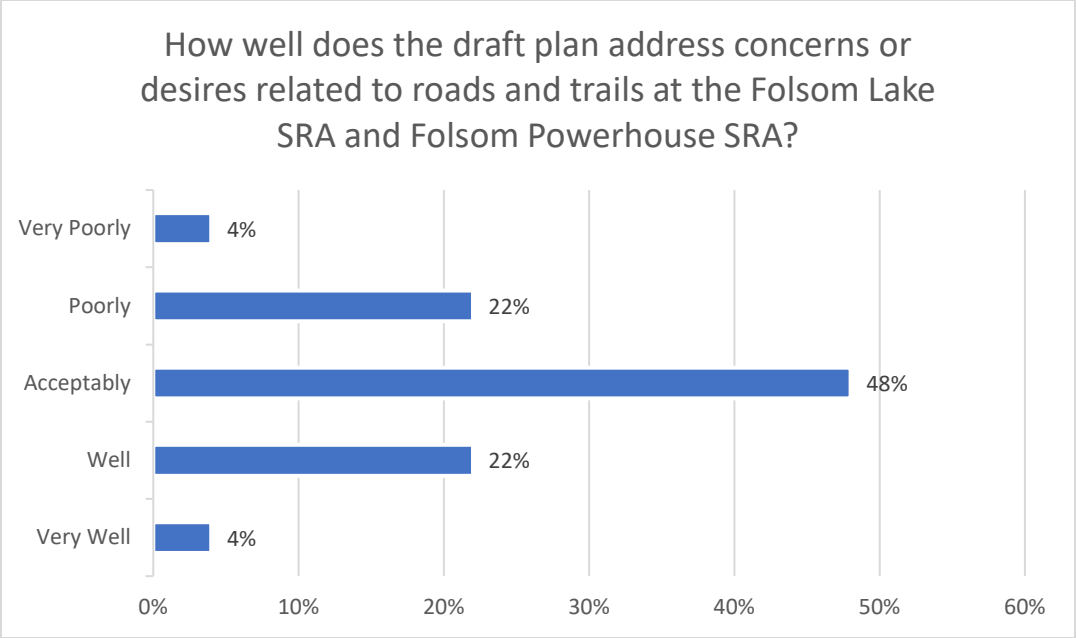
Preston-LeMay, California State Parks, introduced the project team and shared introductory remarks. Isabelle invited participants to share information about themselves and their relationship to Folsom Area State Parks by completing a two-question poll. Based on the results of the polls, most participants reside less than 25 miles from the Parks and identify mountain biking or horse riding as their primary trail use. The results of the poll are provided below.



## Presentation

The team presented project background information and context on Folsom SRA and Folsom Powerhouse SHP, an overview of the Draft Plan, and trail Changes-In-Use. A poll was then launched to gather input on how well the Draft Plan addresses concerns or desires related to roads and trails at Folsom SRA and Folsom Powerhouse SHP.

The screenshot displays a web application titled "Folsom Lake SRA and Folsom Powerhouse SHP Road and Trail Management Plan". The interface includes a map with several colored overlays and callouts. A prominent green callout reads: "BPGP #6, Beeks Blight Area Trail Reroutes Reroute segment of Pioneer Express Trail to create separation from the Granite Bay Multi-use Trail." Other callouts include "SFAR #1. Trailhead Facility Peninsula Campground Develop trailhead to provide connections to new trails, parking areas, and trailhead" and "SFAR #4. Darrington Trail Connection at Peninsula Improve trail and end point". A sidebar on the left lists various recommendations: ULN #3 (Trail connections, facilities, and access to Lake Natoma), ULN #6 (Negro Bar Shoreline Trail), ULN #10 (Interpret historic features along American River Bike Path), ULN #11 (Interpret the Rainbow Rocks area), SFAR #1, SFAR #4 (Trailhead Facility at Peninsula Campground, Darrington Trail Connection at Peninsula), SFAR #2 (Peninsula Nonpublic Vehicle Access Road Network), SFAR #3, SFAR #6 (North Fork Trail - New Trail), SFAR #5, SFAR #6 (American River Conservancy Salmon Falls Ranch Trail System, Darrington Trail), and KEAB #7. A sidebar on the right lists meeting participants: Jason Spann, State Parks; 1\_Project Questions; Richard Preston-LeMa...; Jim Micheaels, State Pa...; Isabelle Minn, PlaceWo...; and Noelle Breitenbach, Sta...



