

Trail Change-in-Use Proposal Evaluation

Park (Including classification): Folsom Lake SRA
 Park Sub-classification: _____
 Trail Name: Snipes Pershing Ravine Trail
 Location in Unit: Lake Natoma
 Current Use Designation(s): Pedestrian
 Proposed Use Type Change: add bikes and equestrian
 Use Change Initiated By: FATRAC, Mtn Bike Focus Group
 Evaluation Date: May 18, 2015

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Initial field evaluation 9/14/15, final April/May 2022

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		Folsom Lake SRA RTMP in progress. This CIU evaluation and recommendation will be part of the ongoing FLSRA RTMP.
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			

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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	The
Part 2	Will the CIU be compatible with existing visitor uses, facilities, and services?	X			The CIU can be compatible with existing uses, facilities and services. The trail does not get much equestrian use. The trail access point has minimal facilities and the trail primarily serves the local neighborhood. The trail will connect to other multi-use trails (the paved bike path) or trails proposed for a CIU to add bikes.
Part 3	Will implementation of the CIU enhance circulation?		X		The CIU would provide some additional access for bikes and equestrians, but minimal circulation enhancement. Primarily will enhance access and circulation for neighborhood trail users.
Part 4	Would implementation of the CIU with management and design options (as recommended) maintain trail safety?	X			The trail was constructed in 2012 and was designed and constructed for multi-use.
Part 5	Will the trail be sustainable following implementation of the CIU with management and design options (as recommended)?	X			The Snipes Pershing Trail is sustainable. However this trail connects to a segment of the Pioneer Express Trail that needs several substantial trail modifications. This CIU should be implemented in conjunction with the Pioneer Express - Historic Truss Bridge to Snipes Pershing Ravine Outlet segment.
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		Portions of the trail are within a larger historical landscape, however implementation of the CIU will not require physical modification to the existing trail and significant impacts to resources are not anticipated. Implementing the standard project conditions and best management practices would also serve to avoid 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 needs regular standard maintenance. There may be user-created short cut trails that need to be removed and the ground restored.



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			This CIU evaluation to be part of the Folsom Lake SRA 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	One management option proposed is new signage indicating new trail use designations and provide information on safe trail use and trail etiquette.
Recommend that the CIU be put on hold		X		

Final Comments/Determinations

The Snipes Pershing Trail is a recently constructed trail (2012) that re-routed 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 primarily serves trail use from the neighborhood and nearby community. The trail was designed and constructed for multi-use 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. **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.

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.*

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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		Only street parking at trail terminus at the corner of Twin Lakes Ave and Snipes Blvd.
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			First portion of trail is a road used as trail and is 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			Portions of trail are road used as trail, other portions went through road to trail conversion when trail was formalized/constructed.
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			A lot of community use.
2.2	Is there evidence of unauthorized use?	X			
2.3	Does the proposed use currently exist in the park?	X			

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Evaluation Considerations		Yes	No	NA	Comments
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 routes within the park unit that accommodate bike use, but there is not adequate mtn bike access and connectivity on the north/west side of Lake Natoma. The Snipes Pershing trail was constructed recently and was specifically designated as pedestrian only because it connected to the Pioneer Express Trail, a pedestrian/equestrian trail. The intent was to designate this trail as multi-use if the other trails in the area were evaluated for a CIU.
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 primary access to the trail is at corner of Snipes Blvd and Twin Lakes Ave. There is a spur trail off the primary trail that provides access to Norma Hamlin Park (Orangevale Recreation and Park District). It is possible there could be future parking impacts to neighborhood.
2.7	Would significant user conflict be anticipated with implementation of the CIU?		X		The trail was designed for multi-use and high levels of additional use are not anticipated with this CIU.
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			The trail provides connection from this Orangevale neighborhood to Lake Natoma.
3.2	Legalize or legitimize unauthorized trail use currently occurring in the unit?	X			There might be some unauthorized bike use on this trail, but it does not appear to get used as much as other nearby trails.
3.3	Provide a connection to adjacent land agency that allows similar use?		X		The trail is adjacent to Norma Hamlin Park. This is a small park without much of a system of trails. There are non-system trail connections between the Snipes Pershing Trail and the park.

