

Trail Change-in-Use Proposal Evaluation



Park (Including classification): Folsom Lake SRA
 Park Sub-classification: Pioneer Express Segments 10, 9, 11,
 Trail Name: 16, 15, 42, 4, 31, 30 and Pioneer
Express Trl Connector-2.
 Location in Unit: Lake Natoma
 Current Use Designation(s): Equestrian, pedestrian
 Proposed Use Type Change: add bikes
 Use Change Initiated By: FATRAC, Mtn Bike Focus Group
 Evaluation Date: May 18, 2015

Evaluation Jim Micheaels, Sr Park & Rec Specialist (Trails Coord.)
Team Members Greg Wells, Park & Rec Spec. (Trails specialist)
Cara Allen, Environmental Scientist
Scott Modeste, State Park Ranger/Peace Officer
Steve Hilton, State Archaeologist
Initial field evaluation 9/14/15, final 3/23/22

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?	X			
0.2	Is the proposed CIU on a trail that passes through more than one unit or sub-unit?		X		
0.3	Is there an approved general plan?	X			
0.4	Is there an approved road and trail management plan?		X		This CIU evaluation and recommendation will be part of the FLSRA RTMP which is in process.
0.5	Is there an approved area management plan?		X		
0.6	If there is an approved and relevant planning document, is the proposed CIU consistent with planning recommendations?	X			
0.7	Has a previous CIU request been made and evaluated for this trail?		X		
0.8	Is the proposed CIU located on a non-system (volunteer trail)? <i>This form can only be used to consider a CIU for system roads and trails.</i>		X		
0.9	Is the proposed CIU on a facility designated as a trail or road? <i>This form cannot be used to consider a CIU for non-designated facilities such as a beach or desert wash.</i>	X			
0.10	Based on the preliminary considerations, should the CIU be further evaluated? <i>If yes, continue to the next page. If no, please explain.</i>	X			

Trail Change-in-Use Proposal Evaluation



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?	X			This trail segment is regularly ridden by bikes currently, but this is not a determining factor in this CIU decision. The CIU is compatible with existing uses, facilities and services. Portions of the trail are currently compatible with this CIU, other portions of the trail will require modifications.
Part 3	Will implementation of the CIU enhance circulation?	X			Trail connectivity for bikes already exists along the American River Bike Trail which parallels this section of the Pioneer Express. However, the CIU would provide single-track trail connectivity and experience in this area.
Part 4	Would implementation of the CIU with management and design options (as recommended) maintain trail safety?	X			Yes, with the proposed trail design modifications the CIU can be implemented and trail safety maintained.
Part 5	Will the trail be sustainable following implementation of the CIU with management and design options (as recommended)?	X			This CIU would require a number of trail modifications including realignment and reconstruction along portions of the trail and a significant trail bridge. With implementation of the trail modifications the trail can be sustainable. Some of this trail work is already occurring as part of other trail repair projects.
Part 6	Would implementation of the CIU with management and design options (as recommended) create significant negative impacts to the natural or cultural resources?		X		The trail segment lies within a recorded historic mining landscape site. There is concern that the CIU and proposed trail modifications may cause impacts to the cultural resources. Currently there is insufficient information and evaluation of these resources to determine the level of potential impacts. Implementing the standard project conditions and best management practices will help prevent significant impacts to natural and cultural resources.
Part 7	Will implementation of the CIU with management and design options create a significant on-going maintenance or operational workload?		X		The trail design modifications will help improve trail sustainability and trail maintenance costs over time.



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	X			RTMP is currently being developed, this CIU will be part of the RTMP.
Recommend that the CIU be approved		X		
Recommend that the CIU be approved with design options such a major or minor re-route or minor re-construction.	X			
Recommend that the CIU be approved with management options such as alternating days of use, one way travel, and/or seasonal closures	X			Additional signage only management option recommended.
Recommend that the CIU be put on hold		X		

Final Comments/Determinations

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 and experience 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.

In order to provide for trail sustainability and to maintain trail safety a number of modifications will need to be made in order to implement this CIU including re-routes and re-engineering 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 in order 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.