Jason demonstrated the public comment tool.

**Period for spoken comments**

Participants were able to speak to the group by adding their name to a sign-up list. Each speaker was given 2 minutes to comment. Comments are summarized below, and a recording of the meeting is available on the RTMP project website to listen to public comments.

## Key Takeaways

- Full circumnavigation of the lake is priority of all parties – pioneer trail proposed to serve this purpose.
- Connectivity around lake would improve safety for bikers.
- Multiple equestrians and pedestrians concerned that changing trails to multi-use trails is dangerous because bikers ride at high speeds.
  - Site lines are short, trails are narrow, bikers ride fast.
  - Signs are not enough, speed limits not enforceable.
- Bikers promoted more biking trails, open to even/odd day usage allowances.
- Multiple bikers advocated that Middle Ridge and Shady Trail should be open to all.
- All agree that safety is important concern, identification of extrication points was recommended.
- Trail maintenance, grading and signage plans recommended be added to plan by some

## Summarized Transcription

- **Garett McDermid**
  - Would like to see bicycle use allowed on Middle Ridge trail. He is confused why it is being proposed for decommissioning.
- **Roland Jackson**
  - Would like to see more places for bikers to ride in the park.
- **Lori Christensen**
  - Has had unsafe encounters with bikers and is worried about collisions if bikes are allowed on trails as a result of the recommendations in the plan.
- **Jim Haagen-Smit**
  - Suggests a reconsideration of the Pioneer Express Trail change-in-use and the implementation of an odd-even day schedule.
- **Susan DeBruin**
  - Wondering why the Browns Ravine Trail is being considered separately as a standalone process from the RTMP. Wants a parallel trail alongside Brown's Ravine.
- **Robert DeBruin**
  - Feels that a change-in-use to the Pioneer Express Trail is a major safety concern and prefers the development of a parallel trail. Parallel trails would allow people to have access without safety issues.
- **David Wyatt**
  - Support the idea of a dual trail system in Browns Ravine as a potential solution and have concerns about equestrians interfacing with fast moving trail users, like mountain bikers
- **Marianne Stuart**
  - Wants improvement of signage and trails, especially on trails that have been rutted by bicycles. She fears high speeds of bicycles. She wants to see standards in terms of multi-use trails
- **Peggy Christensen**
  - Primary concern is maintenance and does not want to be in hospital because of poor trail maintenance. Connectivity does not supersede trail creation according to her. Recommends no bicycles on the trails to achieve this.