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Evaluation Considerations		Yes	No	NA	Comments
3.4	Improve circulation or relieve congestion on other high-use trails?		X		
3.5	Create the potential need for use changes on adjacent or connecting trails or facilities?	X			As part of the RTMP this CIU is being completed in conjunction with CIUs on connected trails including Pioneer Express and Snowberry 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			Minimally, the trail is primarily accessed by neighborhood trail users.
#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			
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			
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			
4.5	Does the trail have sinuosity that slows trail users?	X			
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>					Trail was recently constructed to multi-use standards. CIU team determined no modifications to the trail were necessary to improve safety.
4.7	Increase sinuosity through re-routing or re-construction			X	
4.8	Increase sight distances through re-routing or removal of visual obstructions			X	

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Evaluation Considerations		Yes	No	NA	Comments
4.9	Widening of the trail tread to provide adequate passing space			X	
4.10	Install speed control devices such as pinch points or tread texturing			X	
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			New signs indicating allowed uses of the trail, trail safety and trail etiquette would be installed.
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			
5.2	Is the trail tread firm and stable?	X			
5.3	Are there abrupt changes in trail running grade?		X		
5.4	Is the fill slope stable?	X			
5.5	Is the back slope/cut bank stable?	X			Mostly stable, there is minor sloughing in silted locations along the trail south of the bridge. Regular tread maintenance can address this problem.
5.6	Does the trail tread remain firm and stable in wet conditions?	X			
Supporting data from trail log					
5.7	Number of water breaks (water bars, dips, etc.) required for proper drainage		5		5 dips documented in condition assessment.
5.8	Linear footage of berms		337		337 ft of berms documented in condition assessment.
5.9	Linear footage of ditches		1		1 ditch out identified in condition assessment, documented as a point (ditch outs) not linear feature.
5.10	Linear footage rills and ruts		156		156 ft of rills and gullies documented in condition assessment.
5.11	Linear footage log entrenched trail		none		0 ft of entrenched trail documented in condition assessment. This newer trail was recently constructed. Total length of this segment is 3,265 ft.

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Evaluation Considerations		Yes	No	NA	Comments
Describe the locations of soil types and matrixes encountered on trail					
5.12	Rocky				
5.13	Rocky/Partial Soil Profile		X		
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>				Trail is sustainable and will be sustainable with CIU. No design modifications proposed.
5.20	Armoring of wet drainage crossings to reduce erosion and impacts to waterways?			X	
5.21	Additional drainage structures (e.g. grade reversals, water bars, rolling grade dips, etc.) to manage increased mechanical wear?			X	
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 construction standards?			X	
5.24	Fill slope or cut bank retaining walls?			X	
5.25	Additional or upgraded turnpikes or causeways?			X	
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	
5.29	Stabilize fill slope			X	
5.30	Correct rilling and rutting			X	
5.31	Provide for firm and stable surfaces			X	
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		

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Evaluation Considerations		Yes	No	NA	Comments
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>					Trail is sustainable.
5.38	Can wet weather closures establish or maintain sustainability?			X	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			The trail is sustainable, no trail modifications are proposed. Trail requires regular routine maintenance. User-created short-cut non-system trails may need to be eliminated and the ground restored.
#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		
6.6	A sensitive cultural feature?	X			While portions of the trail may be within a large historic mining site, no trail modifications are proposed for the CIU. Implementing the standard project conditions and best management practices would also serve to avoid significant impacts to natural and cultural resources.
6.7	A sensitive palaeontological feature?		X		
6.8	Is the trail a historic feature?	X			Portions of trail may be remnants of a historic trail or road, however no trail modifications are proposed for the CIU.
6.9	Would required trail modifications trigger outside agency permits?		X		
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		Implementing the standard project conditions and best management practices would also serve to avoid significant impacts to natural and cultural resources.

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Evaluation Considerations		Yes	No	NA	Comments
#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			Increased use by new users may result in some increased maintenance frequency.
7.3	Require additional management practices to maintain user compliance?		X		The District will implement occasional patrols with staff or volunteers and provide trail safety and etiquette signing and education programs. These are not a requirement of the CIU.
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	No modifications proposed. If they were, 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	No modifications are proposed. 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			New signs to be installed and occasional patrols and other education programs can be implemented.
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.
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?			X		