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.*

Trail Change-in-Use Proposal Evaluation



Evaluation Considerations		Yes	No	NA	Comments
Part 1 Existing Conditions					<i>Describe positive and negative impacts of the proposed CUI and any other details related to proposal evaluation.</i>
1.1	Is the trail a controlled access road?		X		Portions of the trail segments are used occasionally, but not regularly, by DPR vehicles for administrative purposes.
1.2	ADA Accessible Route of Travel		X		
1.3	Connection to a trail head or other accessible facility?	X			Spurs connect to Negro Bar Day Use Area and the American River Parkway Paved Trail.
1.4	What is the trail's current classification?	I			<i>Enter the trail class (I, II, III, or IV)</i>
Trail or road surface type:		<i>Check All Applicable</i>			Comments
1.5	Asphalt				
1.6	Concrete				
1.7	Gravel				
1.8	Native Material	X			
Trail and road facility use type					
1.9	Public	X			
1.10	Administration	X			Portions used occasionally by vehicles for administrative purposes..
1.11	Fire Break				
1.12	Motorized Recreation				
1.13	Non-Motorized Recreation				
1.14	Road used as trail route	X			Though not designated as such in the trail inventory, a portion of the trail looks like it was actually constructed as a road.
Current trail uses allowed		Yes	No	NA	
1.15	Pedestrian	X			
1.16	Mountain Bike		X		
1.17	Equestrian	X			
1.18	Other - specify in comment box				
Part 2 Compatibility with Existing Visitor Uses, Facilities, and Services					
Existing Conditions					
2.1	Is the trail high-use or in a high use area?	X			
2.2	Is there evidence of unauthorized use?	X			While illegal bike use was observed and there is evidence of bike use along the trail this is not a determining factor in this CIU decision.

Trail Change-in-Use Proposal Evaluation



Evaluation Considerations		Yes	No	NA	Comments
2.3	Does the proposed use currently exist in the park?	X			
2.4	Are there other routes in the unit or on nearby public land that adequately accommodate the type of use proposed?		X		There are other trails within the park unit that allow mtn bike use, but there is no single track trail along the North/West side of Lake Natoma that provides this experience and single track connectivity for mtn bikes in this area.
2.5	Is there documented survey or statistical information that identifies a need/desire for the CIU?	X			In the 2014 FLSRA Trail User Survey, there were many comments requesting more multi-use trails. At FLSRA/FPSHP, the trail mileage by use type is: 5.5 mi of pedestrian only; 11 mi. of ped./bike; 46 mi. of ped./equestrian; 38 mi. of unpaved multi-use and 19 mi. of paved multi-use.
2.6	Would the CIU create conflicts with existing facilities connected or adjacent to the trail (trail heads, stables, campgrounds etc)?		X		The somewhat informal horse assembly area at Negro Bar is currently very lightly used.
2.7	Would significant user conflict be anticipated with implementation of the CIU?		X		The trail is currently regularly ridden by mtn bikes. It isn't anticipated that there will be a significant increase in user conflicts. The current unauthorized bike use is not a determining factor in this CIU decision.
Part 2	Based on above considerations, will the CIU be compatible with existing visitor uses and services?	X			
#3 Effects to Circulation Patterns					
Does the CIU:					
3.1	Provide a loop, semi-loop, or other connection for the CIU user group?	X			Trail provides a single-track trail experience and single-track connectivity for mountain bikes along the north/west side of Lake Natoma and along with other CIUs being analyzed. Bikes currently have trail connectivity along the American River Bike Trail, a paved trail which parallels this segment.
3.2	Legalize or legitimize unauthorized trail use currently occurring in the unit?	X			There is evidence of mtn bike use (observed bikes on the trail in CIU survey and saw tracks) on the trail. Bikes are regularly seen along this trail segment.
3.3	Provide a connection to adjacent land agency that allows similar use?		X		

Trail Change-in-Use Proposal Evaluation



Evaluation Considerations		Yes	No	NA	Comments
3.4	Improve circulation or relieve congestion on other high-use trails?	X			Maybe, likely this would just legalize the abundant existing unauthorized bike use on this trail which is occurring. The current unauthorized bike use is not a determining factor in this CIU decision.
3.5	Create the potential need for use changes on adjacent or connecting trails or facilities?	X			The CIU evaluation for this segment of the Pioneer Express is being evaluated along with CIU surveys for other connected trail segments including: Snipes Pershing Trl, Snowberry Trail and other segments of the Pioneer Express Trail.
3.6	Require a seasonal closure to mitigate resource impacts?		X		Wet weather closures could help with trail sustainability. Such closures would likely be implemented park wide and could be considered in the RTMP.
3.7	If yes, will seasonal closures disrupt circulation patterns?			X	
Part 3	Based on above criteria, will implementation of the CIU enhance circulation for the new use type?	X			Bikes currently have connectivity through this area on the paved American River Bike Trail. This CIU would provide single-track trail connectivity and circulation.
#4 Effects to Trail Safety					
Existing Conditions					
4.0	Are there documented safety concerns resulting from interactions between different user groups?		X		The park unit has looked at documented trail accidents at the park unit over the past 10 years (from 2022), the vast majority of accidents are solo accidents.
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?	X			Cyclical maintenance brushing will address line of sight issues.
4.2	With standard cyclical slough and berm removal, is there adequate tread width for safe passage of trail users with the CIU?	X			
4.3	With equestrian users is there adequate space for non-equestrian users to retreat to the downhill side of trail for safe passage?	X			For the most part there is space for safe passage. This CIU survey is recommending reconstruction of a couple of sections of trail and this reconstruction will help create additional space for safe passage in these areas.
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?	X			