- **Don Rose**
  - Yield time to FATRAC
- **Matt Wetter, President of FATRAC**
  - Stand with state parks on safety concerns. He feels other comments about safety are a bit of an overstatement. Shared use trail around lake should be goal – this is goal of many parties. Pioneer express trail could serve as this.
- **Ku (no last name)**
  - Supports for Brown’s Ravine trail recommendations
- **Wendy Slepian**
  - Most of the trails has an inadequate line of site. There needs to be major changes to make it multi-use. Different days for use purposes would be fine with her. As it is, it is not safe for multi-use purposes.
- **Addie McDermit**
  - Shady Trail and Middle Ridge trail are both easy. Everyone should be able to ride bikes on these trails because horses go on Middle Ridge.
- **John Poimiroo**
  - Recommends that emergency extrication points are defined, and emergency response groups are consulted about methods of the extrication.
- **Grayson Bair**
  - He hopes that building multi-use trails are supported. Hopes a terrain park ill be created somewhere in the park.
- **Robert Sydnor**
  - Concerned about safety, especially horses near bikes. Bikers should go out to Prairie City to ride.
- **Micah**
  - Supports bike riding and bike riding groups. Middle Ridge and Shady Trail should be open to all.
- **Ken Dawson**
  - He thinks we need to spread out trail users to avoid conflicts. Conflicts are inevitable but can be managed by conscious trail usage and through education. Rules, such as speed limits, are realistically not enforceable
- **Collin Wood**
  - Promotes creation of a full circumnavigation of the lake.
- **Lucy Kataoka**
  - Concerned about bikers on the trails because of sight lines and narrow sections. . Believes that trail maintenance, grading and signage should be included in the plan. Does not mind shared trails, but safety must come first.
- **Robin Kalskee**
  - Urges that staff consider expansion of multi-use trails to connect trails because as a cyclist he does not feel safe riding on roads.
- **Colston (no last name)**
  - Do not cut down any more trees.
- **Richard Slepian**
  - Concerned about rude and dangerous bikers. Acknowledges some are courteous.

## Full Transcription

- Garrett McDermid
  - Garrett speaks as a board member and representative from the Folsom Auburn Trail Rider Action Coalition. They thank all the staff from State Parks for doing all the hard work they did to address the concerns that have been brought up with trail equity. Getting access to trails for mountain bikes is what FATRAC has been trying to do for many years, so they're really excited to see the progress that has been made in this road and trail management plan. With the progress, though, they see room for improvement. Garrett rides on Middle Ridge with their 7 year old daughter. They see Middle Ridge as a step up from being a beginner and felt very confused on how the trail plan explained Middle Ridge as two trails with one getting decommissioned. Garrett would like to see this recommendation be reconsidered for a change in use to allow bicycles, noting that they personally observe hikers and bicyclists but no equestrians on the trail. As such, Garrett doesn't understand why the trail should allow for equestrians and pedestrians but not bicyclists.
- Roland Jackson
  - Roland is grateful for any trails that can be opened up to mountain bike use. The more places mountain bikers have to ride the better, and they can share trails with hikers and equestrians.
- Lori Christensen
  - Lori has ridden on Folsom Sector Parks trails as an equestrian for 15 years in Granite Bay and Browns Ravine. They noticed that the plan promotes awareness of safety and etiquette. While they have met many polite mountain bikers, Lori has also met some unsafe and unpolite mountain bikers. Lori is worried about increased collisions between mountain bikers and other trail users as a result of the plan recommending changes in use to allow bicycles on more trails.
- Jim Haagen-Smit
  - Jim suggests a reconsideration of the Pioneer Express Trail change-in-use and the implementation of an odd-even day schedule. Jim acknowledges that there are tight conditions along the trail to Auburn, but the trail is a critical connector to get between Auburn and Folsom Lake. Jim thanks California State Parks staff for all the work to get the plan done.
- Susan DeBruin
  - Susan approaches this meeting as someone who has been involved in the Browns Ravine Trail change-in-use project for a long time. They are wondering why the Browns Ravine Trail is being considered separately as a standalone process from the RTMP because they know that requests for more bicycle access have been going in for years. Susan recognizes that the Browns Ravine Trail is a connectivity point for many people, but doesn't understand why there can't be a parallel trail. The Browns Ravine Trail change-in-use will leave no places on that side of the lake where people can walk or ride horses without bicycle interface.
- Robert DeBruin
  - Robert thanks all the efforts to complete the plan. As a mountain biker and frequent Folsom Sector Parks trail user for many years, they feel that a change-in-use to the

Pioneer Express Trail is a major safety concern and prefers the development of a parallel trail. Parallel trails would allow people to have access without safety issues.