Trail Change-in-Use Proposal Evaluation



Evaluation Considerations		Yes	No	NA	Comments
4.5	Does the trail have sinuosity that slows trail users?		X		There is sinuosity on the eastern end of this trail section, not much on the western end of the trail section.
4.6	Would the CIU increase the need for enforcement of park rules and regulations?		X		
Design Options to Improve Safety					
<i>Check those design options that could be implemented to improve trail safety with the CIU</i>					
4.7	Increase sinuosity through re-routing or re-construction	X			The proposed reconstruction of the trail will add a little sinuosity on those specific areas.
4.8	Increase sight distances through re-routing or removal of visual obstructions			X	Re-routing not needed for sight distance, maintenance brushing will suffice.
4.9	Widening of the trail tread to provide adequate passing space	X			In sections of trail to be reconstructed, tread will be widened and will help provide additional space for passage.
4.10	Install speed control devices such as pinch points or tread texturing	X			Might consider a pinch point at through cut, to be re-constructed at the western end of trail section.
Management Options to Improve Safety					
<i>Check those management options that could be implemented to improve trail safety with the CIU</i>					
4.11	Alternating days of use		X		
4.12	One-way directional usage		X		
4.13	Installation of new signage	X			
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?	X			
#5 Effects on Trail Sustainability					
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?		X		Drainage and run-off are captured by the trail in many places. The proposed reconstruction and other modifications identified in this CIU will address some of the worst locations.
5.2	Is the trail tread firm and stable?	X			
5.3	Are there abrupt changes in trail running grade?	X			Proposed reconstruction segments will help some.
5.4	Is the fill slope stable?	X			
5.5	Is the back slope/cut bank stable?	X			

Trail Change-in-Use Proposal Evaluation



Evaluation Considerations		Yes	No	NA	Comments
5.6	Does the trail tread remain firm and stable in wet conditions?	X			There are a few locations that don't drain well and remain muddy.
Supporting data from trail log					
5.7	Number of water breaks (water bars, dips, etc.) required for proper drainage		17		17 culverts and dips documented in condition assessment.
5.8	Linear footage of berms		344		344 ft of berms documented in condition assessment.
5.9	Linear footage of ditches		3		3 ditches identified in condition assessment, documented as points (ditch outs?) not linear features.
5.10	Linear footage rills and ruts		2026		2026 ft of rills and gullies documented in condition assessment.
5.11	Linear footage log entrenched trail		5340		5340 ft of entrenched trail documented in condition assessment. Total length of this segment is 11,548 ft.
Describe the locations of soil types and matrixes encountered on trail					
5.12	Rocky				
5.13	Rocky/Partial Soil Profile		X		primarily this soil matrix.
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?		X		
5.18	Will the trail be sustainable following implementation of the CIU without management or design options (as recommended)?		X		
Design Options to Improve Sustainability					
<i>If not sustainable, can any of the following measures be implemented to make the trail sustainable for the CIU?</i>					
5.20	Armoring of wet drainage crossings to reduce erosion and impacts to waterways?	X			Armored crossings recommended in a couple of locations.
5.21	Additional drainage structures (e.g. grade reversals, water bars, rolling grade dips, etc.) to manage increased mechanical wear?	X			Need for at least one dip identified, likely there are a number of areas where additional drain dips would help.
5.22	Additional bridges and puncheons/boardwalks to facilitate dry crossings necessary to reduce erosion and impacts to waterways?		X		
5.23	Reconstruction or replacement of bridges and puncheons to comply with equestrian constuction standards?	X			Replacement of one bridge and one large culvert crossing recommended as part of this CIU.
5.24	Fill slope or cut bank retaining walls?	X			Retaining walls proposed in a couple of locations.
5.25	Additional or upgraded turnpikes or causeways?		X		