- David Wyatt
  - David thanks State Parks for hosting this meeting and commends staff for the hard work they've put into the plan. David is the president of the West Sacramento Trail Riders Association and would like to echo previous commenters' safety concerns related to multi-use trails. While mountain bikers are mostly polite and practice trail etiquette, there are a few bikers that do not. Often, it is the person behind a mountain biker that passes too fast that ends up getting kicked by a horse, which is a significant medical issue. They support the idea of a dual trail system in Browns Ravine as a potential solution and have concerns about equestrians interfacing with fast moving trail users, like mountain bikers.
- Marianne Stuart
  - Equestrian trail rider for about 18 years. Has approached state parks authorities complaining about lack of signage about equestrian only trails. She has not seen improvement of signs, and wants improvement of signage and trails, especially on trails that have been rutted by bicycles. Low hanging branches are also a concern for her, claims this explains why horse riders do not use some trails. She fears high speeds of bicycles. She wants to see standards in terms of multi-use trails. Hidden Falls Park has better trails and vigilance about trails and maintenance according to her.
- Peggy Christensen
  - Has expressed concern about Browns Ravine trail before. She has ridden this trail for 35 years. Primary concern is maintenance and does not want to be in hospital because of poor trail maintenance. Connectivity does not supersede trail creation according to her. Line of site is not conducive to a 25mph mountain bike trying to avoid a 2mph family. Improvements in RTMP do not pertain to safety. Skateboards and bikes do not go on sidewalk because it is designed for people. Darington Trail is very lightly used, horses are not allowed on this trail because of line of site. Loves Folsom Lake but does not want anyone to go to the hospital. Recommends no bicycles on the trails to achieve this.
- Don Rose
  - Yield time to FATRAC
- Matt Wetter, President of FATRAC
  - He is the president of FATRAC. FATRAC is the primary mountain bike advocacy group for the area and has been around since 1988. FATRAC has donated 2,000 hours of trail maintenance over the last couple years. Thanks state park for RTMP development. He has questions about the trail management plan: wondering about the language of "explore technical trail feature area" and whether this is substantive or an editorial item. He is concerned about safety and wants to continue FATRACs safety education program. He claims that the number of incidents between bikers and other trail users has improved over the last twenty years. They stand with state parks on safety concerns. He feels other comments about safety are a bit of an overstatement. Shared use trail around lake should be goal – this is goal of many parties. Pioneer express trail could serve as this.



- Ku (no last name)
  - Wants to offer support for Brown's Ravine trail. He walks along it frequently. He and his family are respectful users, and support FATRAC promoting trails.
- Wendy Slepian
  - Local area resident and walks and bikes trails frequently. Does not believe land from Brown's Ravine to the falls should be used by mountain bikers. They are moving too fast for existing users – hikers and horses. Most of the trail has an inadequate line of site. There are 14 different areas where you cannot see 14' in front of you. Need at least 12'. There is nothing posted about speed or intended use of that space. Without these controls, she feels that it is extremely unsafe. There needs to be major changes to make it multi-use. She claims terrain is steep and this issue cannot be broad brushed. Reporting of accidents does not happen, so if they get hurt they are on their own. Different days for use purposes would be fine with her. As it is, it is not safe for multi-use purposes.
- Addie McDermit
  - She thinks Middle Ridge trail is a good track and is fun. Sometimes she crashes and that is fun. Shady Trail and Middle Ridge trail are both easy. Everyone should be able to ride bikes on these trails because horses go on Middle Ridge. Horses are too big for Middle Ridge.
- John Poimiroo
  - He is with American River Bike Patrol, unit of national ski patrol. He recommends that planners consider extrication points for medical emergencies in North Fork and Brown's Ravine multi-use trails, such as neck injuries. These types of injuries have happened on American River trail, which is class I multi-use trails. Recommends that these points are defined, and emergency response groups are consulted about methods of the extrication.
- Grayson Bair
  - He lives in Mathey area. He volunteers at Fair Oaks bike park. It is one of the best bike parks he has been too. It is also the closest. He hopes that in the future, there will be more available trails for people to ride bikes on. He hopes that building multi-use trails are supported. The day that he found out the jumps at Granite Bay were bulldozed, he was sad because those were his favorite jumps. He hopes that jumps like these will be installed somewhere else in Granite Bay area.
- Robert Sydnor
  - He is a trail master for American Endurance Ride Conference. He has written long letters about the Brown's Ravine. It is all about safety. There are many blind corners, and it is hard to see bikes coming quick moving bikes. He is concerned about recommendations for more bike jumps. He things we need to be on record documenting that horses get scared and bolt when they see air borne bikes. Bikers should go out to Prairie City, which is a state park, with bike parks. Safety comes first.
- Micah
  - Commends FATRAC. They promote mountain bikes as a healthy activity, especially with children. These trails should be accessible to all. Middle Ridge and Shady Trail should be open to all.
- Ken Dawson

- Appreciated candid discussion. Following the initial discussion is key to keeping up with the changing population and user groups in the area. Speaking with other groups, the Browns Ravine trail is underused. As a frequent trail runner, he rarely sees any users using these trails. The connections of the trails are a long-standing goal. He thinks we need to spread out trail users to avoid conflicts. Conflicts are inevitable but can be managed by conscious trail usage and through education. Rules, such as speed limits, are realistically not enforceable. Regarding bike jumps, he thinks the intention is just to create a space for biking, but flow trails are not the current intention.
- Collin Wood
  - Parent and Granite Bay resident. He was encouraged by the plan. He has twin seven-year-old girls that ride bikes in the park. He likes that the large and growing user group of off-road cyclists were recognized in the plan. He clarifies that Grayson, who spoke before him, meant that a skills park should be created, not jumps on the Brown's Ravine Trail. He refers to the planning process for the Brown's Ravine trail, to how there are single digit incidents between bikes and horses/hikers over the last couple decades. He has a question: What is the status of the North Fork Trail section between Granite Bay and Auburn? Would there be a different-user-by-day program? How far along does it go? Through this process, we could create a full circumnavigating the lake. How is input being included about decommissioning trails in the north Granite Bay area?
- Lucy Kataoka
  - Equestrian users, primarily. Also, a biker, but rides only on paved trails. Has rode Pioneer Express trail for 20 years – very comfortable with it. There are multiple sections of that trail that are not safe for shared use. There are areas that are extremely narrow and blind corners. Reiterates comments that Mary Anne made earlier about signage. Believes that trail maintenance, grading and signage should be included in the plan. Does not mind shared trails, but safety must come first. Some mountain bikers are mindful, others take advantage of a lack of signage.
- Robin Kalskee
  - FATRAC member, and frequent user of these trails. Trail runner and mountain biker. He wants to echo safety concerns. Urges that staff consider expansion of multi-use trails to connect trails because as a cyclist he does not feel safe riding on roads. Feels he must take road to get to parts of the park. Cites statistic about bicycle crashes in Folsom from 2008-2020 – 6% of car crashes included a bicycle. Felt that cyclists and horse conflicts are primarily anecdotal. Feels unsafe when he is around horses and points out that it can be a 'two-way street' with safety on trails.
- Colston
  - Thanks for the chance to speak. Do not cut down any more trees. Mountain bikers can do alternative days. Weekdays he rides in the evening, and rides in the morning on weekends.
- Richard Slepian
  - He lives adjacent to Brown's Ravine trail for 40 years. Hikes 5 or 6 times a week for the last few years. Many times, the mountain bikers are very courteous. He claims that if this trail opens to multiple uses, they will have so many problems with bikers. In the last couple days alone, he has had to jump off the trail and warn bikers about a

dog ahead on the trail, while these bikes come flying past. He explained that they say, “excuse me, I’m sorry!”. He warns that they must not let the trail type change.