Trail Change-in-Use Proposal Evaluation



Evaluation Considerations		Yes	No	NA	Comments
Minor reconstruction of trail tread would:					
5.26	Correct lack of outslope	X			
5.27	Stabilize abrupt grade changes	X			
5.28	Stabilize cut bank			X	not a problem
5.29	Stabilize fill slope			X	not a problem
5.30	Correct rilling and rutting	X			
5.31	Provide for firm and stable surfaces			X	not a problem
Minor realignment/re-route of trail within the immediate proximity of the existing trail would:					
5.32	Stabilize cut bank			X	
5.33	Stabilize fill slope			X	
5.34	Eliminate abrupt grade changes	X			
5.35	Correct unsustainable grades	X			
5.36	Correct lack of sinuosity			X	
5.37	Should a major reroute be considered to establish sustainability?		X		
Management Options to Improve Sustainability					
<i>If not sustainable, can any of the following measures be implemented to make the trail sustainable for the CIU?</i>					
5.38	Can wet weather closures establish or maintain sustainability?	X			Trail modifications are needed, but wet weather closures could help with trail sustainability. Such closures would likely be implemented park wide and could be considered in the RTMP.
5.39	Can other mangement options be implemented to improve trail sustainability? If so, please describe.		X		
Part 5	Based on the above considerations, will the trail be sustainable following implementation of the CIU with management and design options (as recommended)?	X			
#6 Effects or Impacts to the Natural or Cultural Resources					
Would the CIU and/or needed modifications significantly impact:					
6.1	Erosion of existing trail tread and sedimentation of adjacent streams?		X		
6.2	Significant geologic features?		X		
6.3	Sensitive wildlife habitat?		X		
6.4	Sensitive plant habitat?		X		
6.5	A wetland, riparian or stream zone?		X		

Trail Change-in-Use Proposal Evaluation



Evaluation Considerations		Yes	No	NA	Comments
6.6	A sensitive cultural feature?	X			This section of trail is within a previously recorded historical mining landscape. Currently there is insufficient information to determine whether the CIU, including proposed modifications to the trail, would have negative impacts to cultural resources. Additional studies and evaluation of the resources would need to be conducted to make these determinations. However, implementing the standard project conditions and best management practices will prevent significant negative impacts to cultural resources.
6.7	A sensitive palaeontological feature?		X		
6.8	Is the trail a historic feature?	X			Portions of the trail are historic (older than 50 years) road.
6.9	Would required trail modifications trigger outside agency permits?	X			Compliance with Section 106 of the National Historic Preservation Act is required to meet federal agency review and approval, including consultation with SHPO.
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?		X		Currently there is insufficient information to determine the level of potential impacts to cultural resources. Additional studies would be required in order to determine the significance of the site features and potential impacts and measures developed to avoid or minimize effects to cultural resources. Implementing the standard project conditions and best management practices will help prevent significant impacts to natural and cultural resources.
#7 Effects or Impacts to Maintenance and Operations					
Would the CIU and/or needed modifications:					
7.1	Change the classification of the trail?		X		
7.2	Require additional maintenance?	X			Maybe, reasonable to expect is that if there is additional use there will be the need for some additional maintenance.
7.3	Require additional management practices to maintain user compliance?		X		District/Sector staff may patrol the trail segment occasionally to educate visitors on trail etiquette. Volunteers may patrol as well. Neither of these is a requirement for the CIU.

Trail Change-in-Use Proposal Evaluation



Evaluation Considerations		Yes	No	NA	Comments
7.4	Require additional staff time to address compliance requirements of the management or design options?	X			Some additional staff time may be required for trail maintenance and trail user education regarding trail safety and etiquette.
7.5	Could the proposed modifications be completed by non-department work forces?	X			Some of the modifications could be completed by non-department work forces, but the more involved modifications, such as reroutes and major reconstruction are best completed by Department staff.
7.6	Could the proposed modifications be maintained by non-department work forces with minimal cost to the State?	X			Some trail maintenance work could be completed by non-department work forces, other maintenance work is best suited to Department staff. Using non-department work forces still requires coordination and oversight of Department staff.
7.7	Can necessary management strategies be enforced?	X			Sector/District staff will educate visitors on safe trail use and trail etiquette through signs, roving interpretation and other methods.
7.8	If not, is there a volunteer group or partner agency that can assist with enforcement?		X		There is a volunteer mounted patrol and the Sector is finalizing an agreement with a bike patrol organization. Both of these groups could help patrol the trail. Volunteer groups assist with patrol of trails and reporting problems, but don't get involved in enforcement.
Based on the above considerations, will implementation of the CIU Part 7 with management and design options (as recommended) create a significant on-going maintenance or operational workload?			X		