## Questions & Answers

During the presentation, meeting participants were able to submit questions to the project team via the Zoom platform’s Q&A tool. The project team responded to most of the questions received during the Q&A session. Questions collected during the meeting and the project team’s responses are provided below, including responses to questions that were not answered during the meeting.

### Q&A

- Will people who joined late have a chance to participate in the user-type survey?
  - Answer: The poll questions in this meeting were just meant to serve as an icebreaker and are not being documented outside of this meeting. We conducted a trail use survey in Fall to Winter of 2021.
- Please remind me as to how long we have to add comments on the plan?
  - Answer: June 22nd is the deadline for providing comments using the public commenting tool.
- For Jason: in the tool, is it possible to see the comments that have been submitted?
  - Answer: No, it is not possible, but after June 22nd, all comments will be summarized and shared online. An email will also be sent to those on the project mailing list.
- What will happen to the newly improved bypass trail around the project raising the dikes north of Beal’s Point? Will it continue as a multi-use trails?
  - Answer: The portion of the trail north of Beals Point is already a multi-use trail (prior to the improvements made). There is a section of that bypass south of Beals Point that was originally pedestrian/equestrian trail. When the top of the dikes close, we will allow multi-use on it. The plan includes a recommendation to implement a change-in-use to allow bicycles permanently.
- Out of curiosity why are horses allowed on middle ridge trail but not bikes? If it’s a question of erosion of the trail a horse and rider weigh 900-1100lbs? Middle ridge is a great beginner trail. Thanks
  - Answer: Some of the use designations of our trails, like this trail, go back a very long time. We recognize it’s a very narrow trail, and we made recommendations not to approve the change-in-use for that trail. However, we will be considering the comments made during this meeting as we consider revisions to the plan.
- How can I register to comment? Please allow MTB on Browns Ravine
- What do we mean by exploring the development?
  - Answer: The language used in the recommendation regarding a bicycle skills area/technical riding area was intentional. This type of facility is new to State Parks, and we want to better understand the types of technical riding areas or skills areas

that would meet users' needs while still being compatible and consistent in the context of a State Recreation Area. As the recommendation indicates, this would likely be a facility that State Parks would not operate, but would have a partner operate, so we want to give ourselves time to explore what type of facility this would be and what type of partner we'd collaborate with.

- Why is Brown Ravine a separate process?
  - Answer: There are many reasons it is a separate, standalone process. There is a long history of evaluating adding bikes to that trail going back to 2000 to 2001. In State Parks' judgement, the trail has favorable site conditions for a change-in-use. For example, there are very durable soils, there aren't long sections of steep grades, and it connects to multi-use trails on either end. Moving this forward as a separate project also allows it to progress more quickly than if it was part of the road and trail management plan. Last, in evaluating the Browns Ravine trail change-in-use, we considered the entire trail system within the SRA and the other CIU recommendations made in the plan, but it is moving forward as a separate, standalone project.
- Where is the below high waterline trail?
  - Answer: There are multiple routes of this shoreline route. When you head north of Beeks Bight, eventually they all converge into a single route. This runs all the way to the connection with Horseshoe Bar Road. At that point, the trail encounters a steep bluff. In the plan, this is the extent of the shoreline route that is discussed. We are open to exploring how it might be extended.
- What is the planning process for non-system trails?
  - Answer: There are some very dense networks of non-system trails (e.g., the North Granite Bay area, Mississippi Bar). Rather than make decisions on each of these trails, we felt that it was important to look at them as networks of trails in different areas and work with different user groups in making those decisions. We want to devote a separate planning process to each of these non-system trail networks to give them fair consideration.
- Has the Browns Ravine CIU been approved?
  - Answer: We haven't made a final decision yet. A decision may be made within the next month.
- Are there any plans to develop more progressive trails like Culvert? In the survey that State Parks conducted last year, there were questions about adding bike features on trails but nothing was brought up in the RTMP how are you prioritizing a loop around the Folsom lake for multi-use?
  - Answer: One of the recommendations for the north Granite Bay area is to look at all non-system routes that run throughout the area and work with user groups to perhaps incorporate some of the technical elements that are associated with the non-system routes. To the question about prioritizing a multi-use loop around Folsom Lake, Pioneer Express trail from Beeks Bight to Auburn SRA has a lot of issues in terms

of safety and sustainability. We understand and recognize the desire for a trail that circumnavigates the park, but there are some real challenges in that area. We are open to the idea, but the utilization of the Pioneer Express Trail is very problematic and we do have concerns about it. We are also open to looking at alternate routes if possible, such as extending the shoreline route. Last, we hope that one of our recommendations to develop a North Fork trail from Peninsula to the Olmstead loop provides an area for multi-use and provides connectivity to Auburn SRA.

- Why does park keep using decomposed granite on new trails and reroutes in Granite Bay esp. on hills and turns? Why not regrade using native soil?
  - Answer: We do not have any trail maintenance staff on the call, so we will note this point.
- Could state parks staff speak a bit more about how/when the non-system trails noted will be evaluated and addressed?
  - Answer: We don't have a specific schedule for how the different recommendations will move forward. We understand there is a high priority for some of these areas. We are interested in hearing different users' priorities in addressing the recommendations.
- Why should the Browns Ravine CIU need to be moved ahead quickly if it has not been approved?
  - Answer: Many of the recommendations in the RTMP will need site specific planning and environmental review. Because the Browns Ravine change-in-use is being addressed as a separate project, part of that project is doing site specific planning and project-level environmental review. Once we make the Browns Ravine decision, and if we decide to approve the change-in-use, we'll be able to move forward with implementation.
- What is the minimum width of a multi-use trail?
  - Answer: The California State Parks Trails Handbook states a minimum width of 36" but there are many other factors that should be consider including but not limited to use type, use quantity, ability to safely step off trail, sight distance, anticipates user speed, desires user experience.
- Why did Park cut and clear so many trees on Shady. It's no longer a shady trail. Looks a little decimated now.
  - Answer: **The work done along Shady trail removed dead trees along with an abundance of non-native and invasive shrubs and trees (mostly nonnative olive trees) to restore the area to a more natural native oak woodland. This also helps improve the fire resiliency of the area by reducing fuels and mimicking the more natural disturbance state before fire suppression became the norm. There will be additional work in the area to continue to remove and reduce the nonnative plant populations and control regrowth.**
- One note on equestrian usage- Are there any initiatives to mitigate usage by unsafe horses?

- Trail safety initiatives, including education and public outreach, will consider the potential safety issues associated with all trail users.

### *Additional Comments*

- I agree with Ken's IPad (Peggy Christensen) It's super dangerous to have mountain bikers come up on equestrians riding along the same trail.
- Safety 1st we all agree. Please don't cut anymore trees down. Use alternate days mtb: m-f 3-7 sat-sun 7am-3pm horses m-f 7-3pm, sat- sun 3-7pm. This may be the best compromise but there are a lot of MTB vs other trail users
- That's what it's like to ride horses with bicyclist. It is very dangerous like bicyclist with cars.
- The DG is not safe for hiking let alone biking. Many safety issues and it's eroding already. Pls inspect and stop using DG. TY :)
- Mtb'rs have been riding Hoffman for many years. Adopt them all pls. Allow user groups to officially volunteer to maintain/brush. TY
- Lol. What a farce. None of this will be implemented for at least another 20 years, if ever.

### **Conclusions and Next Steps**

The meeting concluded with the Project Team thanking participants for attending the meeting and emphasizing how critical public input is to the planning process. Participants were reminded of the opportunities to engage in the planning process by participating in the Trail Use Survey, joining the RTMP mailing list, visiting the RTMP website, or reaching out to State Parks with any thoughts or concerns.